

FILE

DATE: February 27, 1996
TO: All Departments
FROM: City Clerk
RE: PLEASE POST FOR THE INFORMATION OF ALL EMPLOYEES

SUMMARY OF DECISIONS

FOR THE REGULAR MEETING OF RED DEER CITY COUNCIL
HELD IN THE COUNCIL CHAMBERS, CITY HALL

MONDAY, FEBRUARY 26, 1996

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

- (1) Confirmation of the Minutes of the Regular Meeting of February 12, 1996.

DECISION - CONFIRMED AS TRANSCRIBED

PAGE #

- (2) **UNFINISHED BUSINESS**

1. Director of Community Services - Re: Delivery of Special
Transportation in Red Deer

.. 1

**DECISION - AGREED TO INCREASE IN HOURS OF
SERVICE FOR SPECIAL TRANSPORTATION BY
APPROXIMATELY 1200 HOURS ANNUALLY THROUGH AN
INCREASE IN THE FARES OF .50¢ PER ONE WAY TRIP**

- (3) **PUBLIC HEARINGS**

(4) **REPORTS**

1. City Clerk - Re: Meeting of Council and Red Deer College Board of Governors . . 10

DECISION - AGREED TO MEET WITH THE RED DEER COLLEGE BOARD OF GOVERNORS ON APRIL 1, 1996

2. Engineering Department Manager - Re: 1996 Standard Development Agreement/Administration and Survey Network Levies . . 11

DECISION - APPROVED RATE CHANGES FOR THE 1996 STANDARD DEVELOPMENT AGREEMENTS

3. Recreation, Parks & Culture Manager - Re: Kentwood Neighbourhood School & Park Plan . . 13

DECISION - AGREED TO RECONSIDER THROUGH A PUBLIC PARTICIPATION PROCESS, THE KENTWOOD SCHOOL AND PARK DESIGN

4. Transportation Advisory Board - Re: Alberta Transportation and Utilities: Alberta Accessible Taxi Action Plan Project . . 25

DECISION - AUTHORIZED THE TRANSPORTATION ADVISORY BOARD TO REVIEW THE ALBERTA ACCESSIBLE TAXI ACTION PLAN PROJECT AND EXPLORE THE POSSIBILITY OF ESTABLISHING ACCESSIBLE TAXIS ON A SOLID FOOTING IN RED DEER

5. Recreation, Parks & Culture Board - Re: Lottery Funding Distribution . . 28

DECISION - AGREED TO CORRESPOND WITH THE MINISTER OF LOTTERIES, INDICATING SUPPORT FOR THE DISTRIBUTION OF LOTTERY FUNDS BY LOCALLY FORMED COMMITTEES

6. Recreation, Parks & Culture Board - Re: Gymnastics Club - Request For Lease of Land . . 35

DECISION - AGREED TO DEVELOP A POLICY FOR THE LEASE OR SALE OF CITY OWNED LANDS AND TO WORK WITH THE GYMNASTICS CLUB TO IDENTIFY POSSIBLE SITES FOR LEASE

7. Land & Economic Development Manager - Re: Residential Lot Servicing Standards City of Red Deer . . 45

DECISION - AGREED TO CHANGES TO THE STANDARDS OF RESIDENTIAL LOT DEVELOPMENT IN RED DEER

8. Director of Development Services - Re: 1996 Off-Site Levy Review . . 59

DECISION - AGREED TO REDUCE 1995 OFF-SITE LEVIES BY 30%, EFFECTIVE JANUARY 1, 1996, AND THE PRICE OF CITY LOTS BE REDUCED BY AN EQUIVALENT AMOUNT

9. Land & Economic Development Manager - Re: Land Sale and Partial Road Closure Bylaw . . 74

DECISION - AGREED TO LAND SALE TO LAEBON DEVELOPMENTS LTD. AND ROAD CLOSURE

10. Land & Economic Development Manager - Re: Land Exchange/City of Red Deer and Industrial Associates Inc. . . 77

DECISION - AGREED TO LAND EXCHANGE WITH INDUSTRIAL ASSOCIATES INC., SUBJECT TO CONDITIONS

(5) **CORRESPONDENCE**

(6) **PETITIONS AND DELEGATIONS**

(7) **NOTICES OF MOTION**

(8) **WRITTEN INQUIRIES**

(9) **BYLAWS**

1. Bylaw No. 3160/96 - Road Closure Bylaw - Kennedy Drive, Plan 812-1094, First Reading . . 77

DECISION - BYLAW GIVEN 1st READING

. . 82

2. Bylaw No. 2594/A-96 - Repeal of Sewer Improvement Bylaw

DECISION - BYLAW GIVEN 3 READINGS

3. Bylaw No. 3068/A-96 - Amendment to Off-Site Levy Bylaw

DECISION - BYLAW GIVEN 3 READINGS

A G E N D A

FOR THE REGULAR MEETING OF RED DEER CITY COUNCIL

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	.. 82

2. Bylaw NO. 3068/A-96 / OFF-SITE LEVY BYLAW

3. Bylaw NO. 2594/A-96 / Repeal OF SEWER

Committee of the Whole:

Improvement Bylaw

1) **Aministrative Matter**

ITEM NO. 1

DATE: February 16, 1996

TO: KELLY KLOSS
City Clerk

FROM: LOWELL R. HODGSON
Director of Community Services

RE: DELIVERY OF SPECIAL TRANSPORTATION IN RED DEER

During the Service Analysis Review by City Council in August 1994, the Social Planning Department was instructed to work with the Special Transportation Advisory Board to consider the delivery of appropriate special transportation services.

The Special Transportation Advisory Board then convened a sub-committee with the following issues as their focus:

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

A report was prepared by this sub-committee and was presented to City Council at their meeting of June 5, 1995, at which time the following resolution was passed:

“Resolved that Council of the City of Red Deer having considered the report from the Special Transportation Advisory Board, dated May 25, 1995, regarding delivery of special transportation services in Red Deer, hereby agrees as follows:

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

City Clerk
Page 2
February 16, 1996

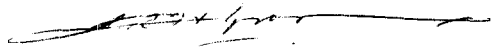
The Red Deer Action Group, having received this direction in June 1995, surveyed all of their users in order to determine what the need was for expanded service. At the same time, they explored ways and means of increasing their hours of service without having to have increase tax support.

The attached report from the Red Deer Action Group concurs that there is a need for increased hours of service; however, the only reasonable way of providing that is through increasing the fares by fifty cents per one-way trip. Based on the survey of users, there appears to be support for this if increased service results and, therefore, the Transportation Advisory Board supports this recommendation if City Council wants these additional hours of service provided.

The Red Deer Action Group goes on to indicate that this fare increase could be reduced by half if City Council returned the funding levels to what they were in 1993. However, this would cause an increase in tax support and, therefore, I would not recommend that, as all groups have had to work no-growth budgets from what they had in 1995.

RECOMMENDATION

That Council of the City of Red Deer, having considered a report from the Red Deer Action Group and the Transportation Advisory Board support the recommendation to increase hours of service for special transportation by one thousand hours annually through an increase in fares of fifty cents per one-way trip.



LOWELL R. HODGSON

:ad

- c. Barbara Jeffrey, Projects Supervisor
Kevin Joll, Transit Manager
Frances Craigie, Chair, Transportation Advisory Board

DATE: February 16, 1996

TO: KELLY KLOSS
City Clerk

FROM: FRANCES CRAIGIE, Chair
Transportation Advisory Board

RE: RED DEER ACTION GROUP REPORT ON PROVISION OF ADDITIONAL
HOURS OF CITIZENS ACTION BUS SERVICE

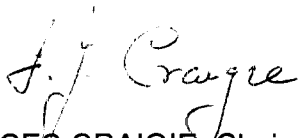
The Transportation Advisory Board considered the above named report at the February 15, 1996, Board meeting.

The Transportation Advisory Board wishes to commend the Red Deer Action Group and their president, Rene Buchholz, for the extensive investigation in exploring the options to meet City Council's direction of providing expanded hours of service without additional funding. The Transportation Advisory Board feels that the Red Deer Action Group may have opened doors to future collaborations by their study.

RECOMMENDATION:

The Transportation Advisory Board, having considered the report of the Red Deer Action Group: Provision of Additional Hours of Citizens Action Bus Service, concurs with the report and recommends to City Council that, in order to increase hours of service for the Citizens Action Bus, fares must be increased to pay for that service.

The recommendation from the Red Deer Action Group that Council consider the restoration of funding to the Action Group to the 1993 level is a decision to be made by City Council.



FRANCES CRAIGIE, Chair
Transportation Advisory Board

kt

RED DEER ACTION GROUP

PROVISION OF ADDITIONAL SERVICE HOURS CITIZENS ACTION BUS SERVICE

February, 1996

The Action Group Transportation Committee, along with the Board of Directors, has been exploring various avenues and options in order to try and meet the City Council mandate of providing expanded hours of service with no additional funding. Following is a recap of the areas that were explored and studied in some depth.

1. MEETING WITH MICHENER CENTRE

While some good discussion took place, it appears that Michener Centre will not be in a position to offer any assistance, at least not in the near future. We had hoped that they could at least offer some assistance in providing transportation to the group homes which house mostly ex-Michener residents, however, once a resident has been discharged and is living in the community, there is no longer a mandate to provide transportation support.

2. MEETING WITH TAXI COMPANY (ASSOCIATED CAB)

The taxi company is more than willing to help out, however, with only one accessible vehicle it becomes very difficult and is really only able to provide some back-up service, and only minimal after hours service.

The taxi company unfortunately cannot afford the capital cost of additional vehicles and when their present vehicle becomes too expensive to repair, it will likely not be replaced. They would like to see some arrangement by which they could lease the vehicles (i.e., City to purchase vehicles with Province 75%/25% and recover their 25% through a lease agreement over three to four years). They would be willing to give up a regular plate and run four units which they feel is necessary to provide adequate service.

3. MEETING WITH CITY TRANSIT

We had hoped that some service during evenings and Saturdays could be included with the current dial-a-bus operation, however, after receiving a clear understanding of how the system works, it became very apparent that this would be totally impossible. Transit was very open to suggestions, however, no solutions could be found.

4. CONTRACTING OUT

This option was discussed at some length and the general feeling was that the ridership would be very unhappy with the possibility of having all new drivers, which would be a very strong

possibility given that a private company had only offered an \$11.00 per hour rate of pay. For our drivers this would represent a decrease of 31.8% or a drop of \$7,280.00 per year. Following is a list of factors that came out of discussions:

- Severance packages could be expensive.
- Loss of service club participation in the bus replacement program (who would pick this up?).
- New drivers would not be familiar with the needs of users.
- New drivers would likely be employed on a part-time basis which would increase turnover rates.
- Increased maintenance costs, along with shortened life span of vehicles (it is a proven fact that when you have several drivers on one vehicle, costs go up).
- Increased risk of accidents.
- Increased risk of injuries.
- Increased risk of damage to expensive wheelchairs.
- There is no substitute for experience.

Considering the above noted factors, it was felt that in the long run cost savings will be questionable.

5. TYPE OF SERVICE DELIVERY

This option was discussed by the Transportation Committee and by the Board of Directors. The Action Bus drivers currently escort users to exact destination in the building if necessary and at times spend more time escorting the user than it takes for the trip itself. The idea was that perhaps the driver could make a double trip if just door-to-door service was being employed. This option would be very unpopular as the drivers have always offered this level of service and this kind of change would probably require at least a six-month to a year's notice, and it would be very difficult to determine at the outset how many extra trips could be provided and if the number would be sufficient to offset the drop in quality of service and the difficulty it may impose on the users. Persons whose disability does not allow them to navigate on their own would need to find a volunteer for all trips or hire an aide.

6. SALARY OR WAGE ROLLBACKS

This option was also discussed at some length and the consensus was very negative given the length of service, the commitment and dedication of the current drivers. It was also noted that the drivers and other staff have already contributed by giving up "three" formerly "paid for" holidays. The service records for full-time drivers range from nine to sixteen years, the spare or relief drivers from three to eight years. The turnover rate in the last ten years has been 0%.

The last salary comparisons with other handibus services are as follows:

Medicine Hat	- \$15.53 per hour
Calgary	- \$15.08 per hour
Lethbridge	- \$15.00 per hour
Red Deer	- \$14.50 per hour

It should also be noted that the Action Bus driver rates have been frozen since 1992.

In view of the above and the fact that City staff have received an increase in 1996, the Action Group Board feels very strongly that a wage rollback is not an option at this time.

7. INCREASE IN FARE RATES

The Board feels that an increase in fare rates is the most viable option at this time for the following reasons:

- A 50¢ per trip increase would provide additional revenue to fund approximately 1,000 hours of expanded service.
- It would allow us to maintain the same quality of service which is very important to some of the users.
- The results of the survey gave a pretty clear indication that users considered \$2.50 or even \$3.00 per one-way trip still a bargain. Current fares are \$2.00 per one-way trip. For a user averaging six trips per week, the extra cost would amount to \$3.00 per week or \$12.00 per month.
- The Lethbridge Handibus Association increased their rates from \$2.00 to \$2.50 per trip effective April 1, 1995, and the Town of Barrhead has been charging \$3.00 per trip for some time. Medicine Hat charges \$1.25 per trip for curb to curb service on a modified fixed route. Edmonton and Calgary have linked their special transportation fares to regular transit. Edmonton charges \$1.60 per trip for curb to curb service. Calgary charges \$1.50 per trip to take the passenger to the nearest accessible door.

8. CHARTER TRIPS

In addition it would be our intention to expand charter trips for evenings and weekends. In 1995 we ran 44 charter trips which represented 227 additional service hours. Charters were provided for weddings, funerals, family outings, airport trips and medical trips to Calgary and Edmonton. This was accomplished without any specific advertising and we believe that this area could be expanded with some effective marketing. Charter trips provide extra hours of service without incurring extra costs as they pay for themselves plus provide some additional revenue.

9. ADDITIONAL INFORMATION

The Action Group Board feels that Council should be alerted to the fact that through careful management and close monitoring of the budget that a surplus has been experienced the past three years.

1993 -	\$4,764.83	Surplus
1994 -	\$3,115.35	Surplus
1995 -	\$3,000.00	Surplus (Projected)
Total	\$10,880.18	Surplus

In addition, a savings has been achieved in the equipment pool over the past three years:

1993 -	\$13,812.00	Surplus
1994 -	\$6,980.00	Surplus
1995 -	\$15,220.00	Surplus
Total	\$36,012.00	Surplus

The \$36,012 represents the difference between operation and maintenance costs billed against the Action Bus budget and the actual costs, however, the theory is that as vehicles age the maintenance costs go up and the surplus is used up. Also, any surplus we may have in any one year goes toward offsetting an over expenditure by another department.

For the benefit of the new councillors, the Action Group would like to point out that the Action Bus budget was cut by \$4,000 in 1994 and by \$2,000 in 1995. Changes were made in 1994 to absorb this reduction; one of which was to convert the buses to natural gas which resulted in a savings to the operational costs.

10. PROPOSED ADDITIONAL HOURS OF SERVICE

The Action Group Board is aware of and also supports the fact that there is a need for expanded hours of service. A careful analysis of the survey that was conducted indicated that there was a greater need to expand weekday and Saturday trips as opposed to "would be nice" for additional evening and Sunday service. Therefore, the Board concentrated on improving the service hours or trips available during these periods.

Proposed additional hours of service (based on survey):

1. **Increase the vehicle presently operating 25 hours per week to 40 hours per week.** The Citizens Action Bus presently has six units providing 40 hours per week (Monday to Friday, daytime) and one unit providing 25 hours per week (Monday to Friday).
(15 hours x 52 weeks = 780 hours)
2. **Increase the second Saturday bus from five hours per Saturday to eight hours** or have two extra vehicles each offering four hours of service on Saturday . Presently one bus operates for eight hours and the second for five hours.
(3 hours x 52 weeks = 156 hours).
3. **Increase the Thursday evening service from one to two vehicles one Thursday evening per month** (or choose another evening in the week, for example, one Monday per month for bingo or one Tuesday per month for cheap night at the movies)
(5 hours x 12 months = 60 hours).
4. **Increase charter service by 200+ hours**
We may satisfy some of the demand for additional evening and Sunday service (200 hours).

Total additional hours per year = Approximately 1,200 hours.

The net cost for 1,200 additional hours is \$10,000 (approximately).

11. CONCLUSION

Red Deer Action Group has concluded that the only feasible method of increasing the hours of service up to 1,500 hours without additional City funding is to increase fares from \$2.00 to \$2.50 per trip. Users have supported the increased fare to give increased service. Red Deer Action Group proposes April 1, 1996, to begin the extra fare and service.

An alternate to an increase of \$.50 to fares is the restoration of the special transportation budget to the 1993 level of funding (\$6,000) which would necessitate approximately \$.25 increased fare.

RECOMMENDATION:

That City Council approve the Red Deer Action Group Report on Provision of Additional Hours of Service as presented which would increase hours of service by approximately 1,200 hours and increase fares from \$2.00 to \$2.50 per trip.

And further, that City Council consider the restoration of the special transportation budget to the 1993 level of funding (\$6,000) which would necessitate a \$.25 increase in fares from \$2.00 to \$2.25 per trip rather than the \$.50 required without extra funding.



Rene Buchholz
President

COMMENTS:

We concur with the recommendation of the Administration.

G.D. SURKAN
Mayor

H.M.C. DAY
City Manager

ITEM No. 1

DATE: February 20, 1996

TO: City Council

FROM: City Clerk

RE: MEETING OF COUNCIL AND RED DEER COLLEGE BOARD OF GOVERNORS

Mr. Dan Cornish, President of Red Deer College, has requested a meeting between the Red Deer College Board of Governors and City Council. It was in 1993 that the Board of Governors met with Council last, and it is their desire to discuss common issues and essentially touch base with Council.

In speaking with Mr. Cornish's office, the Board of Governors would be available to meet with Council at Council's convenience. It was suggested that Council usually entertains such meetings on the Mondays alternate to Council Meetings though they would also be available for a meeting on a Council Monday, prior to Council's meeting. Due to their upcoming budget meetings, they did however suggest this meeting be scheduled for April or May.

Council's direction is requested.



KELLY KLOSS
City Clerk

KK/fm

COMMENTS:

Council's Direction is requested.

G.D. SURKAN
Mayor

H.M.C. DAY
City Manager



THE CITY OF RED DEER

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

FAX: (403) 346-6195

FILE

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

February 29, 1996

Red Deer College
Box 5005
Red Deer, AB T4N 5H5

Attention: Mr. Dan Cornish, President

Dear Mr. Cornish:

RE: MEETING OF CITY COUNCIL AND RED DEER COLLEGE BOARD OF
GOVERNORS

Thank you for inviting Council to meet with the Red Deer College Board of Governors to again discuss common issues.

At the Council Meeting of February 26, 1996, it was agreed that Monday, April 1, 1996, commencing at 4:30 p.m., be the first choice of dates if that is convenient with your Board. An alternate suggested was Monday, April 15, 1996, also at 4:30 p.m.

Council Members requested that, if convenient, this meeting be at the College. Please call me at 342-8134 to confirm the actual date, so I may advise Council members.

Sincerely,

KELLY KLOSS
City Clerk

KK/fm

cc. Mayor's Office



*a delight
to discover!*



February 1, 1996

BACKUP INFORMATION
NOT SUBMITTED TO COUNCIL

Ms. Brenda Good
1303 Vista Village
Red Deer, Alberta
T4N 0M6

Dear Ms. Good:

Thank you for your letter dated January 24, 1996, expressing support for the services of the Citizens Action Bus operated by the Red Deer Action Group for the Physically Disabled, and requesting further funding for the service.

As you realize, the Red Deer Action Group is presently preparing a report for City Council outlining their plan for offering up to 1,500 extra hours of service in 1996 without increased funding. Reducing the salaries of employees is only one of the options they are investigating.

A report from Red Deer Action Group with their proposed actions will be presented to the Transportation Advisory Board Thursday, February 15, 1996, at the meeting beginning at 4:30 p.m. The report, and recommendations from the Transportation Advisory Board, will be forwarded to City Council at the February 26, 1996, meeting. Your letter with a copy of this reply will be circulated to City Council.

As further clarification, you mentioned *"Associated Cab whose negligence recently resulted in a broken ankle for a wheelchair client"*. Our understanding is that the person was being assisted into the taxi by a family member because the driver felt it unsafe to do so; the driver did transport the client from home to their destination.

...../2

THE CITY OF RED DEER

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

I303 Vista Village,
Red Deer, AB. T4N 0M6
Jan. 24, 1996

Dear Mayor Surkan,

I am writing to you as a concerned citizen who is physically challenged. My concerns are with the operation of the Citizen's Action Bus, a much needed form of transportation for those of us that are unable to get out and about by any other means. I know funding is a problem with many groups and societies in our days of cutbacks, roll-backs, etc.

It is my understanding that council wants more hours of service on the same budget, which means the drivers' wages would have to be cut. This is not acceptable. Those people are trained how to handle wheelchairs and their clients, so there are no major upsets. They provide a safe and secure ride, accessing and departing is without incident and they are always on the road. They provide a quality of service with trained drivers. Unlike their counter-part, the wheelchair van through Associated Cab, whose negligence recently, resulted in a broken ankle for a wheelchair client. I, myself, have been unable to use their services twice in the past month, due to their van being involved in an accident once and broken down the second time.

I'M sure that the disabled would be willing to pay more in fares per trip because of the great service we receive, At the same time, please keep in mind that most people using this service are on limited income and this may be a hardship to some.

If there were more funding for C.A. buses, they would be able to service a larger majority of us as well as provide some more night service. The demand for service is there; up until now they have been unable to keep up with it.

I also understand the C.A. Buses have done some readjusting and there are more times available, allowing us to access their services more frequently. I do feel that it is part of the City's responsibility to provide more funding for this venture. It does make a large difference to our lives to be able to get out in the public and try to carry on as normal a lifestyle as is possible for us.

Would you please consider presenting this to council? Thankyou for your consideration in this matter.

Sincerely
Brenda R. Good

DATE: February 28, 1996

FILE

TO: Transportation Advisory Board

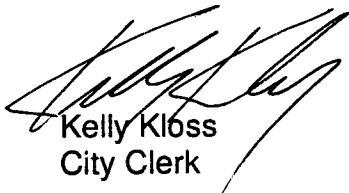
FROM: City Clerk

**RE: RED DEER ACTION GROUP - REPORT ON PROVISION
OF ADDITIONAL HOURS OF CITIZEN ACTION BUS SERVICE**

At the Council Meeting of February 26, 1996, consideration was given to your report dated February 16, 1996, concerning the above topic. At this meeting, the following resolution was passed:

"RESOLVED that Council of The City of Red Deer the having considered the report from the Director of Community Services, dated February 16, 1996, Re: Delivery of Special Transportation in Red Deer, and a report from the Red Deer Action Group entitled 'Provision of Additional Service Hours/Citizens Action Bus Service', dated February 19, 1996, hereby agrees to an increase in hours of service for Special Transportation by approximately twelve hundred hours annually through an increase in the fares of \$.50 per one way trip, and as presented to Council February 26, 1996."

The decision of Council in this instance is submitted for your information. On behalf of Council, I would like to thank the Board and the Red Deer Action Group for your efforts in bringing this change about.



Kelly Kloss
City Clerk

KK/clr

cc: Director of Community Services
Transit Manager
Red Deer Action Group

ITEM NO. 2

660-036

DATE: February 20, 1996

TO: City Clerk

FROM: Engineering Department Manager

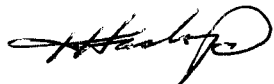
RE: **1996 STANDARD DEVELOPMENT AGREEMENT
ADMINISTRATION AND SURVEY NETWORK LEVIES**

The City currently charges developers an administration levy when it enters into a Development Agreement to cover the cost of preparing the agreement, inspections during construction and after the maintenance period, and to prepare record drawings for the utilities and roads constructed. An in-depth rate review was conducted last year. This year we are recommending that the rates be adjusted for increased operating costs (i.e. approximately 4%).

We also charge a survey network fee to cover the cost of extending the Alberta Survey Control Monument network into the new development areas. We have projected that the current rate is sufficient to cover our anticipated costs. No rate increase is recommended.

We respectfully recommend that Council approve the following rate changes:

Development Type	Current Rate	Proposed Rate
Administration Levy		
a. Residential	\$1,850 /ha	\$1,925 /ha
b. Industrial/Commercial	\$1,315 /ha	\$1,370 /ha
c. Minimum Administration Levy per Development Agreement	\$2,270	\$2,360
Survey Network Levy		
All Development Types	\$285 /ha	\$285 /ha



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

TCW/emg
c.c. Director of Corporate Services
c.c. Subdivision Administrator

COMMENTS:

We concur with the recommendation of the Engineering Department Manager.

G.D. SURKAN
Mayor

H.M.C. DAY
City Manager

FILE

DATE: February 28, 1996
TO: Engineering Department Manager
FROM: City Clerk
RE: 1996 STANDARD DEVELOPMENT AGREEMENT:
ADMINISTRATION AND SURVEY NETWORK LEVIES

At the Council Meeting of February 26, 1996, consideration was given to your report dated February 20, 1996, concerning the above. At this meeting, the following resolution was passed:

"RESOLVED that Council of The City of Red Deer the having considered the report from the Engineering Department Manager dated February 20, 1996, Re: 1996 Standard Development Agreement/Administration and Survey Network Levies, hereby approves the following rate changes for the 1996 Standard Development Agreement:

ADMINISTRATION LEVY

- | | | |
|----|--|------------|
| a) | Residential | \$1,925/ha |
| b) | Industrial/Commercial | \$1,370/ha |
| c) | Minimum Administration Levy
per Development Agreement | \$ 2,360 |

SURVEY NETWORK LEVY

- | | | |
|----|-----------------------|-----------|
| a) | All Development Types | \$ 285/ha |
|----|-----------------------|-----------|

and as presented to Council February 26, 1996."

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


Kelly Kloss
City Clerk

KK/clr

cc: Director of Corporate Services

ITEM NO. 3

RPC - 5.917

DATE: February 14, 1996

TO: KELLY KLOSS
City Clerk

FROM: DON BATCHELOR
Recreation, Parks & Culture Manager

RE: KENTWOOD NEIGHBOURHOOD SCHOOL & PARK PLAN

The Recreation, Parks & Culture Board considered a resolution from the Environmental Advisory Board and a report from the Recreation, Parks & Culture Manager dealing with the school and park plan for the Kentwood neighbourhood. Although this plan was previously approved by this Board and Council, the Recreation, Parks & Culture Board feels it is appropriate at this time to reconsider the plan and, therefore, passed the following resolutions at their meeting of February 13th.

1. That, based on the resolution of the Environmental Advisory Board and the Recreation, Parks & Culture Board's commitment to public participation in neighbourhood park designs, that the Board recommend to City Council that the Kentwood School & Park Design Plan be reconsidered through a public participation process, including residents in the Kentwood neighbourhood, and the Red Deer Catholic Board of Education.
2. That any amendments being considered to the Kentwood Neighbourhood School & Park Plan be resubmitted to the Recreation, Parks & Culture Board, Environmental Advisory Board and City Council for approval.



MONICA BAST

DB/ad

Atts.

- c. Lowell R. Hodgson, Director of Community Services
Environmental Advisory Board

RPC - 5.892

DATE: January 31, 1996

TO: KELLY KLOSS
City Clerk

FROM: WAYNE PANDER, Chair
Environmental Advisory Board

RE: KENTWOOD NEIGHBOURHOOD SCHOOL & PARK DESIGN

The Environmental Advisory Board passed the following resolution at their regular Board meeting of January 30, 1996:

"That the Environmental Advisory Board recommend to City Council that the Kentwood Neighbourhood School & Park Design Plan (Appendix 3) be reconsidered and that an alternative design plan be prepared through a public participation process including approvals by the Recreation, Parks & Culture Board, the Environmental Advisory Board and City Council."

for 
WAYNE PANDER

DB\ad

DATE: January 31, 1996

TO: RECREATION, PARKS & CULTURE BOARD

FROM: DON BATCHELOR
Recreation, Parks & Culture Manager

RE: KENTWOOD NEIGHBOURHOOD SCHOOL & PARK DESIGN PLAN

The Environmental Advisory Board, at their meeting of January 30, 1996, passed the following resolution:

"That the Environmental Advisory Board recommend to City Council that the Kentwood Neighbourhood School & Park Design Plan (Appendix 3) be reconsidered and that an alternative design plan be prepared through a public participation process including approvals by the Recreation, Parks & Culture Board, the Environmental Advisory Board and City Council."

The attached report to the Environmental Advisory Board outlines the history of the proposed park area in Kentwood. The park plan (Appendix 3) was approved by the Recreation, Parks & Culture Board, City Council and at a public meeting when rigid park design standards were in place (Community Services Master Plan). At that time, sportsfields and outdoor park and recreation facilities were a high priority, and the preservation of native treed areas in neighbourhood park sites was not specifically addressed.

With the proposed amendments to the Typical Neighbourhood School & Park Design Plan being proposed in the new 1996 - 2000 Community Services Master Plan, the first priority recommended in neighbourhoods is the preservation of natural areas, i.e.,:

- **Landscaping** - The preservation of natural tree stands is the first priority in the design and development of the site. Where natural tree stands do not exist, a very high priority should be given to extensive berming and cluster tree planting inside the park site. The site should be developed to maximize opportunities for picnicking, day use, walking, aesthetics and the development of community identity and pride.
- **Preservation of Ecospaces** - Unique ecospace should be preserved undisturbed, whenever possible, with sport and recreational facilities to be developed as space permits. (The identification and preservation of natural areas should be in accordance with the proposed Ecospace Classification and Prioritization System). Instances where municipal reserve is used to protect natural areas, some sport/recreation facilities may not be able to be developed within a neighbourhood.
- **Natural Preservation/Tree Planting** - Natural treed areas will be preserved in school/park sites, where possible, if a natural treed area does not exist; extensive cluster tree/shrub planting inside the park area will create a planted landscape area for picnicking and other leisure activities.

Excerpts from the Draft of the
1996-2000 Community Services Master Plan

Recreation, Parks & Culture Board
Page 2
January 31, 1996

Now that residents have moved into this area of Kentwood, they have made a number of inquiries and expressed concern to the Department with respect to what will happen with the native treed area and the development of the school and park site. If the school and park plans outlined in Appendix 3 & 5 were to be developed, it would result in the removal of approximately 70% of the native treed area.

Involving the neighbourhood and the Red Deer Catholic Board of Education in a public participation process to reconsider the School & Park Design Plan for Kentwood would be appropriate at this time to determine the most appropriate balance between preservation of the native treed area and the development of park, recreational and school facilities.

RECOMMENDATIONS

1. That, based on the resolution of the Environmental Advisory Board and the Recreation, Parks & Culture Board's commitment to public participation in neighbourhood park designs, that the Board recommend to City Council that the Kentwood School & Park Design Plan be reconsidered through a public participation process, including residents in the Kentwood neighbourhood, and the Red Deer Catholic Board of Education.
2. That any amendments being considered to the Kentwood Neighbourhood School & Park Plan be resubmitted to the Recreation, Parks & Culture Board, Environmental Advisory Board and City Council for approval.



DON BATCHELOR

:ad

Att.

- c. Environmental Advisory Board
Lloyd Baumgarten
Lowell R. Hodgson, Community Services Director
Paul Meyeette, Principal Planner, P.C.P.S.

DATE: January 17, 1996
TO: ENVIRONMENTAL ADVISORY BOARD
FROM: DON BATCHELOR
Recreation, Parks & Culture Manager
RE: KENTWOOD NEIGHBOURHOOD SCHOOL & PARK SITE

The Task Force Committee for the Ecospace Classification and Prioritization System has identified a concern with respect to an existing natural area in Kentwood. This natural area has been clearly identified and approved by the Recreation, Parks & Culture Board and City Council as a public park. However, the committee, as part of their preparation of the Ecospace Classification Model, has determined that although this natural area is protected as park, its preservation as a natural area is not assured at this time.

The attached plans identify the status of this natural area:

- Appendix 1 (Bylaw 3071/92):
Northwest Area Structure Plan identifies the area as a Catholic K-9 School & Park Site.
- Appendix 2 (Council Approved January 22, 1990):
Kentwood Outline Plan identifies the area as park and school site.
- Appendix 3 (Council Approved November 23, 1992) (Recreation, Parks & Culture Board Approved November 10, 1992)
Kentwood Neighbourhood School & Park Conceptual Site Plan shows the layout of the site (i.e., portion of the natural area preserved as "native trees", sportsfields, school building, etc.).
- Appendix 4 (Council Approved Ecospace Plan March 13, 1995):
An excerpt from the Environmental Action Plan Ecospace Inventory identifies part of the area (dark shading) as wetland and the balance (light shading) as a natural treed area.
- Appendix 5 (Tentative Plan)
Engineering drawing illustrating a suggested storm sewer line and dry detention pond in the natural area.

Environmental Advisory Board
Page 2
January 17, 1996

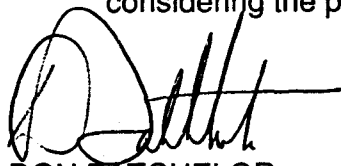
The Neighbourhood School & Park Design (Appendix 3) is the standard for all neighbourhoods as defined in the Community Services Master Plan. A public meeting was held on January 21, 1993, to present this design plan before it proceeded to the Recreation, Parks & Culture Board and City Council for approval. Since that time, however, there has been a significant growing concern from new residents in Kentwood to ensure that at least a part of this natural area be preserved. In addition, the Environmental Action Plan has been approved since that time, with a strong emphasis on natural area preservation.

Although there has been an increased public concern for natural preservation in this area, the City, the Catholic Board of Education and the public fully recognize and insist that a Catholic elementary school, sportsfields and neighbourhood park facilities must be developed.

The Ecospace Task Force Committee has identified a concern as to how to balance the need for preservation of the treed area (in whole or in part) with the development of the needed school and park facilities. With the revised Community Services Master Plan now in draft form (see pages 23 - 27 inclusive) a more flexible guideline for neighbourhood park sites is being recommended. What appears to be needed at this time, in view of the extensive changes in standards and priorities, is a public participation process to obtain public comment on how the Kentwood Park should be preserved and developed.

RECOMMENDATIONS

1. That the Environmental Advisory Board recommend to City Council that the Kentwood Neighbourhood School & Park Design Plan (Appendix 3) be reconsidered and that an alternative design plan be prepared through a public participation process including approvals by the Recreation, Parks & Culture Board, the Environmental Advisory Board and City Council.
2. That the Administration be requested to complete an ecological profile (detailed natural area evaluation) and apply the Ecospace Model to the subject site to assess the priority areas for preservation. This profile and Ecospace ranking will be used as a tool in considering the possible redesign of the park site.

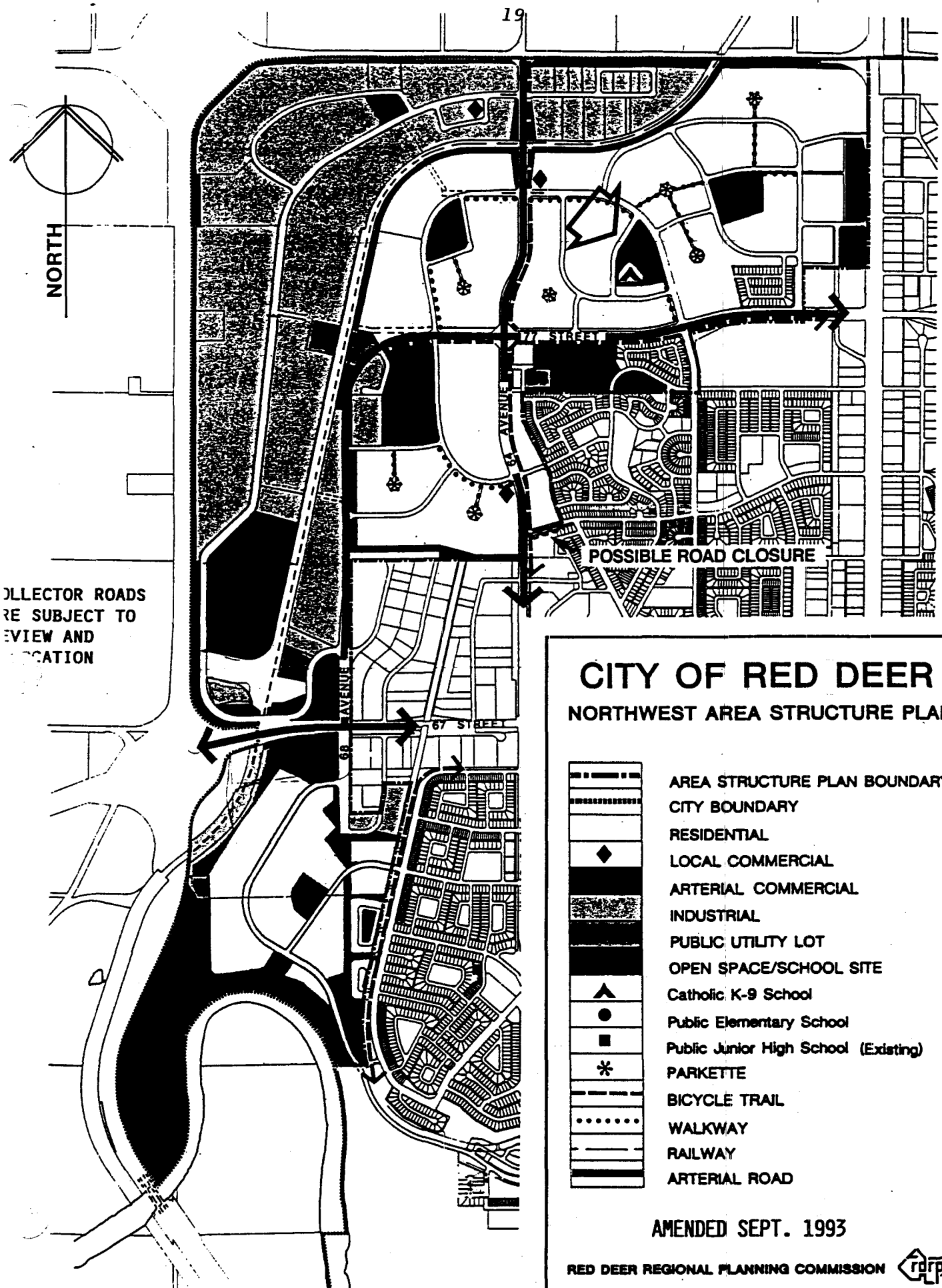


DON BATCHELOR

:ad

Atts.

- c. Lowell R. Hodgson, Community Services Director
Ed Morris, Recreation Development Superintendent
Ron Kraft, Parks Construction/Maintenance Superintendent



AMENDED SEPT. 1993

RED DEER REGIONAL PLANNING COMMISSION

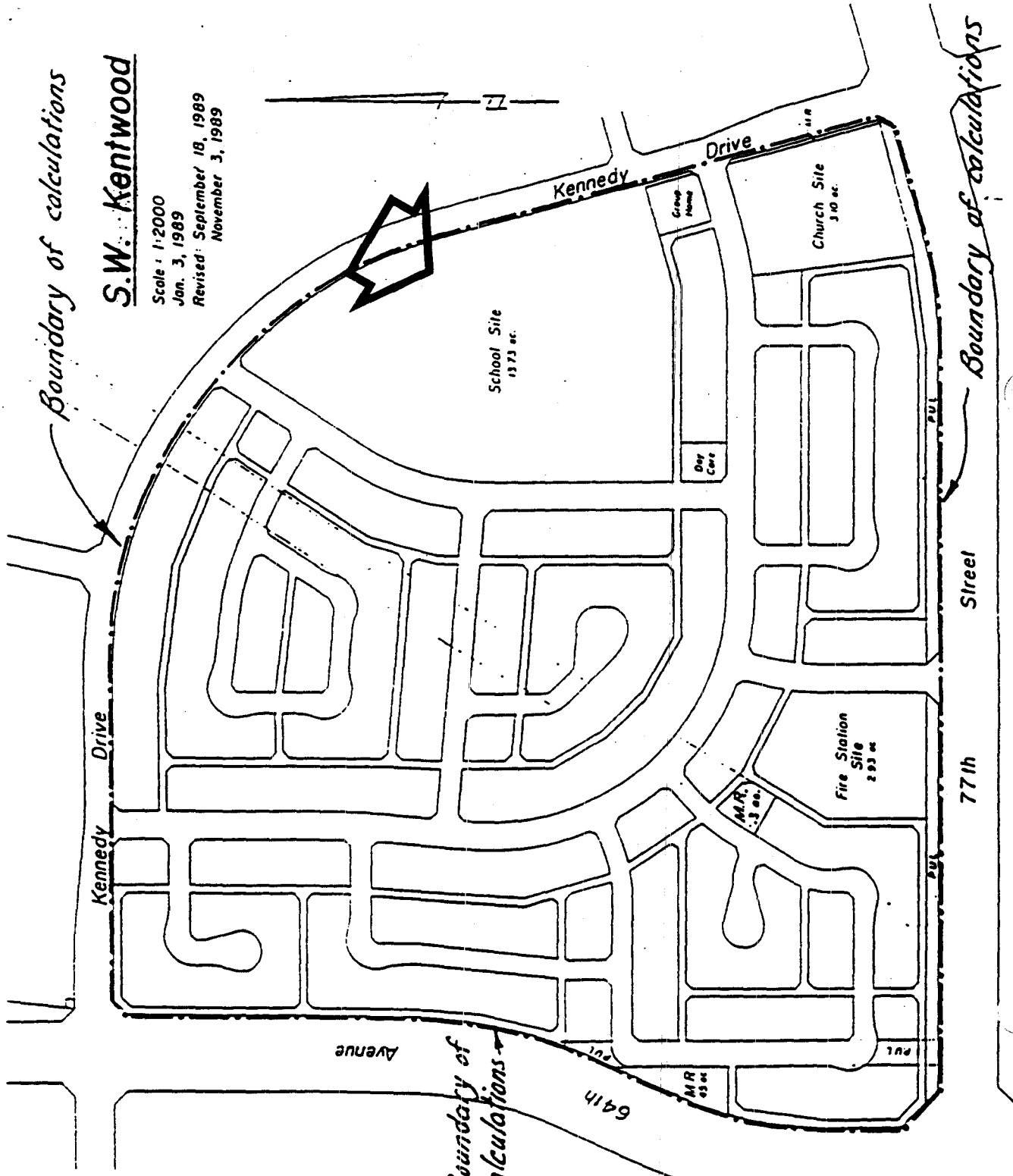


JUNE 1992

MAP 9

Adopted by Council: January 22, 1992

S.W. KENTWOOD OUTLINE PLAN

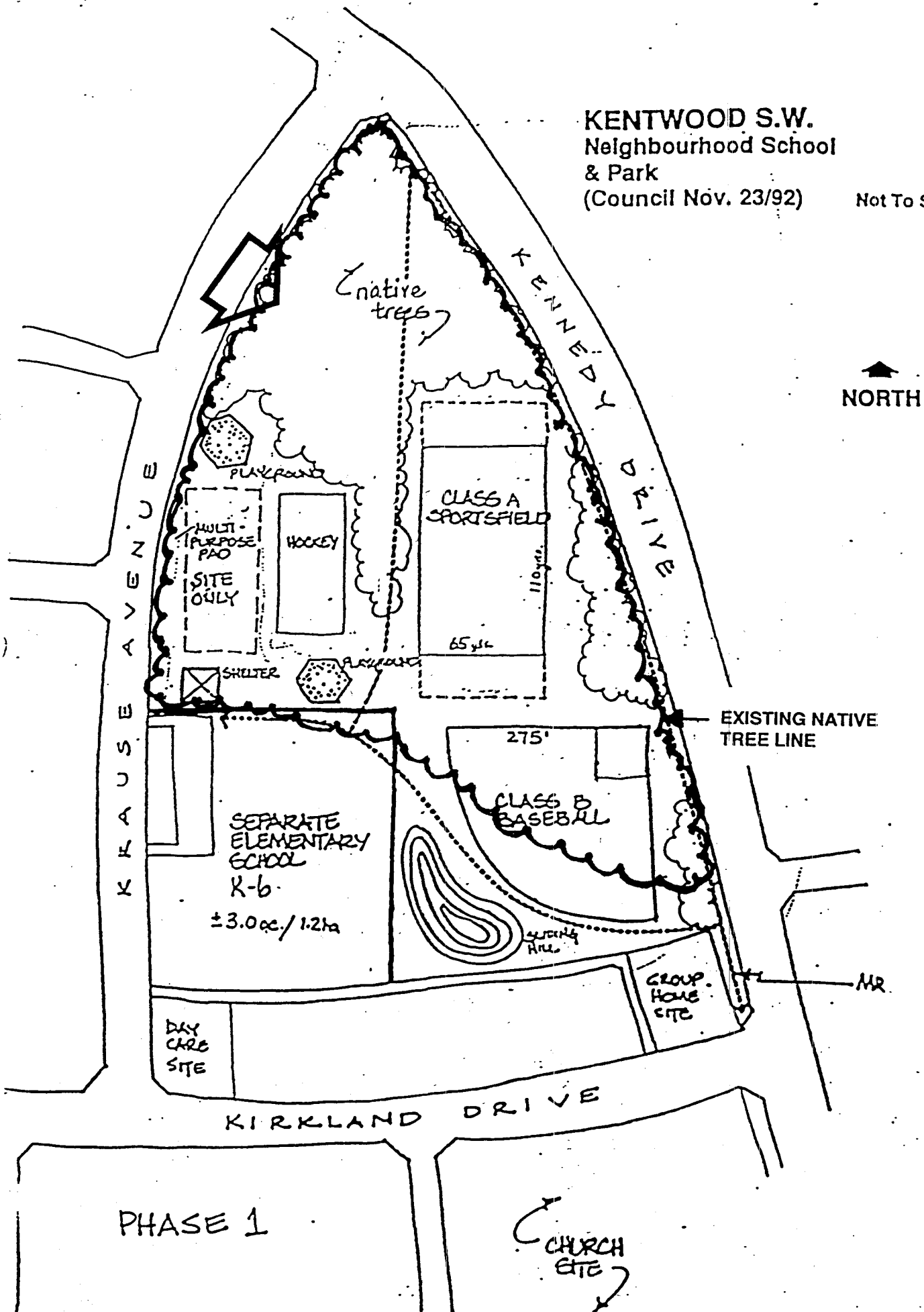


S.W. Kentwood

Scale: 1:2000
 Jan. 3, 1989
 Revised: September 18, 1989
 November 3, 1989

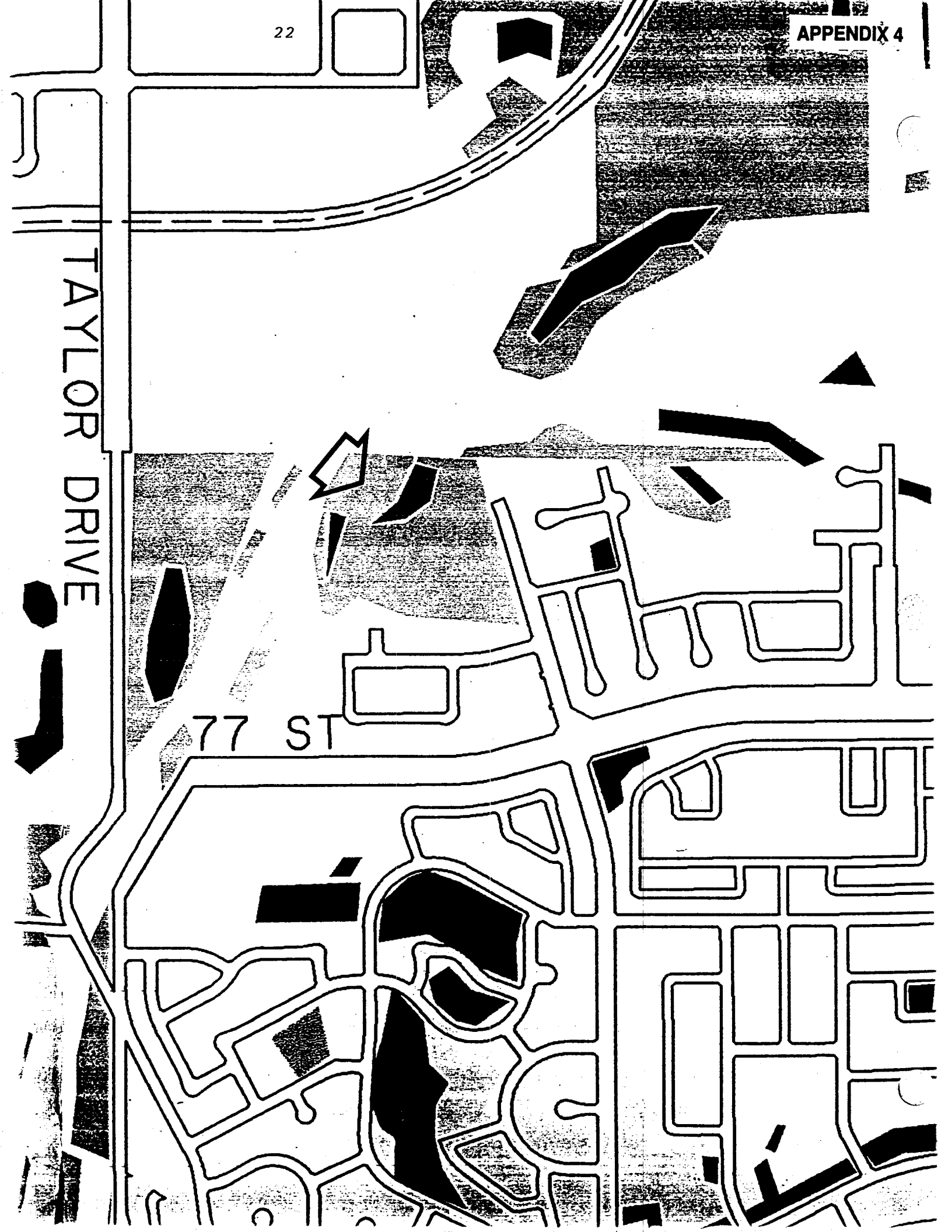
**KENTWOOD S.W.
Neighbourhood School
& Park**
(Council Nov. 23/92)

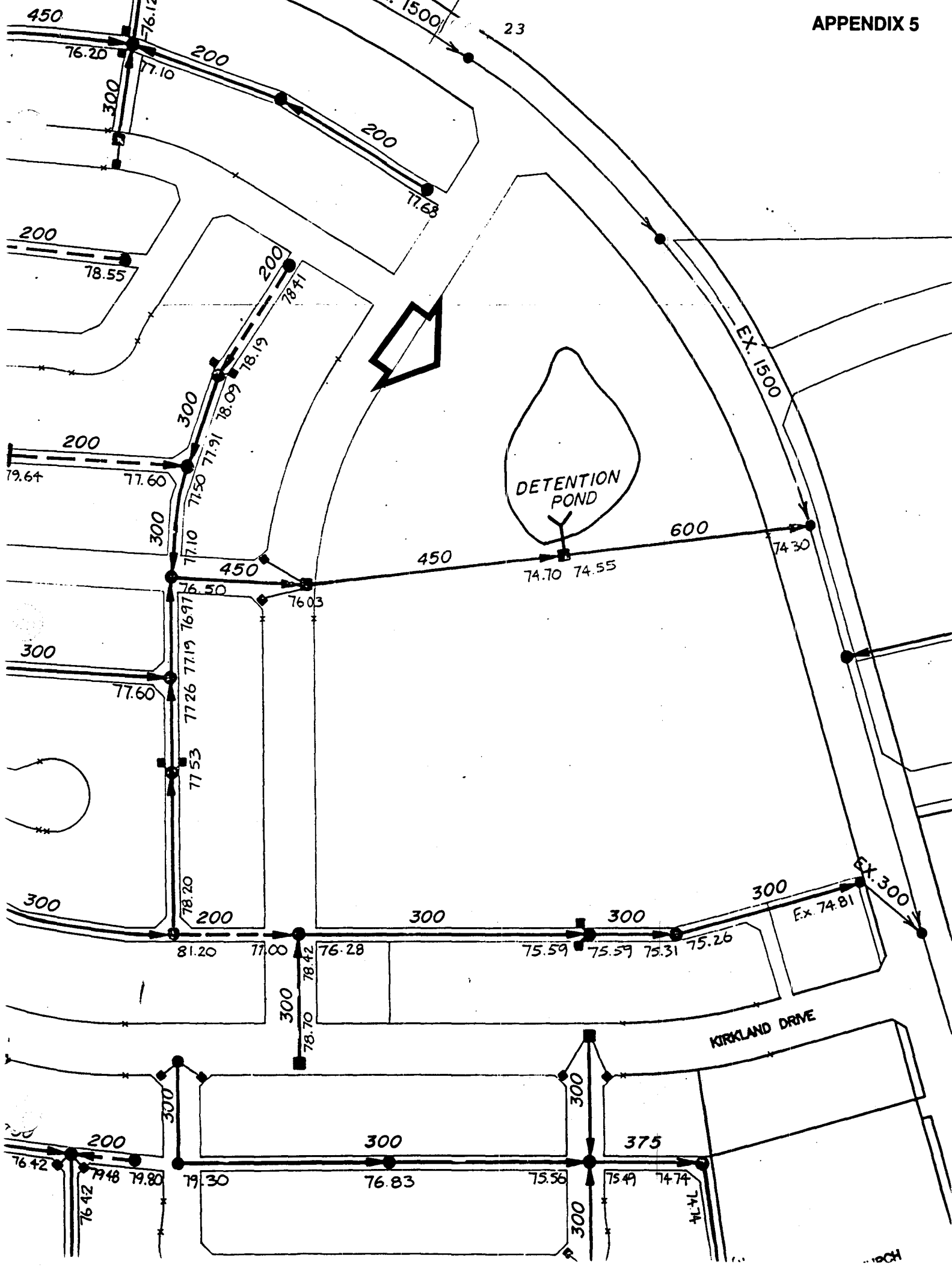
Not To Scale



TAYLOR DRIVE

77 ST





COMMENTS:

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

G.D. SURKAN
Mayor

H.M.C. DAY
City Manager

FILE

DATE: February 28, 1996
TO: Recreation, Parks and Culture Manager
FROM: City Clerk
RE: KENTWOOD NEIGHBORHOOD SCHOOL AND PARK PLAN

At the Council Meeting of February 26, 1996, consideration was given to your report dated February 14, 1996, concerning the above. At this meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer the having considered the report from the Recreation, Parks and Culture Manager, dated February 14, 1996, Re: Kentwood Neighborhood School and Park Plan, hereby agrees as follows:

1. That the Kentwood School and Park Design Plan be reconsidered through a public participation process, including residents in the Kentwood neighborhood and the Red Deer Catholic Board of Education;
2. That any amendments being considered to the Kentwood Neighborhood School and Park Plan be resubmitted to the Recreation, Parks and Culture Board, Environmental Advisory Board and City Council for approval;

and as presented to Council February 26, 1996."

I trust that you will now be proceeding with the review of this Plan, and subsequently presenting a further report to Council.



Kelly Kloss
City Clerk

KK/clr

cc: Director of Community Services
Principal Planner
Recreation, Parks and Culture Board
Environmental Advisory Board

ITEM NO. 4

SP-5.014

DATE: February 16, 1996

TO: KELLY KLOSS
City Clerk

FROM: FRANCES CRAIGIE, Chair
Transportation Advisory Board

RE: ALBERTA TRANSPORTATION AND UTILITIES:
ALBERTA ACCESSIBLE TAXI ACTION PLAN PROJECT

"Alberta Transportation and Utilities, Policy and Development Branch, requested TRANS-OP Consulting Services to conduct a review of the issues affecting the establishment of accessible taxis in **representative** communities within the province of Alberta." Edmonton, Red Deer and the Town and surrounding area of Barrhead were chosen as representative communities.

The Transportation Advisory Board received the Accessible Taxi Action Plan from Alberta Transportation and Utilities at the January 1996 meeting and deferred the discussion of the report, as the report relates to Red Deer, to the February 1996 meeting. Wayne Boyd, of Associated Taxi, who was consulted by Alberta Transportation and Utilities (ATU), was present at the meeting to answer questions.

The Transportation Advisory Board wishes to inform City Council of the Accessible Taxi Action Plan and the recommendations made by the consultant for Red Deer.

The Transportation Advisory Board thinks that Red Deer can be pleased that ATU decided to choose this city as a pilot **if**:

- any decision regarding the expansion of accessible taxi service is truly a local decision with all stakeholders involved.
- financial support is forthcoming for both capital and operational costs.
- a plan is instituted to continue the existence of accessible taxis after the pilot project is finished, in order not to raise expectations and then dismantle the service, and not to place the burden of continuation of the service on the municipal taxpayer and local government.

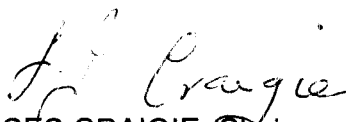
The Action Plan proposes a new era in the delivery of special transportation services in Red Deer in that a private business would be the partner in accessible service in a more direct manner than presently exists. Red Deer Action Group now contracts with Associated Taxi to provide 'back-up' trips (to a maximum of \$3,000 in 1996) when their own vehicles are fully booked. The amount set aside for contract services has significantly decreased from a high of \$10,000, as budgets have received cutbacks.

Consumers and the Red Deer Action Group support the existence of accessible taxis. Although the cost is prohibitive to many users (approximately \$12.00 return trip in central Red

Kelly Kloss, City Clerk
February 16, 1996
Page 2

Deer), at least the option of travel is (theoretically) available 24 hours per day, an option citizens who do not depend on transit already have. Consumers and Red Deer Action Group also agree that one accessible taxi with Associated Taxi is not sufficient to offer a minimum level of service, especially when Associated Taxi was funded for the accessible vehicle with the proviso that the vehicle would be available for airport travel.

The approval of City Council to explore the Accessible Taxi Action Plan is requested. The Transportation Advisory Board would be willing to convene a "Red Deer Accessible Taxi Task Force" to explore the possibility of establishing accessible taxis on a solid footing in Red Deer.


FRANCES CRAIGIE, Chair
Transportation Advisory Board

:kt
Enc.

COMMENTS:

We concur with the recommendation of the Transportation Advisory Board.

G.D. SURKAN
Mayor

H.M.C. DAY
City Manager

COUNCIL MEETING OF FEBRUARY 26 , 1996

ATTACHMENT TO REPORT ON OPEN AGENDA

RE: Alberta Accessible Taxi Action Plan Project



ACCESSIBLE TAXI ACTION PLAN

The City of Red Deer

Prepared as part of the:

ALBERTA ACCESSIBLE TAXI ACTION PLAN PROJECT

TRANS-OP Consulting Services

November, 1995

Accessible Taxi Action Plan

The City of Red Deer

Foreword

Alberta Transportation and Utilities, Policy Development Branch, requested TRANS-OP Consulting Services to conduct a review of the issues affecting the establishment of accessible taxis in representative communities within the province of Alberta. One of the primary objectives was to develop action plans which could be used to establish accessible taxis on a solid footing in the City of Edmonton, the City of Red Deer and the Town and County of Barrhead.

The action plan contained herein presents opportunities for stakeholders to encourage the long-term viability of accessible taxis in the Red Deer area. Active stakeholder participation is recommended in developing and implementing a formal plan for the community.

The information and recommended actions were prepared by the consultants and do not necessarily reflect the views of the Government of Alberta or the Department of Transportation and Utilities.

TRANS-OP Consulting Services
November, 1995

Accessible Taxi Action Plan

The City of Red Deer

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Accessible Taxi Action Plan

The City of Red Deer

Introduction

It is recognized that each community in Alberta has different transportation needs and resources, and that each community may also have a unique perspective on how accessible taxis can best be established as an integral component of the accessible family of services. Considering these differences in communities, it is prudent to have decisions regarding long-term viability made at the local level. The best approach for determining the appropriate solutions for each community is to involve all stakeholders who may be affected by, or have the capacity to influence, accessible taxi services.

Determining which options are best suited to the Red Deer area requires the commitment and participation of all stakeholders, and involves evaluation of the opportunities presented and discussed in the *Alberta Accessible Taxi Action Plan Project* report, prepared for Alberta Transportation and Utilities, by TRANS-OP Consulting Services in November, 1995. Evaluation of these opportunities should be approached from the perspective that accessible taxis will require financial and operational support during an initial period of implantation into the community.

Currently, Associated Cab is operating one accessible taxi in the Red Deer area. A second accessible taxi vehicle is operated by the Red Deer Action Group for the Physically Disabled, operator of the Citizens Action Bus. The Action Group utilizes both the accessible taxis to augment the specialized transit service when appropriate. The City of Red Deer, through its Transportation Advisory Board, has recently examined the option of replacing some of the specialized transit service with accessible taxis, or using taxis to address future growth in demand. Continuation of this valuable community resource, while confirming the role it is to play and establishing roots for a more viable self-sustaining service, is critical to the long-term success of accessible taxis in the Red Deer area.

The action plan for the City of Red Deer presented in this document proposes:

- Immediate action to ensure continuance of the existing accessible taxi service.
- A one-year process during 1996 for stakeholder evaluation of opportunities, and documentation of consensus decisions to encourage long-term viability of accessible taxi services.
- Ongoing actions during 1997 which may help lead accessible taxis toward self-sufficiency.

Accessible Taxi Action Plan

The City of Red Deer

February 1996***Continuation of Accessible taxi***

Action	Participation/Responsibility
<ul style="list-style-type: none"> Confirm commitments to continue operating accessible taxi in the Red Deer area pending completion of a long-range plan for viability of the service. 	<p>The City of Red Deer</p> <p>Transportation Advisory Board</p> <p>Taxi Operator</p> <p>Citizens Action Bus</p> <p>Alberta Transportation and Utilities</p>

Role of Accessible Taxi

Action	Participation/Responsibility
<ul style="list-style-type: none"> Establish a Red Deer Accessible Taxi Task Force. 	<p>All Accessible Taxi Task Force Participants</p> <p>-Include Transportation Advisory Board Representatives</p>

Service Delivery

Action	Participation/Responsibility
<ul style="list-style-type: none"> Confirm process by which accessible taxi will be offered in the Red Deer area, whether by: <ul style="list-style-type: none"> -Initial City ownership of vehicles and lease to Taxi Operator -Exclusive contract to one operator -Open to all operators by tender or bid Document conclusions/commitments for inclusion in a formal plan. 	<p>The City of Red Deer</p> <p>Taxi Commission</p> <p>Taxi Operator</p>

Accessible Taxi Action Plan

The City of Red Deer

February 1996 (Continued)

Funding - Capital

Action	Participation/Responsibility
<ul style="list-style-type: none"> • Meet with Alberta Transportation and Utilities to confirm initial funding options (3 to 5 years), utilizing provincial support in a cost sharing or partnership arrangement. <ul style="list-style-type: none"> -Province to play a gradually diminishing funding role • Determine timelines and mechanisms of funding program. 	<p>The City of Red Deer</p> <p>Citizens Action Bus</p> <p>Alberta Transportation and Utilities</p>

Accessible Taxi Action Plan

The City of Red Deer

February 1996 to March 1996

Role of Accessible Taxi

Action	Participation/Responsibility
<ul style="list-style-type: none"> • Define near, medium, and long-range objectives for the role of accessible taxi in the Red Deer area. <ul style="list-style-type: none"> -Utilize opportunities presented in this report and the April, 1995 report; <i>Delivery of Special Transportation Services in Red Deer</i>, as a framework for discussion. • Document conclusions/commitments for inclusion in formal plan for long-term viability. 	<p>All Accessible Taxi Task Force Participants</p> <p>-Include Transportation Advisory Board Representatives</p>

Accessible Taxi Action PlanThe City of Red Deer**March 1996 to June 1996*****Service Delivery***

Action	Participation/Responsibility
<ul style="list-style-type: none"> • Examine opportunities to create incentive for taxi operators to provide accessible service, such as: <ul style="list-style-type: none"> -Increased availability or reduced cost of taxi licenses for accessible taxi -Changes to bylaws/regulations allowing more flexibility to accessible taxi -Guarantee of minimum hours per week of specialized transit business -Additional opportunity for municipal business • Document commitments and timelines for inclusion in a formal plan. 	<p>Taxi Commission Taxi Operator The City of Red Deer Transportation Advisory Board Citizens Action Bus City Council</p>
<ul style="list-style-type: none"> • Determine what service delivery standards are to be included in taxi bylaws/regulations and service contracts including: <ul style="list-style-type: none"> -Availability of service -Minimum training standards -Priority for persons with disabilities -Customer responsiveness • Draft model contract and bylaw/regulation changes for future implementation. 	<p>Customers The City of Red Deer Transportation Advisory Board Citizens Action Bus Taxi Operator Taxi Commission</p>

Accessible Taxi Action Plan

The City of Red Deer

March 1996 to June 1996 (Continued)

Operations

Action	Participation/Responsibility
<ul style="list-style-type: none"> • Update taxi bylaws/regulations to enhance current training standards required to operate accessible taxis. Options for inclusion are: <ul style="list-style-type: none"> -Provincial minimum standards/license endorsement -Annual refresher requirements -Requirements for dispatchers, customer service staff, etc. • Draft changes to bylaws/regulations and implementation schedule. 	<p>Taxi Commission Taxi Operator Citizens Action Bus Transportation Advisory Board Alberta Transportation and Utilities Customers The City of Red Deer</p>
<ul style="list-style-type: none"> • Determine fleet size and mix of vehicle types required in the fleet, based on role, projected demand, potential contracts, safety, and operational efficiency. Consider: <ul style="list-style-type: none"> -Mobility device capacity -Rear or side entry -Interior configuration -Easier access features -Function as a regular taxi • Develop a 5-year vehicle acquisition and replacement plan. 	<p>Taxi Operator Citizens Action Bus Transportation Advisory Board Alberta Transportation and Utilities</p>

Accessible Taxi Action Plan

The City of Red Deer

March 1996 to June 1996 (Continued)

Vehicle/Equipment

Action	Participation/Responsibility
<ul style="list-style-type: none"> • Participate with Alberta Transportation and Utilities in evaluation of regulatory options for D-409, or alternate safety standards, for application to accessible taxi in Alberta. • Draft regulatory standards and implementation schedule. 	<p>Citizens Action Bus</p> <p>Alberta Transportation and Utilities</p> <p>Taxi Operator</p> <p>Taxi Commission</p> <p>Customer/Advisory Board</p>
<ul style="list-style-type: none"> • Project vehicle service life based on reduced conversion and increased durability considering: <ul style="list-style-type: none"> -Used vehicle -Minimized conversion • Include projections in vehicle acquisition and replacement plan. 	<p>Taxi Operator</p> <p>The City of Red Deer</p>

Economics

Action	Participation/Responsibility
<ul style="list-style-type: none"> • Determine impact of reduced operating costs, reduced load/unload time and reduced deadhead time on long-term viability. • Document economic projections for inclusion in a long-range business plan for self-sufficiency. 	<p>Taxi Operator</p>

Accessible Taxi Action Plan

The City of Red Deer

June 1996 to September 1996

Marketing and Revenue Opportunities

Action	Participation/Responsibility
<ul style="list-style-type: none"> • Evaluate joint advertising campaign opportunities to increase awareness of the service and improve the taxi industry image. • Create joint advertising partnerships and prepare 3 to 5 year advertising/marketing plans. 	<p>The City of Red Deer</p> <p>Alberta Transportation and Utilities</p> <p>Taxi Operator</p> <p>Customers</p> <p>Transportation Advisory Board</p>

Accessible Taxi Action Plan

The City of Red Deer

September 1996 to December 1996

Development of Formal Plan

Action	Participation/Responsibility
<ul style="list-style-type: none"> • Prepare a long-term viability plan for accessible taxis in the Red Deer area, based on evaluation of the opportunities presented in this action plan and commitments of stakeholders from the Accessible Taxi Task Force meetings. • Plan to be complete and distributed by December 1996. 	<p>All Accessible Taxi Task Force Participants</p>

Accessible Taxi Action PlanThe City of Red Deer**January 1996 to December 1997*****Funding - Capital***

Action	Participation/Responsibility
<ul style="list-style-type: none"> Explore/create future capital funding partnerships with local institutions. Possibilities include: <ul style="list-style-type: none"> -Cost sharing with local health authority, school boards, development programs, etc., in exchange for contracted transportation service -Partnership arrangement with The City of Red Deer only -Taxi operator capital investment only based on new market opportunities and/or reduced vehicle costs. 	<p>Taxi Operator</p> <p>The City of Red Deer</p> <p>Transportation Advisory Board</p>

Marketing and Revenue Opportunities

Action	Participation/Responsibility
<ul style="list-style-type: none"> Pursue fixed contracts for accessible taxi service to: <ul style="list-style-type: none"> -Schools -Hospitals -Programs -Group Homes -Specialized Transit -Conventional Transit Establish a consistent revenue base which will allow accessible taxi to become self-sufficient. 	<p>Taxi Operator</p> <p>Citizens Action Bus</p> <p>Transportation Advisory Board</p>

FILE

DATE: February 28, 1996

TO: Transportation Advisory Board

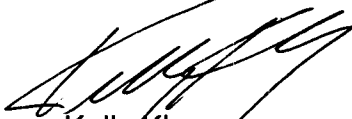
FROM: City Clerk

RE: **ALBERTA TRANSPORTATION AND UTILITIES:**
ALBERTA ACCESSIBLE TAXI ACTION PLAN PROJECT

At the Council Meeting of February 26, 1996, consideration was given to your report dated February 16, 1996, concerning the above. At this meeting, the following resolution was passed:

"RESOLVED that Council of The City of Red Deer having considered the report from the Transportation Advisory Board, dated February 16, 1996, Re: Alberta Transportation and Utilities: Alberta Accessible Taxi Action Plan Project, hereby authorizes the Transportation Advisory Board to review the Alberta Accessible Taxi Action Plan Project and explore the possibility of establishing accessible taxis on a solid footing in Red Deer, and as presented to Council February 26, 1996."

The decision of Council in this instance is submitted for your information and appropriate action. I trust that you will now be convening a Red Deer Accessible Taxi Task Force to further explore this matter and in due course, be presenting a final report to City Council.



Kelly Kloss
City Clerk

KK/clr

cc: Director of Community Services
Red Deer Policing Committee

ITEM NO. 5

RPC - 5.921

DATE: February 14, 1996

TO: KELLY KLOSS
City Clerk

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

RE: LOTTERY FUNDING DISTRIBUTION

The Recreation Parks & Culture Board considered a proposal from the Recreation, Parks & Culture Manager during their meeting of February 13, 1996, to be pro-active in determining how lottery funds may be distributed in the future within Red Deer.

A press release from Alberta Gaming & Liquor Commission earlier this year indicated that:

- The formation of one umbrella Foundation and community lottery boards to distribute lottery funding at a local level will be developed over the next year, for implementation in the 1997/98 fiscal year.
- A Community Facilities Enhancement Program (CFEP III) will continue for an additional three years. Similar to the current program, CFEP III will commence in April 1996, returning a total of \$75 million to municipalities and local organizations to enhance community life and citizen well-being.

The method and means of lottery funding distribution in the communities will be formulated within the next year by the Provincial Lottery Review Committee. Based on the strengths, diversity and balanced representation of the Red Deer Recreation, Parks & Culture Board, consideration should be given to this Board being the Community Lottery Review Board to distribute lottery funding at a local level. This Board did, in fact, provide this function and service for the Community Recreation Culture Grant (CRC) program five years ago.

The Recreation, Parks & Culture Board has a broad and equitable representation of the community, including representatives of:

- City Council
- 2 School Districts
- Red Deer College
- County of Red Deer
- 4 Citizens at Large.

City Clerk
Page 2
February 14, 1996

The Board passed the following resolution on February 13th for City Council's consideration:

"That the Recreation, Parks & Culture Board recommend to Council of the City of Red Deer that a letter be forwarded to Judy Gordon, Chair, Lotteries Review Committee, suggesting that the formation of a separate community lottery board for the distribution of local lottery funding is not necessary, but alternatively that the existing Recreation, Parks & Culture Board be designated as the local community lottery board for the distribution of local lottery funding."

The Board recognizes that there is a significant amount of additional work for the Board and for the administration of the Recreation, Parks & Culture Department if this Board were to be the local lottery review committee. The additional staff resources, time and energy, however, would be a wise investment to ensure that lottery funds are distributed equitably and appropriately throughout the Red Deer community.



MONICA BAST

DB/ad

c. Lowell R. Hodgson, Director of Community Services

5.1
//

December 7, 1995
For immediate release

New Directions confirmed for Lotteries and Gaming

Edmonton - The Government of Alberta today responded to the recommendations outlined in the Lotteries Review Committee report, **New Directions for Lotteries and Gaming**.

"This review process set out to improve accountability and set a clear new direction for lotteries funding for the future," said Dr. Stephen C. West, Minister Responsible for the Alberta Gaming and Liquor Commission. With the valuable input we have received through this extensive consultation process, we can now confirm a fundamental change in the way lotteries and gaming operate in Alberta, and ensure that the primary beneficiaries of regulated gaming in Alberta continues to be charitable organizations."

"Over the past few months, we have been meeting with key stakeholders to look at the implications of implementation of the recommendations within our report," said Judy Gordon, M.L.A. (Lacombe-Stettler) and Chair of the Lotteries Review Committee.

"There were many diverse opinions expressed, and I would like to thank the many Albertans who participated in this review process."

Highlights of the new direction for lotteries and gaming include:

- Problem gambling will continue to be a first priority for government, providing a solid research base and effective treatment programs for those who need them.
- The present system for allocation of lottery revenues will continue for the 1996/97 fiscal year. Based on estimated net revenue of \$510M for the 1995/96 fiscal year, disbursements of \$385M will be made to the general revenue fund and \$125 million will be returned to communities.
- The formation of one umbrella Foundation and community lottery boards to distribute lottery funding at a local level will be developed over the next year, for implementation in the 1997/98 fiscal year.
- A Community Facilities Enhancement Program (CFEP III) will continue for an additional three years. Similar to the current program, CFEP III will commence in April 1996, returning a total of \$75 million to municipalities and local organizations to enhance community life and citizen well-being.

- The number of VLTs in bars and lounges with multiple licences will be reduced by 30% to a maximum of up to 7 per licence, and the surplus machines will be used to reduce the backlog of new applicants.
- Multiple licenced facilities for the purpose of VLTs will not be allowed for new applicants. Existing multiple-licences for the purposes of VLTs will be phased out within five years.
- The 6,000 level will be managed with some flexibility, while dilution takes place and the backlog of applicants are addressed. This is a business decision that will be managed to ensure acceptable levels are maintained, while achieving a level playing field for existing operators and new applicants
- If a community decides by plebiscite to prohibit VLTs in their community, government would honour the outcome of the vote.
- Casinos in Alberta must be government regulated and retain their non-profit status.
- Charitable casinos will be allocated up to 50 VLTs, so that charitable groups and organizations can directly receive a share of the VLT revenue.
- The number of casino licences in Edmonton and Calgary will be increased from 8 to 12 licences per week, to reduce the waiting list for a casino licence.
- The recommendations to revitalize bingos and streamline raffles will be implemented in the near future.
- Professional Sports teams will not be eligible for lottery funding to support their operational costs.

"Now that this new direction has been determined, as we move forward over the next year, the Chair of the Lotteries Review Committee and I will be working with the Alberta Gaming and Liquor Commission and key stakeholders to develop guidelines and policies to implement these recommendations, while maintaining a well-regulated system for lotteries and gaming in Alberta," added Dr. West.

The Lotteries Review Committee's report was released August 31, 1995. Established by Premier Ralph Klein in October 1994, the Committee was charged with the task of consulting with Albertans about future directions for lotteries and gaming. Through public consultation that commenced in January 1995, a total of 22 public meetings were held in 14 locations across the province, with over 2,200 Albertans in attendance. The Committee heard 462 oral presentations and received over 18,500 written responses in the form of letters, discussion papers, and petitions. The Committee's review focused on seven key issues:

- *What should lotteries be used for?*
- *Are there better ways of allocating lottery revenues?*
- *How can we improve accountability?*
- *What is the impact of VLTs on community organizations?*
- *How should casinos operate?*
- *How do we address problem gambling?*
- *Should lottery funding go to support professional sports teams?*

- 30 -

For further information, contact:

Judy Gordon, M.L.A. (Lacombe-Stettler)
Chair, Lotteries Review Committee
(403) 427-1807 Edmonton

Darlene Dickinson
Alberta Gaming and Liquor Commission
(403) 447-8737

Jim Kiss
Minister's Office
(403) 427-2080

DATE: February 20, 1996

TO: KELLY KLOSS
City Clerk

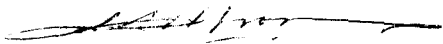
FROM: LOWELL R. HODGSON
Director of Community Services

RE: LOTTERY FUNDING DISTRIBUTION

The Alberta Government will, over the next twelve months, consider and establish local or regional lottery distribution boards. However, the Recreation, Parks & Culture Board is recommending that Red Deer be pro-active in this process by encouraging the Minister to designate the Recreation, Parks & Culture Board for this task locally. It is felt by this board that another community board is not necessary, and since the Recreation, Parks & Culture Board is appointed by and is advisory to City Council, the link is best made to the community at large rather than having a new board appointed in another way.

The Recreation, Parks & Culture Board was responsible locally for the distribution of C.R.C. funding and, with the system that was in place for that, it is felt that this board is in the best position to assume this new responsibility. While there will be increased workload as a result of this, it might be possible to utilize minimum funding from this source in the administration of the program.

I am, thus, supportive of the recommendation of the Recreation, Parks & Culture Board, and I recommend that City Council endorse this initiative by making this recommendation to the Alberta Gaming and Liquor Commission.



LOWELL R. HODGSON

:ad

- c. Monica Bast, Chair, Recreation, Parks & Culture Board
Don Batchelor, Recreation, Parks & Culture Manager

COMMENTS:

Currently, the Province has not made a final decision regarding the scope of programs Lottery funds should cover (eg. whether social as well as recreational and cultural programs will be eligible). They have also not decided whether the community committees will be regional or "local", even for communities the size of Red Deer.

We recommend that we correspond with the Minister indicating support for locally formed committees in communities of Red Deer's size, based on the fact that the allocation of funds will be sizable and there are two M.L.A.s to work with the committee to determine priorities with the community. We further suggest if the terms of reference for the distribution of funds include only recreation, parks and culturally related projects, that we recommend it be managed through the Recreation, Parks & Culture Board already established by The City, in cooperation with the M.L.A.s as required by Provincial guidelines

G.D. SURKAN
Mayor

H.M.C. DAY
City Manager



THE CITY OF RED DEER

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

FAX: (403) 346-6195

FILE

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

February 29, 1996

Dr. Stephen West, Minister Responsible for Lotteries
Room 425 Legislature Building
10800 - 97 Avenue
Edmonton, AB T4K 2B6

Dear Sir:

RE: LOTTERY FUNDING DISTRIBUTION

Council of The City of Red Deer, at its meeting held on February 26, 1996 considered a report from our Recreation, Parks and Culture Board concerning the distribution of funds from Provincial lotteries.

It is our understanding that you are considering the formation of local or regional boards to be responsible for the distribution of these funds. We want to encourage and recommend the use of existing boards, rather than creating new ones. These boards have experience with grant funds, have broad community make up, and are advisory to City Council.

We would thus recommend that The City of Red Deer Recreation, Parks and Culture Board, and the Family and Community Support Services Board, as appropriate, be responsible for the distribution of these funds for Red Deer, as our preference is for local boards working cooperatively with our two M.L.A.s.

After full discussion of this matter by Council of The City of Red Deer, the following resolution was passed:

"RESOLVED that Council of The City of Red Deer the having considered the report from the Recreation, Parks and Culture Board, dated February 14, 1996, Re: Lottery Funding Distribution, hereby agrees as follows:

../2



*a delight
to discover!*

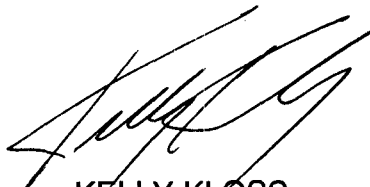
Dr. Stephen West, Minister Responsible for Lotteries
February 29, 1996
Page 2

1. That The City correspond with the Minister responsible for Lotteries indicating support for the distribution of lottery funding by locally formed committees in communities of Red Deer's size, based on the fact that the allocation of funds will be sizable and there are two M.L.A.s to work with the committee to determine priorities with the communities; and
2. That if the Terms of Reference for the distribution of funds include only recreation, parks and culturally related projects, that this distribution be managed through the Recreation, Parks and Culture Board already established by The City, in cooperation with the M.L.A.s as required by Provincial guidelines;

and as presented to Council February 26, 1996."

Thank you for your consideration of our request. If you have any questions please do not hesitate to contact the undersigned.

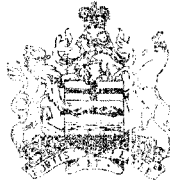
Sincerely,



KELLY KLOSS
City Clerk

KK/fm

cc. Judy Gordon, M.L.A., Chair, Lotteries Review Committee
Darlene Dickenson, Alberta Lottery & Gaming Commission
Recreation, Parks & Culture Board
F.C.S.S. Board
Director of Community Services
Director of Corporate Services
Victor Doerksen, M.L.A.
The Honorable Stockwell Day, M.L.A.



LEGISLATURE OFFICE:
503 LEGISLATURE BUILDING
10800 - 97 AVENUE
EDMONTON, ALBERTA T5K 2B6
TELEPHONE: (403) 427-1807
FAX: (403) 422-0351

LEGISLATIVE ASSEMBLY
ALBERTA

JUDY GORDON, M.L.A.
LACOMBE-STETTLER CONSTITUENCY

CONSTITUENCY OFFICE:
LACOMBE-STETTLER CONSTITUENCY
SUITE 202, 5001 - 52nd STREET
LACOMBE, ALBERTA T4L 2A6
TELEPHONE: (403) 782-7725
FAX: (403) 782-3307

March 13, 1996

Mr. Kelly Kloss
City Clerk
The City of Red Deer
P.O. Box 5008
Red Deer, Alberta T4N 3T4

Dear Mr. Kloss:

Thank you for providing me with a copy of your letter and comments regarding the government's response to the recommendations as outlined in the Lotteries Review Committee's report, New Directions for Lotteries and Gaming. I appreciate you taking the time to write.

On December 7th, 1995 the government responded to the forty-five recommendations contained in the report. Highlights of the new direction for lotteries and gaming were detailed in a subsequent news release. Endorsement by government to the majority of the recommendations will fundamentally change the way lotteries and gaming operates in the province. However, these changes will not adversely affect charitable organizations who will continue to be the primary beneficiaries of regulated gaming in Alberta.

Relative to your concerns, I would like you to be aware of the following:

- * The present system for allocation of lottery revenues will continue as is for the 1996/97 fiscal year.
- * The formation of one umbrella foundation and community lottery boards to distribute lottery dollars at the local level received agreement in principle for implementation in the 1997/98 fiscal year.

As a Committee, we listened carefully to Albertans, reflecting what we were told yet seeking to strike a balance. Committee members considered the often strong and conflicting opinions expressed and examined the need to establish a more efficient, open and accountable system of disbursing lottery dollars. In essence, the recommendations endorsed by government will maintain a well-regulated and streamlined system while ensuring that substantial dollars go to communities, charities, groups and organizations; serious concerns with V.L.T.s will be addressed and lottery revenues will continue to be used for the overall benefit of all Albertans.

- 2 -

Over the next year I will continue to work with Dr. West and the Alberta Gaming and Liquor Commission to develop the necessary guidelines and policies. We will not be doing this in isolation but will in fact be meeting with key stakeholder groups to seek their input.

I am optimistic that through this process of consultation and cooperation, many of your concerns can be alleviated.

Yours truly,



Judy Gordon, M.L.A., Lacombe-Stettler
Chair, Lotteries Review Committee

JG*lh

cc Director of Community Services
Recreation Parks & Culture Board

MAR 18 1998

CITY OF RED DEER



ALBERTA
TRANSPORTATION AND UTILITIES

Office of the Minister

March 20, 1996

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

Dear Mr. Kloss:

Thank you for your letter of February 29, 1996, providing a copy of the resolution passed by the Council of the City of Red Deer regarding Community Lottery Boards.

As you know, the current funding and distribution formula through the Foundations will continue for the 1996/97 fiscal year. The formation of one umbrella Foundation and community lottery boards to distribute lottery funding at a local level received agreement in principle, however, guidelines and policies will be developed over the next year for implementation in the 1997/98 fiscal year.

As we move forward to develop the Local Lotteries Board and one umbrella Foundation, your resolution on the allocation and distribution of lottery funds will be most useful in our discussions. I appreciate the input the Council has provided on this important issue.

Yours truly,

Dr. Stephen C. West
Minister Responsible for the
Alberta Gaming and Liquor Commission

403-427-2080

CLERK

ITEM NO. 6

DATE: February 14, 1996

TO: KELLY KLOSS
City Clerk

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

RE: GYMNASTICS CLUB - REQUEST FOR LEASE OF LAND

Based on a report submitted by the Recreation, Parks & Culture Manager in response to a land lease request by the Red Deer Gymnastics Club, the Board passed the following resolutions at their meeting of February 13, 1996:

1. That the Recreation, Parks & Culture Board recommend to City Council that a comprehensive City Council policy be developed to deal with requests from non-profit organizations, sport groups, agencies and commercial ventures requesting the lease of parkland for the purposes of developing and operating community facilities and, furthermore, that this policy be approved by City Council prior to considering any lease or sale requests of parkland.
2. That the Recreation, Parks & Culture Board recommend to City Council that the four site alternatives identified by the Red Deer Gymnastics Club for a gymnastics facility development be denied at this time.
3. Upon the completion of the lease policy, that the Administration work with the Red Deer Gymnastics Club in identifying suitable sites for a gymnastics facility if appropriate.

The Board felt it was premature at this time to consider making any commitment of a site for lease by the City to the Red Deer Gymnastics Club. Appreciating that the Red Deer Gymnastics Club is a strong and active organization, offering programs and opportunities to the community, reconsideration of their request may be more appropriate after the completion of a lease policy, if so directed by City Council.

In regard to the preparation of a lease policy, the Board suggests that City Council consider the Land & Economic Development Department, Parkland Community Planning Services and Community Services prepare a draft policy for this Board's and Council's consideration.



MONICA BAST

DB/ad
Att.

- c. Lowell R. Hodgson, Director of Community Services
Alan Scott, Land & Economic Development Manager
Paul Meyette, Principal Planner, P.C.P.S.

DATE: February 16, 1996

TO: KELLY KLOSS
City Clerk

FROM: LOWELL R. HODGSON
Director of Community Services

RE: GYMNASTICS CLUB - REQUEST FOR LEASE OF LAND

Over a period of many years, the City has received different requests to either lease or purchase public lands for the purpose of developing facilities. Some of these requests have been from non-profit community groups, while others have been from private profit-motivated businesses. Examples of these would include:

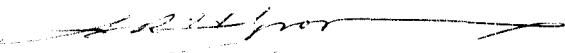
- Aspelund Laft Hus Society for their facility in Heritage Square;
- a discount theatre for a site adjacent to the curling rink;
- the Curling Club for their existing site, including space for expansion;
- the tennis "bubble" for a facility at Rotary Recreation Park;
- the Korea War Veterans for a Memorial Park;
- the Alberta Sports, Recreation, Parks & Wildlife Foundation for the Alberta Sports Hall of Fame and Museum at Heritage Ranch;
- the B.M.X. Club for the b.m.x. track at Great West Adventure Park;
- the Free Style Ski Association for the ski jump at Three Mile Bend;
- the Red Deer Cultural Heritage Society for the Cronquist House at Bower Ponds.

A request is now being made by the Red Deer Gymnastics Club for a site on which to build a gymnastics centre and, thus, the need becomes obvious for a comprehensive policy with respect to any consideration to lease or sell public parkland.

I support the recommendation of the Recreation, Parks & Culture Board in their recommendation not to commit to any site at this time for a gymnastic centre. I would further recommend that we not consider any other requests until such a policy is developed and approved.

RECOMMENDATION

That Council of the City of Red Deer support the recommendation of the Recreation, Parks & Culture Board as outlined in the memo of February 14, 1996, from Board Chairman, Monica Bast.



LOWELL R. HODGSON

:ad

- c. Monica Bast, Chair, Recreation, Parks & Culture Board
Don Batchelor, Recreation, Parks & Culture Manager

DATE: February 2, 1996
TO: RECREATION, PARKS & CULTURE BOARD
FROM: DON BATCHELOR
Recreation, Parks & Culture Manager
RE: RED DEER GYMNASTICS CLUB PROPOSAL

Attached is a tentative proposal from the Red Deer Gymnastics Club requesting the Recreation, Parks & Culture Board to consider four locations for the possible development of a new gymnastics facility in Red Deer.

The four locations include (in order of their preference):

1. South Rotary Recreation Park (43 Street & 47 Avenue)
2. East Hill District Park (Lockwood Avenue)
3. Riverside Industrial (46 Avenue)
4. Westerner (Delburne Road & 49 Avenue)

From their proposal, you will see that they are seeking preliminary approval from the Recreation, Parks & Culture Board and City Council to proceed with a marketing and feasibility study and public participation process for one of the sites. The Red Deer Gymnastics Club is a stable, progressive organization that has outgrown their rented facility in the Riverside Industrial area. If successful in leasing a site from The City of Red Deer, they would continue to expand their programs for:

- a playschool;
- recreational gymnastics;
- competitive gymnastics; and
- partnerships with other organizations (i.e., track & field indoor track, etc)

This proposal is requesting preliminary approval to develop a gymnastics facility on City land through a lease or contractual agreement. The City has received similar requests in the past. Some have been approved, others rejected and some have been advised to purchase the land from the city. Some examples of these include:

- Red Deer Curling Club - leased land
- Alberta Sports Hall of Fame - leased land
- Central Alberta Theatre - leased building
- Red Deer Cultural Heritage Society - leased building
- Kinsmen Club of Red Deer - leased building
- Korea Veterans Association - option to purchase land

Recreation, Parks & Culture Board
Page 2
February 2, 1996

Before any further requests are considered, a comprehensive policy should be developed to outline the criteria, procedures and conditions that would be applied to all lease requests of public parkland. This policy would ensure that all requests are considered in a fair and equitable manner, while ensuring that the integrity of the city park system is not compromised or jeopardized. This policy should be developed through a task force with representatives from the Recreation, Parks & Culture Board, Parkland Community Planning Services, the Land & Economic Development Department and the Recreation, Parks & Culture Department. Engaging the services of Parkland Community Planning Services may be the most appropriate agency to coordinate the drafting of this policy.

With respect to the four sites outlined as alternatives by the Red Deer Gymnastics Club, only the East Hill District Park Site has yet to undergo planning and design, however, it would be premature and shortsighted to designate this parcel prior to the development of a building concept plan. Within the next seven to ten years, the development of a proposed district level recreation centre is scheduled for this site. It could incorporate a facility that may house gymnastics and be developed in partnership with other organizations.

Preliminary conceptual planning for the East Hill School and Park Site is tentatively scheduled to commence in 1998 for a multi-use recreation facility. The nature of this facility is unknown at this time, until a detailed needs assessment, community profile and public participation process is undertaken. Preliminary considerations and inquiries from Red Deer sport organizations have included any one or more combinations of:

- indoor ice arena
- outdoor tennis courts
- indoor soccer facility
- indoor gymnastics facility
- indoor swimming pool
- field house
- indoor track and field facility

The attached letters from Parkland Community Planning Services, the Land and Economic Development Department and the Engineering Department outline the rationale for denying the other three sites (i.e., Rotary Recreation Park, Westerner, Riverside Industrial). A gymnastics facility would not be an appropriate use and/or would conflict with other existing uses and long-term plans for these sites.

It would be premature at this time to consider the East Hill District Park Site as a location for an indoor gymnastics facility. However, appreciating that this local club has obtained some funding and is anxious to proceed with the investigation of alternative locations, a feasibility study and conceptual or layout plans may be appropriate at this time.

RECOMMENDATIONS

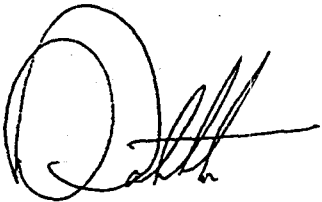
1. That the Recreation, Parks & Culture Board recommend to City Council that a comprehensive policy be developed to deal with requests from non-profit organizations, sport groups and agencies requesting the lease of parkland for the purposes of developing and operating community facilities and, furthermore, that this policy be approved by City Council prior to considering any lease or sale requests of parkland.

Recreation, Parks & Culture Board

Page 3

February 2 , 1996

2. That the Recreation, Parks & Culture Board recommend to City Council that the four site alternatives identified by the Red Deer Gymnastics Club for a gymnastics facility development be denied at this time.
3. That the Recreation, Parks & Culture Board recommend to City Council that the Red Deer Gymnastics Club be requested to complete a feasibility study and conceptual building design for a gymnastics facility clearly on the understanding that there is no commitment to selling or leasing any City land.
4. That the Recreation, Parks & Culture Board recommend to City Council that when the needs assessment and conceptual planning for the multi-purpose recreation facility at the East Hill District Park Site is undertaken in 1998, that consideration be given to the feasibility study and concept plans prepared by the Red Deer Gymnastics Club for a gymnastics facility, if it conforms to the proposed Parkland Lease Policy.
5. That Administration work with the Red Deer Gymnastics Club in identifying other possibly suitable sites for a gymnastics facility.

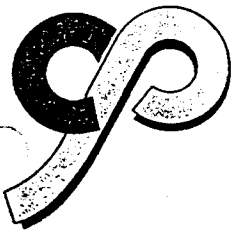


DON BATCHELOR

:ad

Atts.

- c. Lowell R. Hodgson, Director of Community Services
Ed Morris, Recreation Development Superintendent
Harold Jeske, Recreation Facilities Superintendent
Paul Meyeette, Principal Planner, P.C.P.S.
Alan Scott, Land & Economic Development Manager
Ken Haslop, Engineering Manager



Date: January 25, 1996

To: Don Batchelor
Recreation, Parks and Culture Manager

From: Paul Meyette
Principal Planner

Re: **RED DEER GYMNASTICS CLUB - REQUEST TO LEASE LAND**

Thank you for referring the proposal by the Red Deer Gymnastics Club to lease either City land or a portion of the Westerner site to construct a private recreational facility. Planning Staff comments are as follows.

Policy Issues

There are increasing requests by private agencies and individuals for lease or purchase of park land and other City owned land. Proposals have ranged from church use to a zoo, from individual homes to private clubs. All of the facilities proposed have degrees of merit; the concern that Planning Staff have is whether these uses should be allowed to locate within the park system or, for a nominal fee, on other City owned land.

In order to assess the many proposals that are received, Planning Staff recommend that the Recreation Parks and Culture Board develop a policy which would determine not only if any additional parkland should be leased or sold, but under what circumstances a lease or sale could be considered.

In developing this policy, the Board should be aware that there are already two types of lease existing in the park -

1. a land lease such as the Red Deer Curling Club; land lease is not very common in the park system;
2. an operational lease such as the Bower Ponds operator, the Golden Circle or the horse operation at Heritage Ranch - this type of lease is very common.

The goal of the Urban Parks Program, through which much of the parkland was acquired, may be helpful to review in the development of this policy.

"The Goal of the Urban Park Program is the establishment of significant areas of open space to ensure populations have easy access to natural environments; and the development of these areas to enable their sustained and unimpaired use for outdoor recreation."
(Waskasoo Park Master Plan - 1982)

The Board must ensure that the policy reflects and maintains the integrity of the park system.

-2-

Specific Comments

Planning Staff believe that the application by the Red Deer Gymnastics Club should be dealt with in the context of an overall policy. Notwithstanding that, we provide the following specific points:

Location #1 - South Rotary Recreation Park

- The proposal is contrary to the existing Community Services Master Plan (see page 62)
- This site is used for overflow parking from the arena, curling rink and tennis courts, and it is the main parking area for Heritage Square; the proponent should address the parking issue on this site prior to any approval by the Board.

Location #2 - East Hill District Park

- The proposal would have to fit into the overall development plan for the site.
- The partners in the development of this site (the two School Boards) should review and approve of the use.

Location #3 - Riverside Industrial

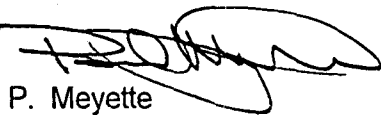
- The use is not currently allowed in the industrial district.
- This use would affect the storage/location of dangerous goods on adjacent properties; Planning Staff could therefore not support the use of this site for a recreational facility.

Location #4 - The Westerner

- This proposed site could not be considered unless it is incorporated in the overall concept plan.
- There is a significant tree stand in the area identified by the Red Deer Gymnastics Association. Planning Staff do not support the removal of these trees.
- The proposal would have to be consistent with any lease requirements which exist between the City and the Westerner.

RECOMMENDATION

Planning Staff recommend that the request by the Red Deer Gymnastics Association be tabled until such time as the above-noted issues are addressed.



P. Meyeette

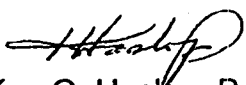
cc K. Haslop, Engineering Manager
A. Scott, Land and Economic Development Manager

PM:mak

DATE: January 29, 1996
TO: Recreation, Parks, and Culture Manager
FROM: Engineering Department Manager

RE: RED DEER GYMNASTICS CLUB'S REQUEST TO LEASE LAND

The Engineering Department has no comments with respect to the Red Deer Gymnastics Club's request to lease land at the four locations noted in your January 22, 1996 memo. I believe that the Public Works Manager and the Land and Economic Development Manager will have comments regarding the Riverside Industrial (46 Avenue) location.


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

KGH/emg

c.c. Gord Stewart
c.c. Paul Meyette
c.c. Al Scott

DATE: January 24, 1996
TO: Don Batchelor, Recreation, Parks & Culture Manager
FROM: Alan Scott, Land and Economic Development Manager
RE: **RED DEER GYMNASTICS CLUB:
REQUEST TO LEASE LAND**

My comments will be restricted to the site identified in Riverside Industrial Park. The Red Deer Gymnastics Club is requesting that this be one of the sites that we would consider leasing to them at a rate of One Dollar per year for a 25 year period. This site is fully serviced, and has been on the market for several years. Portions of it have been sold over the years, reducing the site to its present size. Currently, it is being used as a snow dump site, and we are considering an offer to acquire the entire parcel for the development of an industrial building.

We would not support the leasing of this site at One Dollar per year, for two reasons:

1. The parcel is marketable and, while it has been in inventory for several years, developers have acquired portions of it within the last twelve months. We would anticipate additional parcels will be subdivided from the site, or the entire site may be sold.
2. The Red Deer Gymnastics Club has the potential for creating a problem with respect to the storage of dangerous goods on adjacent sites. The Red Deer Bylaw requires a minimum distance of 50 metres to any areas of assembly from a dangerous goods storage site. It is conceivable that industrial users require the storage of dangerous goods within this area, and their ability to do so would be hindered by the existence on this site of the Red Deer Gymnastics Club.

We therefore do not support the leasing of this site to the Red Deer Gymnastics Club.



Alan V. Scott

AVS/mm

c: P. Meyette, Principal Planner
K. Haslop, Engineering Manager

COMMENTS:

We concur with the recommendations of the Recreation, Parks & Culture Manager. In addition, we would recommend that in developing the policy, we also undertake a review of lands that are potentially available for this purpose.


G.D. SURKAN
Mayor

H.M.C. DAY
City Manager

COUNCIL MEETING OF FEBRUARY 26 , 1996

ATTACHMENT TO REPORT ON OPEN AGENDA

**RE: Red Deer Gymnastics Association
Property Lease Request**



To: City of Red Deer
**RECREATION
BOARD**

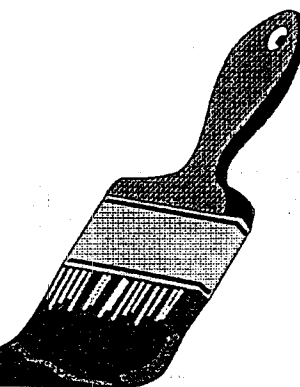
From: **Red Deer Gymnastics
Association**

**PROPERTY LEASE
REQUEST**



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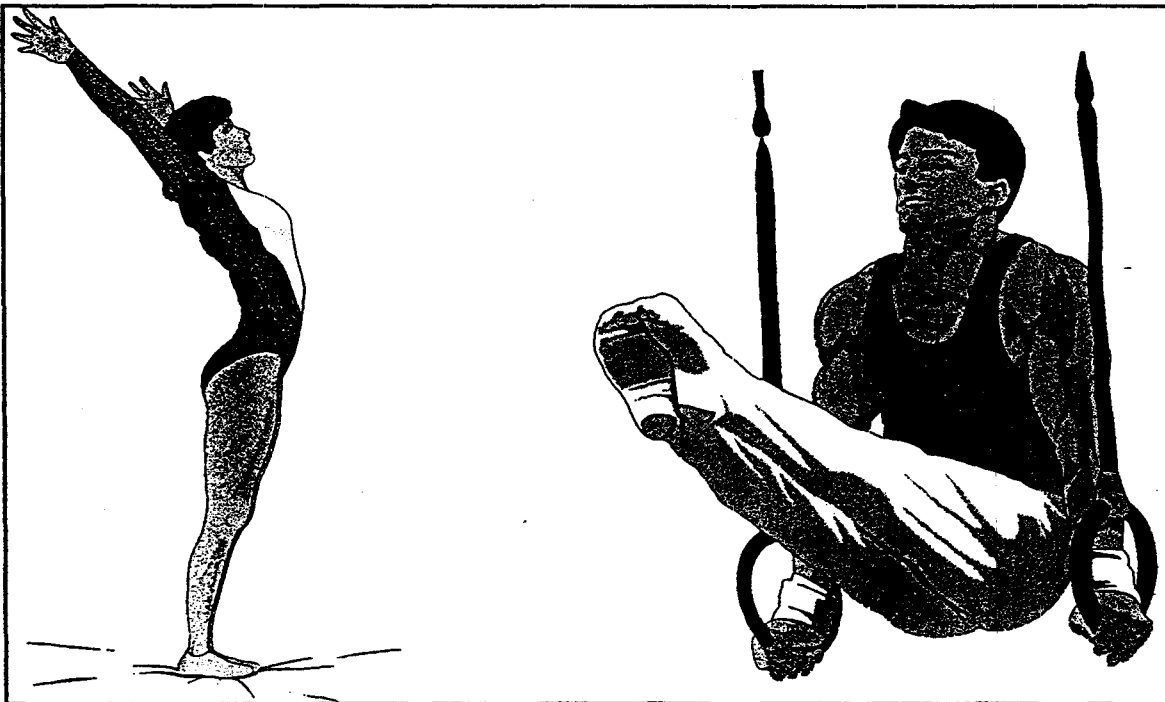
1. Introduction
2. Request
3. Programs
4. Present Facility
Shortcomings
5. Future Goals
6. Proposed Facility
7. Proposed Sites
8. Business Plan
9. Conclusion
10. Remark Sheet



INTRODUCTION

It often takes a lot of hard work for a non-profit group to establish long lasting programs, draw large numbers of participants, provide well qualified, caring coaches and survive the ever present trends of society. The Red Deer Gymnastic Association has travelled many miles down the road.

Established in 1973, the Association started with 150 members and has grown to 600 + today. Through this growth, we have outgrown our present facility. Our lease renewal is near. Time has come for us to take that next section of road, we need to build our own facility.



REQUEST

The Red Deer Gymnastics Association requests a 25 year lease for the sum of \$1.00 (terms to be negotiated at later date) of a parcel of land for the Association to construct a multi purpose Gymnastic Facility of approximately 17000 sq ft.

Proposed site locations have been previewed and prioritized according to our goals. We will conduct a feasibility study for certain areas that will include a resident information meeting and survey. Final approval need not be given at this time, but approval to study the proposed area would lend support. The approved study results will be presented to the recreation board for final approval of chosen site.

HISTORY

The Red Deer Gymnastic Association has operated within the City of Red Deer since 1973. The club has grown extensively. At present we have three elements to our program: Playschool, recreation and competitive.

The competitive programs history has expertly been summarized by our head coach Ken Soehn:

.....next page.....

The History (Future) of Our Competitive Program
By Ken Soehn
Head Coach Red Deer Gymnastics Association

The history of any program or activity has many hills and valleys, like a board room chart depicting trends and projections. The Red Deer Gymnastics association has had these hills and valleys but shows an overall trend to rise and meet the needs of those it was formed to service. Our history has allowed us to clarify our Goals and objectives and create ways to meet them. The future success of our programs, is based upon providing dreams for our youth to grab onto and have the opportunity to follow. We need elite athletes to create dreams for themselves and for those around them. We need elite athletes so that the citizens of Red Deer will see strong commitment and self esteem motivate our future young citizens to learn how to follow their own dreams.

History teaches us that progress is difficult and risky as we must surpass the known, our present abilities, to progress. Our past ...

We have come from humble beginnings, 22 years ago, as the Parkland Gymnastics Association working out of the armoury serving a 150 beginning athletes on homemade equipment to the present day where we now service a steady 650 athletes in our on - going programs and several hundred more in our subsidiary programs. We have risen to the point where we are capable of offering a diverse programming to meet the needs of all levels of interest and commitment in a variety of disciplines. We have worked hard and consistently on making sure that all levels have the Coaching and Equipment that they require to excel to their chosen level. We have managed to stay current and keep upgrading our equipment to maintain Safety and performance standards. We have reached the point where we have run out of space to continue to offer a complete programming for those who have worked the hardest and bring the most recognition to our community and our club, the elite athletes. The same athletes that train 16 - 24 hours a week for 5 - 12 years to reach a level that will enable them to receive recognition, are being penalised because our facility boundaries are too small to accommodate training on the competitive apparatus. Our next Step should be to expand our building to accommodate the training of these athletes. But being in a lease situation it would only drive up the ever increasing costs of the lease as our square footage increased making even the current programs unfeasible. The only alternative with lasting benefits to the community and those that the gym club serves is to build a new facility of larger proportions. An extended mortgage would keep the on going cost of operation down to a manageable level and provide for expansion and even more assistance to other community sports organisations then we offer now. These are not new Ideas that we present but must become working dreams if we are to continue to help the Youth of Central Alberta in particular Red Deer have the opportunities to reach their dreams within the community and with the families in which they live.

Our Legacy includes:

These are a few of the athletes who have come and gone through our doors and now are pursuing other goals.



Gillian Boyd

12 years training

2 time National Champion

- Tumbling

Bronze Medalist Worlds

1992 - New Zealand



Keith McDonald

19 years training

National Champion Artistic

2 time National Champion

Tumbling

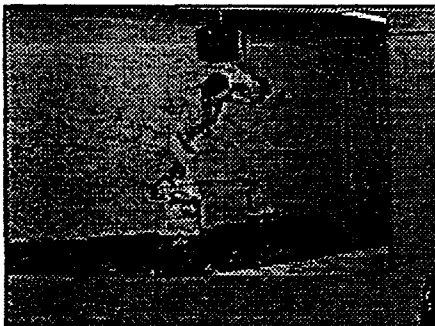
Eighth in Worlds 1994 - Portugal



Lindsay Smith

5 years training

National Champion Tumbling



Lawrence Morison

10 years training

National Champion Tumbling

Fourth Place Worlds 1994

Portugal



Andrea Wittchen

12 years training

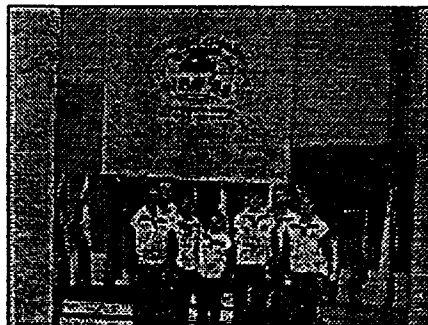
1st Aloha Invitational - Hawaii

2nd place team Canada Winter

Games



Amanda Malo
7 years training
2nd place Team National
Championships



World Age Group Team
Germany 1990
Amber Martin
Pam Braun
Nicole Frater
Lawrence Morison
Keith McDonald
Gillian Boyd
Karen Soehn coach

The future...

some of the athletes we can look forward to leading the way in the future



Matthew Dial
Bronze Tumbling
1995
Nationals 1995



Erin
Beaulieu
Westerns 1994



Carmen
Strabel



Christopher
Johnston



Jamie Radford
Provincial
Trampoline
Champion



Joe Frangione
Provincial
Trampoline
Champion



Leslie
Rosebrugh
Westerns 1994



Megan
Milne



Ashley
Rose



Alexandra
Richmond



Michelle
Gerwing

The above athletes represent some of the top achievers of the club. But we must remember that the future belongs to all who seek to better themselves. The other 500+ athletes in our Play school and Recreational programs deserve a chance to dream and pursue the dream to their fullest potential. Below is the stated goal of our competitive program. Let this goal be the guide to future success for all.

The Athlete

At the end of our association with each competitive athlete, we should have a mature, self confident, highly skilled individual.

The Main Goal

The main goal of the program is to ensure that each athlete meets their own potential as completely as possible, given the commitment in time and intensity they have chosen.

Our supporting cast:

PLAYSCHOOL - This is where most of our youngsters begin - We presently have 112, 3 & 4 year olds registered in a one or two days per week program. Our goal is to present preschool children with opportunities for growth and stimulation in all areas of development: physical, language, social, emotional and mental. To also provide a friendly atmosphere whereby the children can have fun, feel safe and develop confidence. In the future we would like to provide more exciting learning experiences with new centres and toys as present space cannot accommodate.

The RECREATION program operates on a three session rotation: Fall (September to December), Winter (January to May), and Summer Camps (July and August). Our goals are to introduce children and adults to the enjoyment and benefits of the sport of gymnastics, offering this in a safe, enjoyable and appropriately coached environment. We aim to keep the costs of participating, economically feasible. To meet the criteria, that we've established for a quality program, our classes were aimed toward FUN! FITNESS! & FUNDAMENTALS!

Our future goals are:

- 1 - To maintain our full class enrollments.
- 2 - Foster higher level rec classes.
- 3 - Encourage staff development.
- 4 - Utilize our entire gym time available during the day, example Daytime Senior Fit Programs etc.
- 5 - Promote the program to rural areas.
- 6 - Continue to meet the expectations of parents and athletes.

SHORTCOMINGS

Along with the increase of enrolment in a popular exercise sport, such as gymnastics, comes along the growth problems. Space has become the biggest problem now. Our present location is in the Industrial Park.

We are presently leasing 11,000 sq ft and jammed packed. We often are encountering overlapping of programs to try to accommodate all participants. On top of this we pay an enormous lease payment of \$50,000/year. This is an astronomical fee. We feel we could be making mortgage payments of this size and have something to show for it. Our present lease is close to expiring.

The location is quite isolated, a good walk from buses and an unsafe walk for children. The atmosphere of the location is one of industrial rather than recreation and is quite dismal at times.

The building itself has become cramped and is quite far from meeting recommended standards for equipment placements. The competitive program needs the ceiling raised as our trampoline athletes are training with the beds at ground level rather than raised at the regulatory 4' from ground height. The athletes hit the ceiling now. This places them at a great disadvantage for competition as it fully changes their spacial awareness. A distance of 125' is needed for a tumbling run, once again our athletes are now using the outside, through the doorway onto the run to train. Competitive athletes are vying for equipment time with other programs as there is not enough space to place additional equipment.

Safety is becoming a factor as our high traffic walking areas are being overtaken with equipment placement. There is no place for the observers to see and the entrance way is crowded. Equipment is being stored along side erected equipment, as there is no storage area, coordinator offices are being eliminated for storage.

The playschool could use a larger area so they can meet some of their program needs.

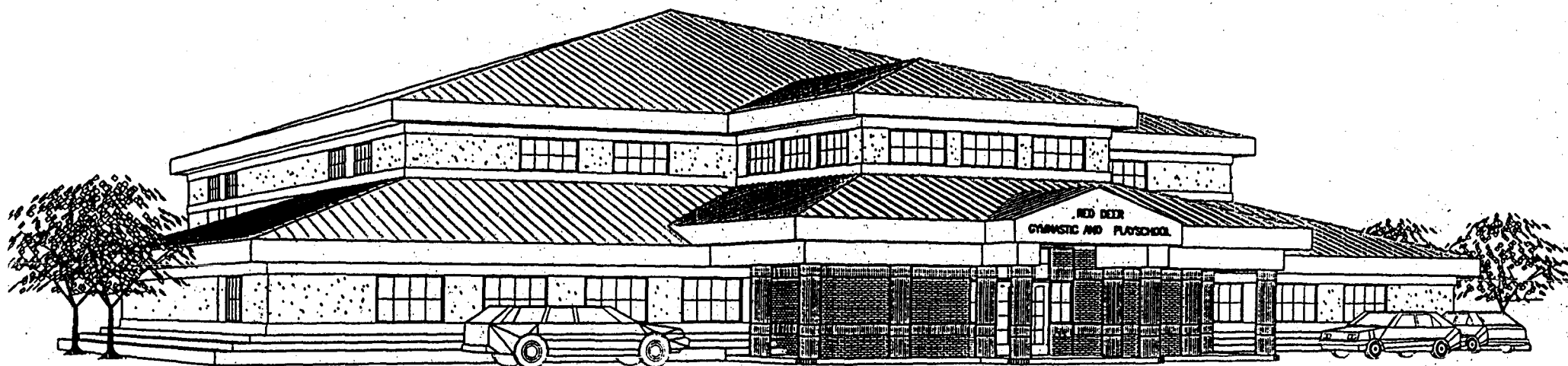
The list goes on and on and on ...


FUTURE GOALS AND OBJECTIONS

Along with the future goals we have stated in the individual synopsis of programs there are other club and community based goals.

1. To host provincial, national and international meets, giving our athletes home town advantage.
2. To draw sport conferences to Red Deer and allow our coaches to participate and therefore pass new ideas onto our athletes.
3. Provide additional revenue to attract multi-sport event competitions to Red Deer.





DRAWN	PROJECT	JOB
MDC	PROPOSED NEW FACILITY FOR RED DEER GYMNASIUM & PLAY SCHOOL ASSOCIATION RED DEER, ALBERTA	
	 BEARDEN ENGINEERING ARCHITECTURAL & ENGINEERING CONSULTING #1, 4846 Riverside Drive, Red Deer, Alberta T4N 6Y5 Phone: (403) 343-6858 Fax: (403) 343-2122	A1
	AI 01/18/96 13:53	
DATE	DRAWING TITLE	DWG
	PERSPECTIVE VIEW	

PROPOSED FACILITY

WOW - did you see the last page! Wouldn't that be great to have - What's inside of this facility:

- 1 Height of the facility should be 30' to accommodate the regulations for trampoline.
- 2 A clear length of 150' would be required to meet the requirements of tumbling.
- 3 Reflective lighting of a Natural hue - Better for health and for skill analysis by video.
- 4 In ground heating of the slab would help prevent joint injuries as would a sauna.
- 5 The ability to allow and deny outside light into the facility would greatly enhance training.
- 6 Well insulated to protect against excessive summer heat and low winter temperatures.
- 7 A separate viewing area separated from the working area to allow interaction between parents and students to be easy yet detached.
- 8 The lighting and heating system should have zones so that one area can be used without turning the power on to all areas; allowing much more efficient use of facility.
- 9 Administrative areas should be on a second level at to be separated from the activity but still visible from the main area.
- 10 Walls must be clear and solid up to a height of at least 8 feet to allow for use as spotting devices. Communication and power supply centres should be conveniently located to accept any number of devices. So as needs and arrangements change so can video cameras, computer outlets, T.V. emergency phones Microphones etc.
- 11 The area around the facility should lend itself to outside activities such as running and a meeting or display area.
- 12 Space for traffic free child centred activities should be available outside.
- 13 Doors should be double to allow for better control of heating and ventilating during temperature extremes.
- 14 A large door and loading ramp should be available to move in and out equipment as is required.

- 15 Although free span is necessary for arrangement of equipment, the ceiling needs to be able to support the man spotting belts and climbing ropes common to the gymnasium.
- 16 In ground pits could have the ability to be covered in the event the space is needed temporarily for another reason.
- 17 Also segregated in ground pits for recreational and competitive use would be safer and allow for more efficient programming.
- 18 Provision for an Indoor Track - to be installed at a later date - a welcomed addition for the track club, joggers, walkers, athlete conditioning for all sports etc.
- 19 A space upstairs open for lease to a fitness club - this would help offset costs and not cross the small business barrier.

A wish list could go on and on, but we do have reality checks and we are prepared to heed them well.

PROPOSED SITES

In order of Associations' preference, (please see corresponding maps.)

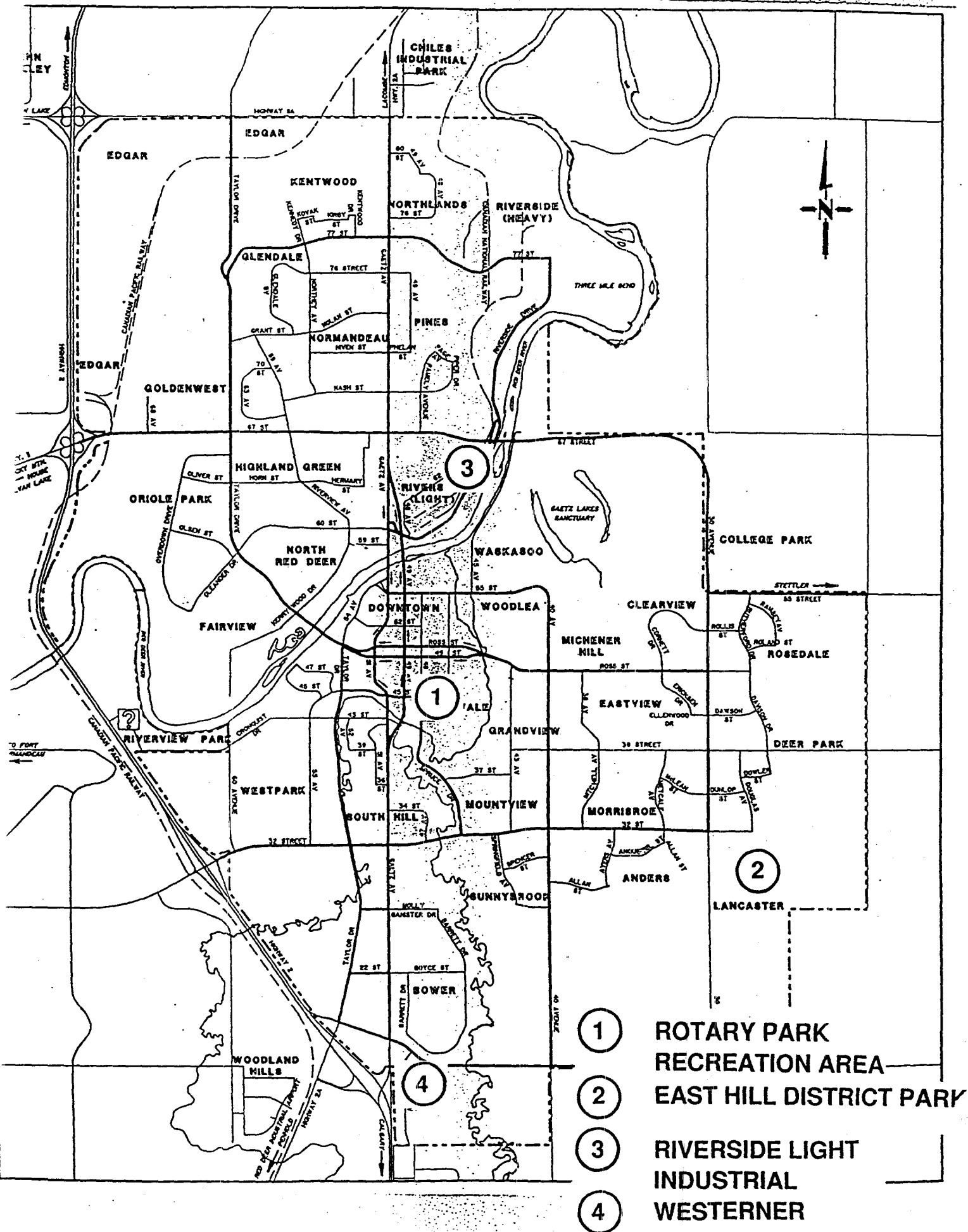
- 1 Rotary Recreation Park South - (Undeveloped parkland adjacent to proposed indoor tennis building) Adjoining the present recreation areas, the ideal location for parents to do a one stop drop and/or pick up for most of the recreation needs. Swimming, tennis, ice rinks, curling, parks, gymnastic facility and indoor track, children, adults and senior members of the community have easy accessibility to a training centre. This facility would be a major drawing card to the downtown area, for everyday shopping or during competitions to keep tourist dollars close. Easy bus accessibility and a safe well travelled area for children or adults to walk to and from buses or other recreation buildings. This location allows room for our proposed facility and good parking. Traffic problems would be kept minimal as the heavy congested time for programs would be 4:00 - 6:30. This will be one of the main issues discussed by the Market Research Company with the residents of the area. This is usually a drop off type activity, thereby a large parking lot would not be necessary. Site costs would be minimized here as services are close by, and would definitely help our bottom line. The centralize location is the key to this location.

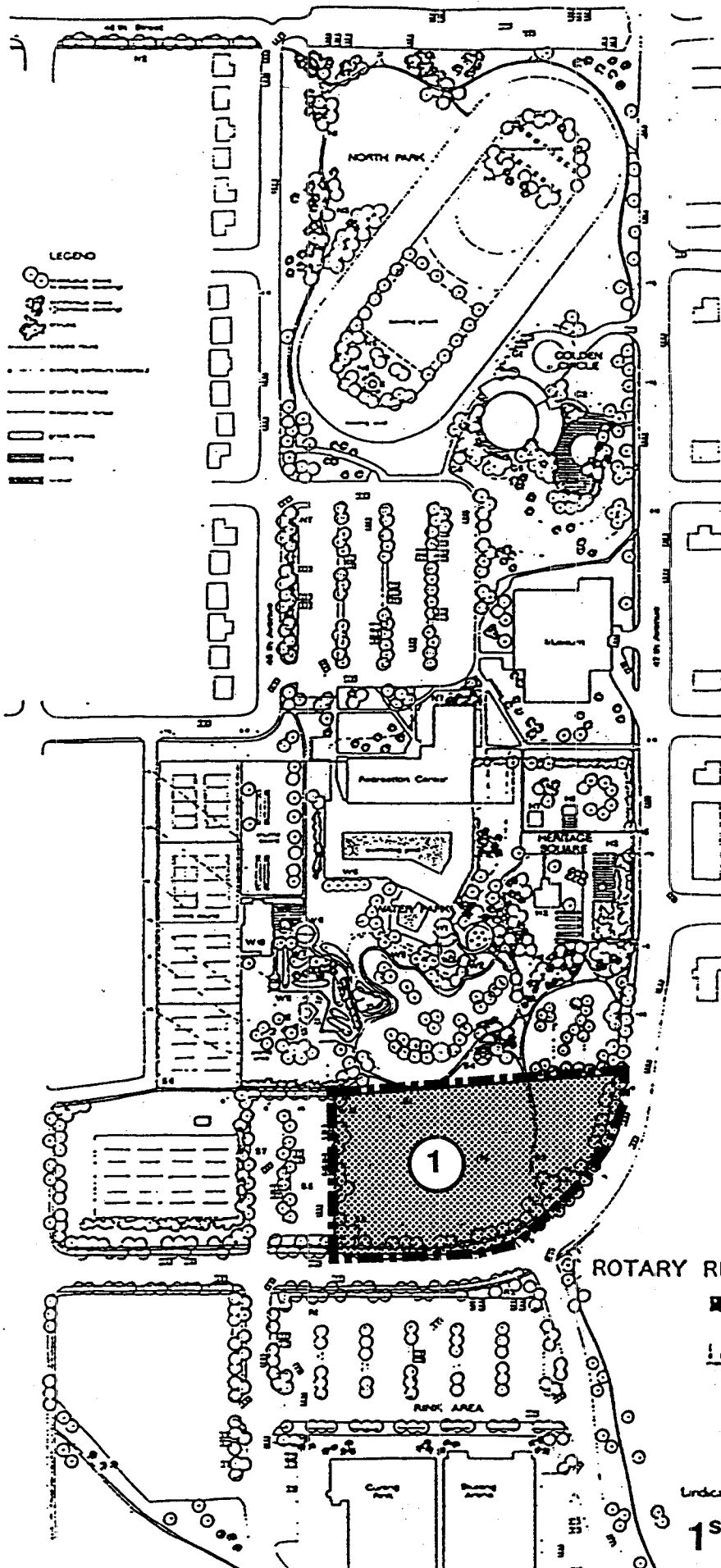
We would appreciate careful consideration of this issue as we would like to be able to build this facility on our own, therefore less extra costs would definitely help. We also realize that we would use our Market Research grant to further research the areas concerns. Please see the attached letter from Sintra Marketing Research.

- 2 Easthill District park (in conjunction with Hunting Hills and Notre Dame High School). This location also lends itself to a near ideal location. It's benefits include land size, parking, availability, close to schools and bus stops. At the present time, though, it is isolated, thereby not a safe environment for walkers, also, not as accessible to public in particular the senior citizens. The issue of developing access to a facility and providing services could become quite costly and we

as an Association would have a difficult time carrying that burden. We would probably need to request help from the city for this and could stall the project.

- 3 Riverside Industrial Parcel . This location is near our present one. It again meets our needs with the added benefit of less servicing. The disadvantages would be the isolation for the children, not close for senior citizens to use and not part of a "recreation area".
- 4 Westerner: Another good location with many of the same benefits as Hunting Hills area, with the added benefit of servicing could be less. disadvantages, again include in particular, isolation and bus services.





ROTARY RECREATION PARK



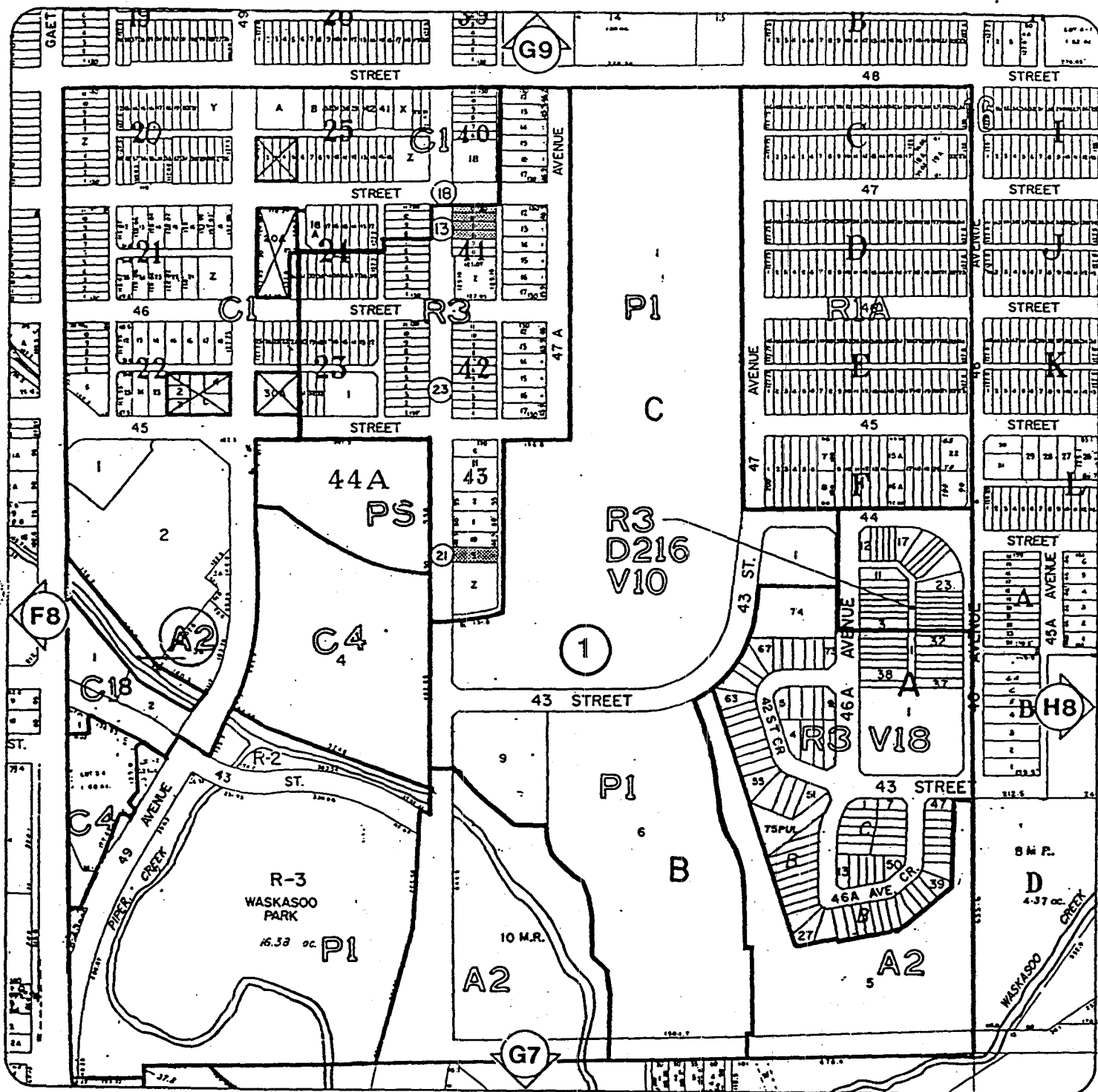
Leonard Nault
Landscape Architects Ltd.

1st PREFERENCE

City of Red Deer --- Land Use Bylaw

Land Use Districts

G 8



scale in metres

Revisions :

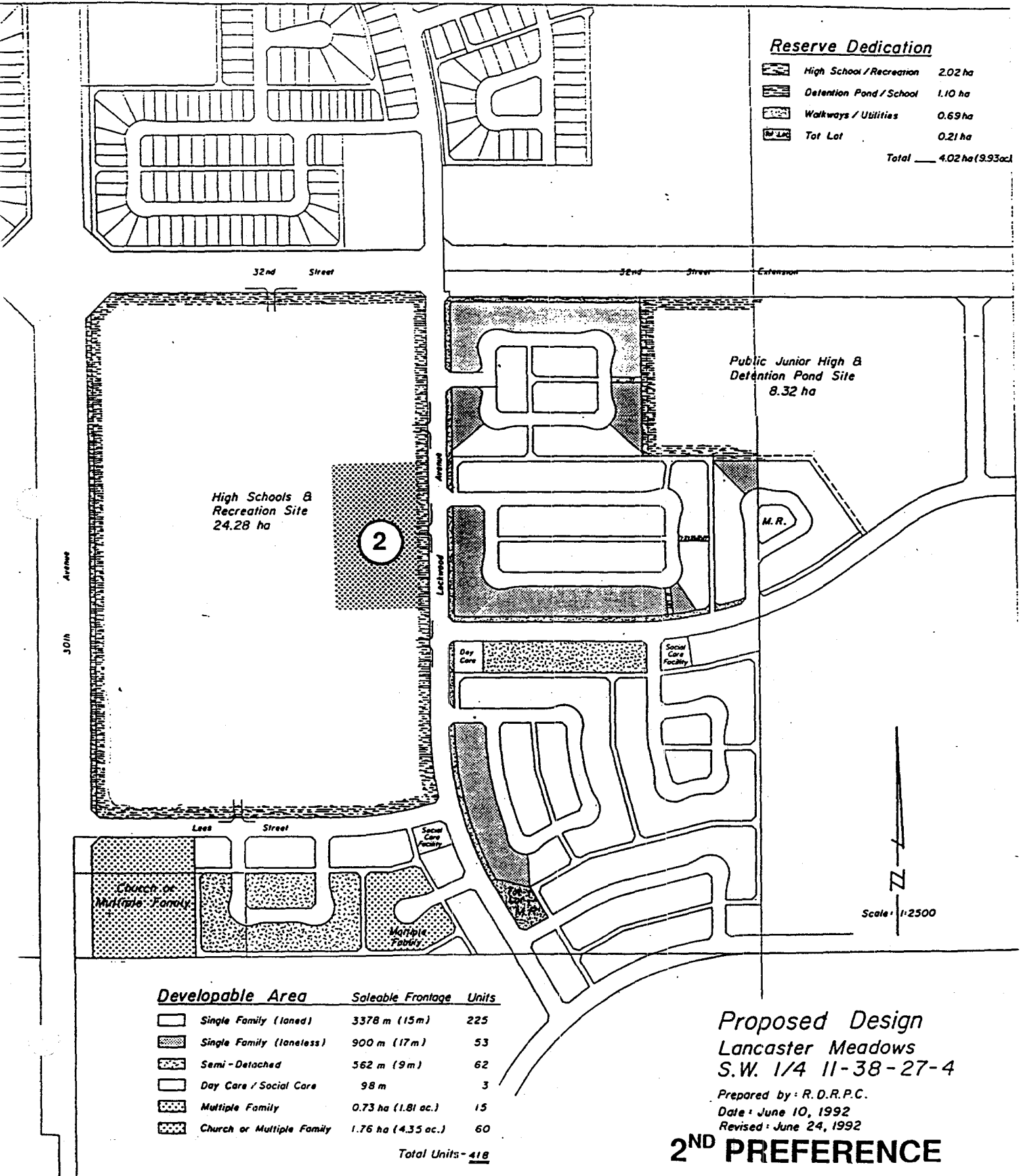
2672 /D-80 (15/9/80)
 2672 /P-80 (10/NOV/80)
 2672 /M-81 (22/6/81)
 2672 /V-84 (7/1/85)
 2672 /C-85 (18/3/85)
 2672 /BB-87 (02/11/87)

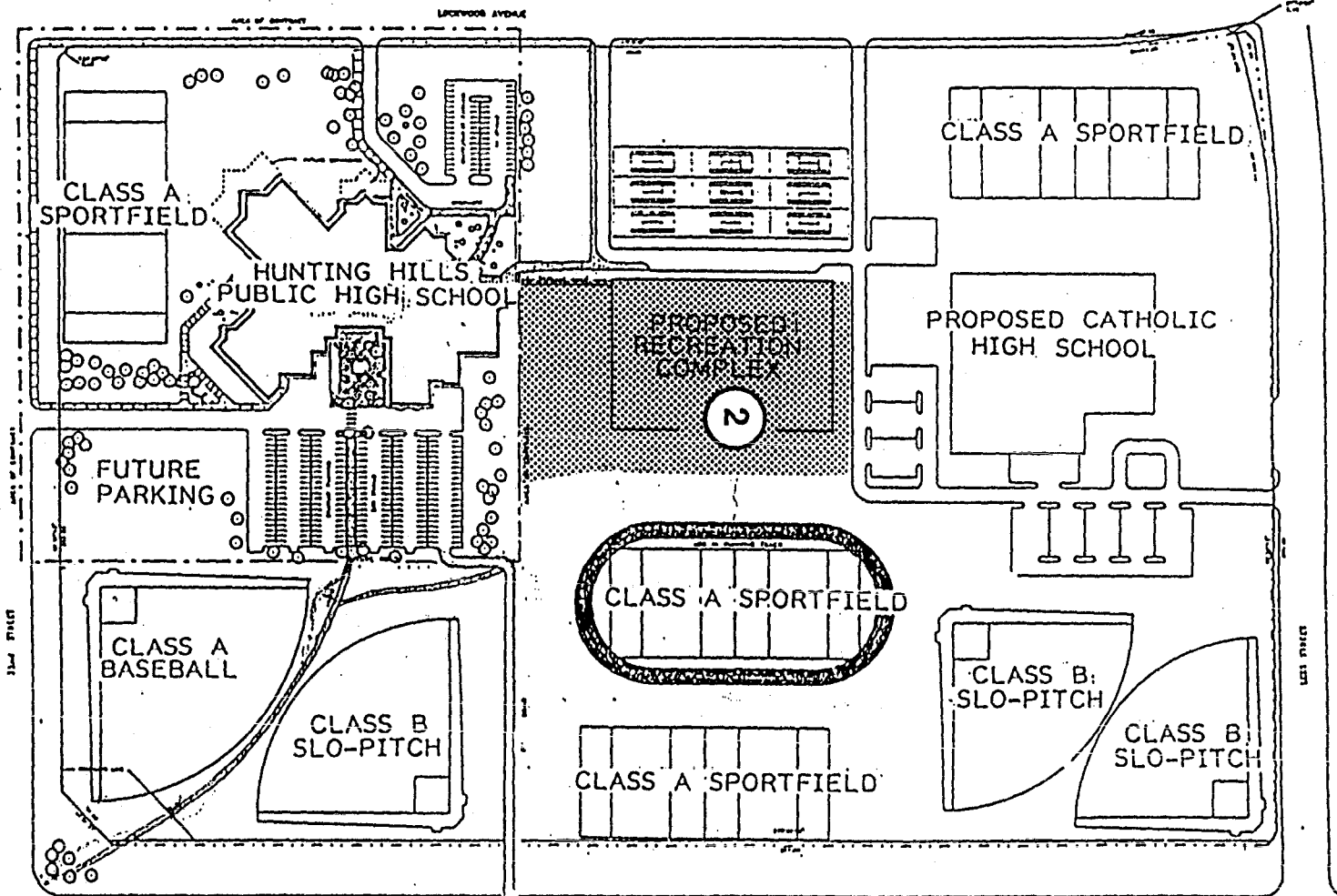
2672 /N-88 (19/9/88)
 2672 /C-95 (27/03/95)
 2672 /U-95 (31/07/95)
 2672 /Z-95 (10/10/95)

1ST PREFERENCE

LANCASTER MEADOWS OUTLINE PLAN

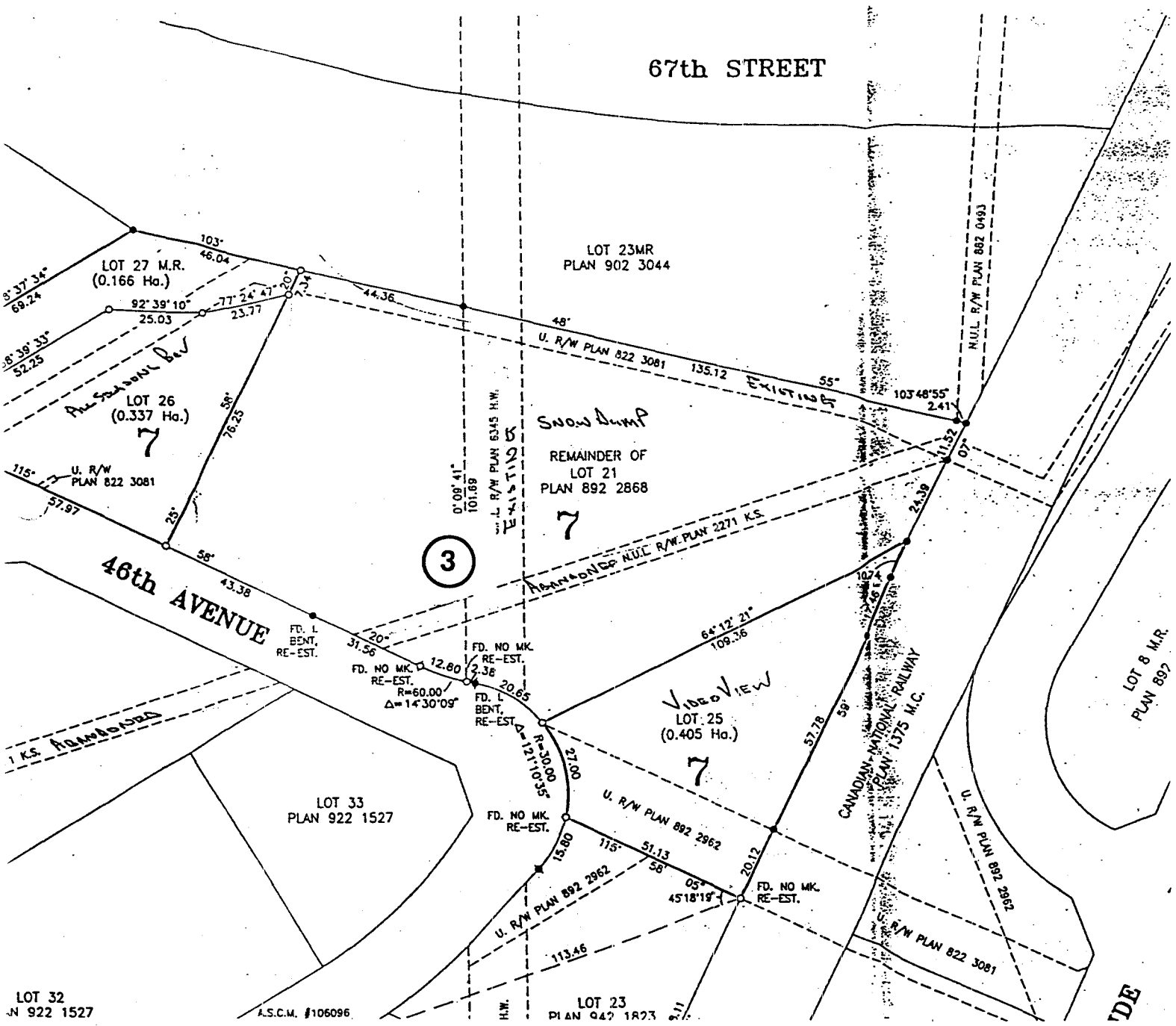
Adopted by Council: August 3, 1993





EASTHILL
District Park &
High School Site
(Council March 5/90)

Not To Scale

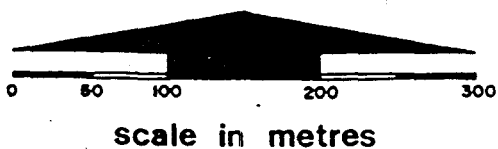
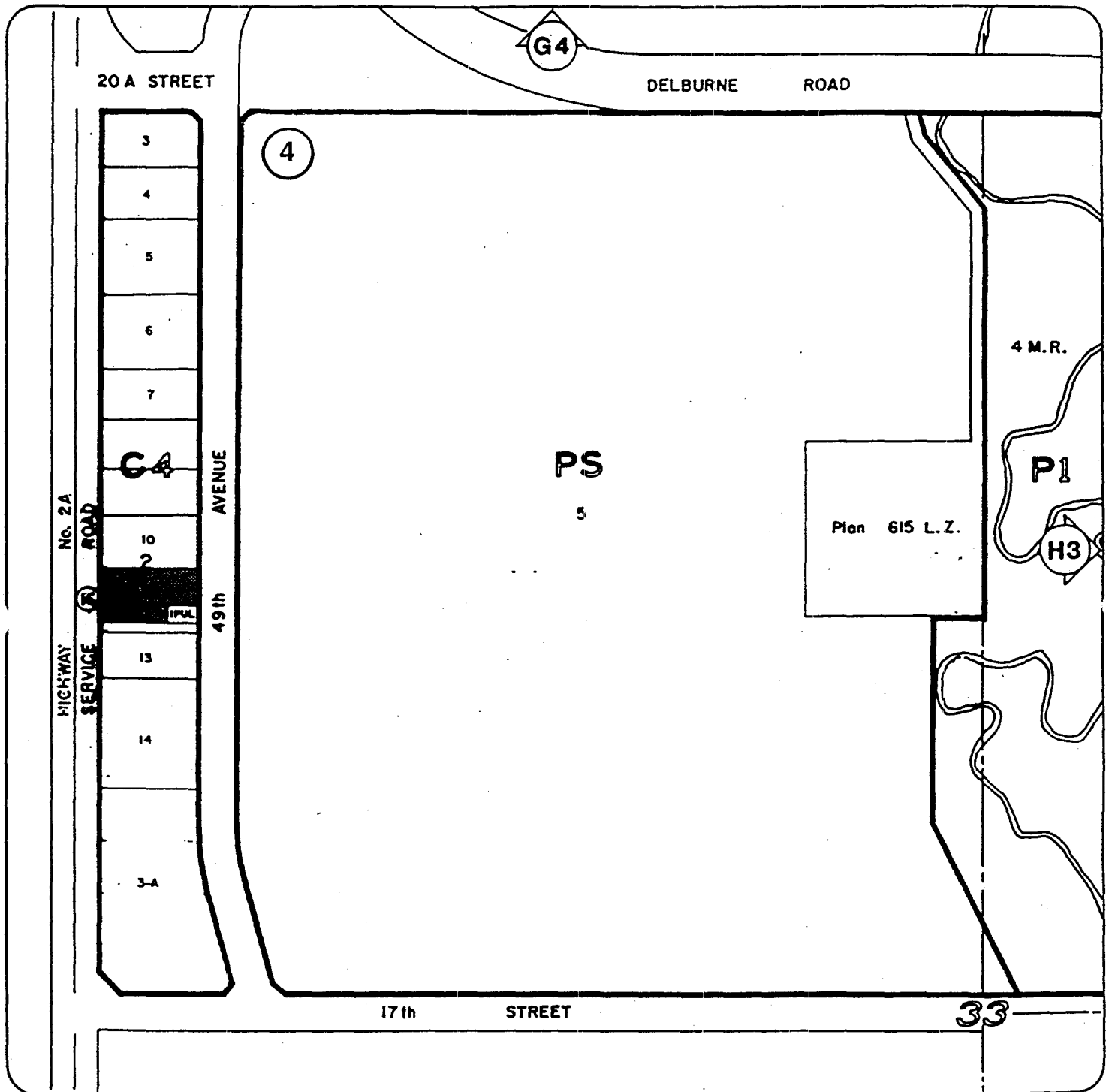


3RD PREFERENCE

City of Red Deer --- Land Use Bylaw

Land Use Districts

G3



Revisions :

2672/0-80 (5/1/80)
2672/G-82 (20/12/82)

4TH PREFERENCE

Sintra

MARKETING RESEARCH

13016-104 Avenue
Edmonton, Alberta
Canada, T5N 0V8
Tel (403) 452-8951
Fax (403) 477-5244

16 January 19956

Ms. Lynn Radford
Red Deer Gymnastics Association
Red Deer, AB
Fax: , (403) 343-0551

Dear Lynn:

Re: Community Survey

As I mentioned in our conversation, it is extremely important to solicit community feedback, particularly on controversial land use in an established area. Not only do community residents feel their views are important, but also residents subsequently feel they are playing a role in the development process. From my experience, I feel that seniors in the area would be supportive of a new gymnastics facility, especially one that also caters to some of their recreational needs.

Below are two research projects that were conducted by Sintra in Red Deer:

Review of Ownership Retirement Housing Projects in Red Deer, Alberta (1988).

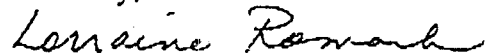
Funded by Alberta Municipal Affairs under the Innovative Housing Grants Program. This study evaluated two retirement projects in Red Deer - Parkvale Estates, a seniors' project developed through self-help efforts of a group of local seniors, and Parkvale Downs, an adult housing project developed by private industry.

Retirement Village Survey for Red Deer (1987).

This market analysis and consumer survey examined the potential market for a proposed retirement village in Red Deer for a private developer.

Please let me know if you require any further information.

Sincerely,



Lorraine Romank
President
Sintra Group Inc.

BUSINESS PLAN

Attached you'll find our last, year end financial statement. We are presently in a healthy financial status and can afford to make payments on our own facility. As stated previously, we have received a Grant to allow a feasibility study, working drawings and cost projections to be completed. Our proposed timeline is as follows:

FEB - MAR 1996	- Potential site approved from rec board.
MAR - APR 1996	- City of Red Deer council approval to do feasibility study and building designs.
APR - May 1996	- Feasibility study and drawings done
JUNE 1996	- Presentation of study findings and drawings to Rec Board/City Council. Approval of final site.
JULY 1996 - JUNE 1997	- Fundraising of down payment for building and financial arrangements.
APR 1998	- Construction of the building.
Sept 1998	- New home of RDGC grand opening!

The actual amount of fundraising needed cannot be calculated until we have a site, preliminary drawings and cost estimations and feasibility study done.

RED DEER GYM CLUB

BALANCE SHEET
AS AT JUNE 30, 1995

	<u>1995</u>	<u>1994</u>
ASSETS		
Cash	55,044	30,399
Short term investments	25,000	25,000
Accounts receivable	1,759	4,732
Prepaid expense	2,099	2,749
Fixed Assets	<u>178,912</u>	<u>166,507</u>
 TOTALS ASSETS	 \$ <u>262,814</u>	 \$ <u>229,387</u>
 LIABILITIES		
Accounts payable	5,990	10,407
Deferred revenue	<u>4,135</u>	<u>3,135</u>
 TOTAL LIABILITIES	 <u>10,125</u>	 <u>13,542</u>
 MEMEBER'S EQUITY		
Equity	<u>252,689</u>	<u>215,845</u>
 TOTAL LIABILITIES & EQUITY	 \$ <u>262,814</u>	 \$ <u>229,387</u>

RED DEER GYM CLUB

OPERATING STATEMENT
FOR THE YEAR ENDED JUNE 30, 1995

	<u>1995</u>	<u>1994</u>
REVENUE		
Competitive	57,127	52,580
Recreation	91,743	80,273
Playschool	46,554	37,940
Interest	2,064	2,028
Fundraisers	116,966	73,197
Donations, Grants & Other	<u>8,432</u>	<u>1,250</u>
	<u>322,886</u>	<u>247,268</u>
EXPENSES		
Wages	196,346	163,805
Renovation	-	4,937
Rent	47,359	50,433
Utilities and telephone	13,851	15,367
Program expense - competitive	1,595	-
Program expense - playschool	2,310	2,000
Program expense - recreation	1,050	2,978
Equipment	-	2,611
Membership and fees	10,589	9,729
Office	2,479	3,134
Bad debts	267	540
Advertising	1,478	2,770
Repairs and maintenance	2,021	2,783
Professional development	3,881	4,258
Bank charges	60	477
Travel	-	4,442
Insurance	540	520
Meets	1,355	1,313
Casino	<u>360</u>	<u>-</u>
	<u>285,541</u>	<u>272,097</u>
OPERATING (DEFICIT) SURPLUS	\$ <u>37,345</u>	\$ <u>(24,829)</u>

RED DEER GYM CLUB

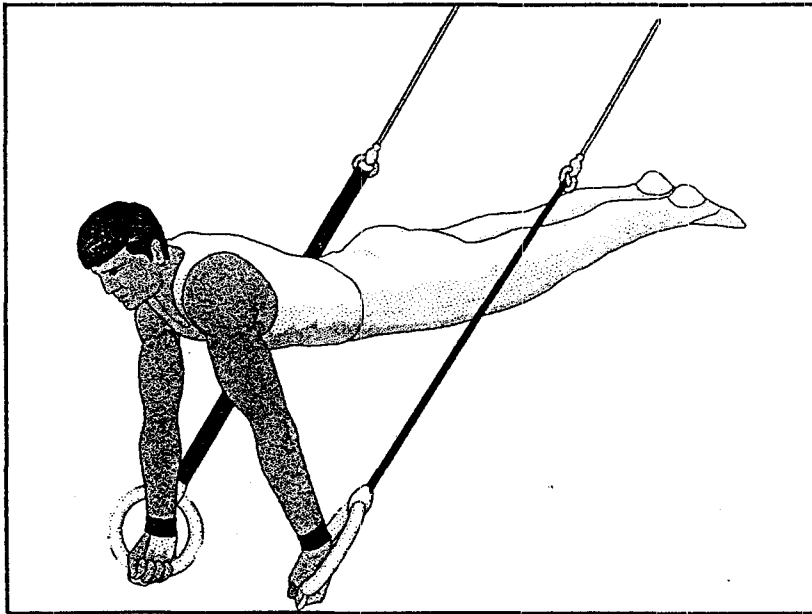
OPERATING STATEMENT
1994-95

	<u>1995</u>	<u>1994</u>
FUNDRAISERS:		
Bingo	92,926	60,906
Birthday Parties	4,436	772
Dielman	4,878	2,677
Gymnathon	5,327	3,709
Meet	1,969	-
Casino'	1,669	1,435
Raffle	5,003	-
Competitive Only	387	3,360
Miscellaneous	<u>371</u>	<u>338</u>
	<u>116,966</u>	<u>73,197</u>

CONCLUSION

Cramped space, large enrolments, strong financial background, a hard working core of volunteers and a near expired lease. These are all the near perfect ingredients for a new facility.

Please help the gymnasts and citizens of Red Deer, begin their journey to a new facility!!



Red Deer Gymnastic Association Executive Directors

President	Hilary Rosebrugh	347-1034
Vice President	Greg Nesom	346-2041
Secretary	Ellen Suter	748-3951
Treasurer	Cathy Kralkay	346-9271
Bingo Chairperson/ New Facility Coordinator	Lyn Radford	343-0551
New Facility Fundraiser	Debbie Beaulieu	342-5139

REMARKS

Please use this sheet to jot down any questions you may have for me at the meeting. I look forward to seeing you
Lyn Radford

FILE

DATE: February 28, 1996

TO: Recreation, Parks and Culture Board

FROM: City Clerk

RE: RED DEER GYMNASTICS CLUB - REQUEST FOR LEASE
OF LAND

At the Council Meeting of February 26, 1996, consideration was given to your report dated February 14, 1996 concerning the above topic. At this meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer the having considered the report from the Recreation, Parks and Culture Manager, dated February 2, 1996, Re: Red Deer Gymnastics Club Proposal/Lease of Land, hereby agrees as follows:

1. That a comprehensive policy be developed to deal with requests from non profit organizations, sport groups and agencies requesting the lease of City owned lands including parkland for the purposes of developing and operating community facilities and, furthermore, that this policy be approved by City Council prior to considering any lease or sale requests of City owned lands. In addition, included in the development of this policy, a review is to be undertaken of lands that are potentially available in Red Deer for this purpose;
2. That the four site alternatives identified by the Red Deer Gymnastics Club for a gymnastics facility development be denied at this time;
3. That the Red Deer Gymnastics Club be requested to complete a feasibility study and conceptual building design for a gymnastics facility clearly on the understanding that there is no commitment to selling or leasing any City land;
4. That when the needs assessment and conceptual planning for the multi-purpose recreation facility at the East Hill District Park Site is undertaken in 1998, that consideration be given to the feasibility study and concept plans prepared by the Red Deer Gymnastics Club for a gymnastics facility, if it conforms to the proposed Parkland Lease Policy;

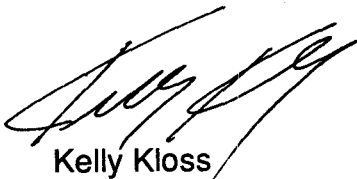
... / 2

5. That City Administration work with the Red Deer Gymnastics Club in identifying other possible suitable sites for a gymnastics facility;

and as presented to Council February 26, 1996."

The decision of Council in this instance is submitted for your information. By way of a copy of this memo, I will be asking the suggested departments to draft a lease policy. The departments include, Land and Economic Development, Parkland Community Planning Services and Community Services.

I look forward to the final report being submitted to Council in due course.



Kelly Kloss
City Clerk

KK/clr

cc: Director of Community Services
Land and Economic Development Manager
Principal Planner
Recreation, Parks and Culture Manager



THE CITY OF RED DEER

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

FILE

FILE No.

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

February 28, 1996

Red Deer Gymnastics Association
#1, 4622 - 61 Street
Red Deer, AB T4N 2R2 (342-4940)

Att: Lyn Radford

Dear Ms. Radford:

At the City of Red Deer's Council Meeting held February 26, 1996, consideration was given to the Red Deer Gymnastic Club's proposal for the lease of City land. At this meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer the having considered the report from the Recreation, Parks and Culture Manager, dated February 2, 1996, Re: Red Deer Gymnastics Club Proposal/Lease of Land, hereby agrees as follows:

1. That a comprehensive policy be developed to deal with requests from non profit organizations, sport groups and agencies requesting the lease of City owned lands including parkland for the purposes of developing and operating community facilities and, furthermore, that this policy be approved by City Council prior to considering any lease or sale requests of City owned lands. In addition, included in the development of this policy, a review is to be undertaken of lands that are potentially available in Red Deer for this purpose;
2. That the four site alternatives identified by the Red Deer Gymnastics Club for a gymnastics facility development be denied at this time;

... / 2



*a delight
to discover!*

3. That the Red Deer Gymnastics Club be requested to complete a feasibility study and conceptual building design for a gymnastics facility clearly on the understanding that there is no commitment to selling or leasing any City land;
4. That when the needs assessment and conceptual planning for the multi-purpose recreation facility at the East Hill District Park Site is undertaken in 1998, that consideration be given to the feasibility study and concept plans prepared by the Red Deer Gymnastics Club for a gymnastics facility, if it conforms to the proposed Parkland Lease Policy;
5. That City Administration work with the Red Deer Gymnastics Club in identifying other possible suitable sites for a gymnastics facility;

and as presented to Council February 26, 1996."

As outlined in the above resolution, Council desires to work closely with you to find a suitable location for the Red Deer Gymnastics Club, however, could not, at this time, support the locations identified.

The City will now proceed to draft a policy with respect to requests from non-profit organizations, sports groups and agencies, requesting lease of City owned land, including parkland. The policy would then be presented to Council in due course. We will be contacting you as to when this matter will again appear before Council. In the mean time, if you have any questions, please do not hesitate to contact Mr. Lowell Hodgson, Director of Community Services, or, the undersigned.

Sincerely,


Kelly Kloss
City Clerk

KK/clr

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

FILE

DATE: February 28, 1996

TO: Director of Community Services

FROM: City Clerk

RE: RED DEER GYMNASTICS CLUB - REQUEST FOR LEASE
OF LAND

At the Council Meeting of February 26, 1996, consideration was given to the report from the Recreation, Parks and Culture Board dated February 14, 1996, concerning the above. At this meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer the having considered the report from the Recreation, Parks and Culture Manager, dated February 2, 1996, Re: Red Deer Gymnastics Club Proposal/Lease of Land, hereby agrees as follows:

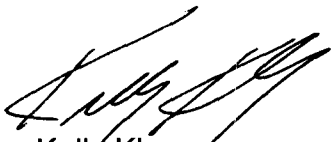
1. That a comprehensive policy be developed to deal with requests from non profit organizations, sport groups and agencies requesting the lease of City owned lands including parkland for the purposes of developing and operating community facilities and, furthermore, that this policy be approved by City Council prior to considering any lease or sale requests of City owned lands. In addition, included in the development of this policy, a review is to be undertaken of lands that are potentially available in Red Deer for this purpose;
2. That the four site alternatives identified by the Red Deer Gymnastics Club for a gymnastics facility development be denied at this time;
3. That the Red Deer Gymnastics Club be requested to complete a feasibility study and conceptual building design for a gymnastics facility clearly on the understanding that there is no commitment to selling or leasing any City land;
4. That when the needs assessment and conceptual planning for the multi-purpose recreation facility at the East Hill District Park Site is undertaken in 1998, that consideration be given to the feasibility study and concept plans prepared by the Red Deer Gymnastics Club for a gymnastics facility, if it conforms to the proposed Parkland Lease Policy;

Director of Community Services
February 28, 1996
Page 2

5. That City Administration work with the Red Deer Gymnastics Club in identifying other possible suitable sites for a gymnastics facility;

and as presented to Council February 26, 1996."

I trust that you will now proceed with the direction outlined in the above resolution.



Kelly Kloss
City Clerk

KK/clr

cc: Recreation, Parks and Culture Manager
Land and Economic Development Manager
Principal Planner

ITEM NO. 7

DATE: February 15, 1996
TO: Kelly Kloss, City Clerk
FROM: Alan Scott, Land and Economic Development Manager
RE: **RESIDENTIAL LOT SERVICING STANDARDS
CITY OF RED DEER**

In 1994, Red Deer City Council established a committee to review lot servicing standards in the City of Red Deer. The committee consisted of representation from the consulting industry, building industry, community associations, and City Council. The mandate of the committee was to prepare a report for submission later in the year, reviewing lot standards and comparing them with other communities within the province.

The committee met throughout 1994, and a final report from the committee was submitted to Council on February 27, 1995. The report contained a number of recommendations with respect to changes in lot servicing standards, which could impact on the price of residential building lots. Admittedly, it appeared from the report, and from the information developed by the committee, that the potential reduction in costs was minimal. In addition, it was pointed out in the report that because residential building lots are sold at market value, there is no guarantee that any reductions in servicing costs would result in a lower price to the end user.

Because a number of the recommendations related to reductions in servicing standards and the elimination or downsizing of park areas, Council passed the following resolution at their meeting of February 27, 1995:

"RESOLVED that Council of the City of Red Deer having considered a report from the Land and Economic Development Manager dated February 7, 1995, re: Residential Lot Servicing Standards, hereby agrees to table to the December 18, 1995 Council meeting, the final report and recommendations of the 'Committee for Review of the Impact of Lot Servicing Requirements on Lot Pricing in the City of Red Deer' dated January 19, 1995, to allow for input from the public and construction industry relative to said report, and as presented to Council February 27, 1995."

During 1995, the report was circulated to the Red Deer Home Builders Association and the Urban Development Institute for their comments. In addition to the auspices of the Community Services Division of the City, meetings were held with the community associations and with the general public. From these meetings and the circulation of the report, we have gathered a number of comments which are attached.

City Clerk
Page 2
February 15, 1996

In addition, the administrative staff of the City has had an opportunity to review these comments and make their recommendations. All of the relevant reports are attached for your review and what follows, is a summary of the effect on lot prices the implication of these recommendations would have.

Recommendations Contained in the Report

The executive summary of the report, which is found on pages 1 and 2, lists those items which were agreed to by members of the committee, and those which had been suggested but did not receive consensus. An estimate of the potential reduction in lot development costs is contained on page 3 of the report. It should be pointed out that the potential for cost reduction associated with servicing standards is not a significant item. Those items which received consensus could reduce the cost of lot servicing and development by between \$800 and \$1550, or approximately 2% to 4% of the total lot price.

The additional recommendations which were identified within the report but which did not receive consensus, could further reduce the cost of servicing and development by approximately \$700, or an additional 2%. It can be seen, therefore, if all of the recommendations were implemented, the potential for a reduction in total lot pricing would be in the 4% to 6% range. Again, we would point out that the pricing of residential building lots in Red Deer is based upon market demand, and there is no guarantee that any reduction in servicing standards would result in a reduction in the price of the lot.

In reviewing the comments attached from the Engineering Manager, Home Builders Association, UDI and community associations, there would appear to be no objection to implementing four of the seven recommendations which were agreed to in the report. They are as follows:

- ◆ Reduce right-of-way width for local residential streets from 16.0m to 15.0m
- ◆ Reduce right-of-way width for collector streets from 22.0m to 20.0m
- ◆ Encourage the use of private contractors for installation of electrical lines, conduit and street lighting.
- ◆ Permit deletion of sidewalks where, due to anticipated pedestrian movements, current requirements are potentially redundant.

The two items which related to the recreation development within the new subdivisions were not supported by the community associations. Without exception, the feeling was that the levy of some \$700 per building lot, which is then used to develop the central park, was very reasonable and should remain. Therefore, there appeared to be no support for the two items related to recreation and parks development.

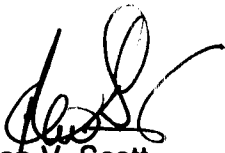
City Clerk
Page 3
February 15, 1996

RECOMMENDATION

We recommend that Council approve the four changes identified above to residential lot development in the City of Red Deer.

Off-site Levies

In a separate report from the Development Services Director, a recommendation is made to reduce the off-site levies for new development in Red Deer by some 30%. The adoption of this recommendation would result in a reduction of off-site levies of \$1000 to \$1200 per residential building lot. We would further recommend Council adopt this recommendation and adjust the price of City developed residential building lots immediately. In order to simplify the adjustment, we would recommend that the reduction be based on the average yield per hectare as opposed to an individual reduction on each lot based upon square footage. This would be consistent with our current method of calculation.



Alan V. Scott
Land and Economic Development Manager

AVS/mm

Att.

DATE: January 23, 1996
TO: Land and Economic Development Manager
FROM: Engineering Department Manager
RE: RESIDENTIAL SERVICING STANDARDS REPORT

We have the following comments in response to the letters that you forwarded on January 8, 1996:

Letter from Red Deer Home Builders of December 19, 1995:

- Based on an average single family lot yield of 10 lots per hectare, the cost of off-site levies is approximately \$3,634 per lot. On a \$42,000 lot, this equates to less than 9% of the lot price.
- The warranty provided by developers for municipal improvements (e.g. streets, utilities, parks) only applies to construction defects. The City begins normal operations and maintenance (e.g. snow clearing, street sweeping, grass cutting, recreation programs, emergency services, etc.) as soon as construction of the municipal improvements is complete. This is often prior to many of the houses being built, occupied, or paying taxes.
- We do not support the Home Builders' proposal to use the first two year's property taxes from new homes to pay a portion of the off-site levies. This would involve a complex accounting procedure. There are simpler ways for property tax revenues to be used to subsidize off-site levies if Council wishes to do so.

Letter from Urban Development Institute of December 11, 1995:

- We support the reduced road right of way widths proposed in the subject report (i.e. 15 m for locals and 20 m for collectors). I do not support any reduction in pavement width as our standards are already narrower than the Transportation Association of Canada (TAC) recommends.
- We would not object to eliminating the requirement for sidewalks on cul-de-sacs. The requirement for sidewalks could also be eliminated along one side of some sections of local roads where pedestrian traffic is likely to be light. Sidewalks should always be provided in higher density areas.
- A delay in payment of off-site levies may be of benefit to the developer's short-term cash flow, but would result in additional interest costs accruing to the off-site levy fund, which would result in higher off-site levy rates in the long term. Collecting off-site levies from lot purchasers instead of developers would complicate the accounting and legal procedures, resulting in higher administrative costs and a slower permitting process for the builder.

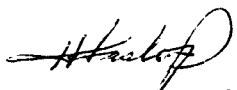
Land and Economic Development Manager
Page 2
January 23, 1996

- We have no objection to delaying the placement of asphalt for one year. This is often done by private developers and the City depending on design and soil conditions. We would not object to a reduced maintenance period for the final lift of asphalt (i.e. minimum one year for the asphalt, but final release not sooner than the expiry of the two year period for the road base).
- Contrary to UDI's comments, we have experienced many pavement failures over the last 15 years. Soft spots are dug up and patched by contractors and City Forces every year. Our pavement standards are based on typical Red Deer soil conditions and The Asphalt Institute design procedures. Engineering consultants often exceed these minimum standards in private and City projects because of specific soil conditions and other design conditions. Contractors often recommend increasing the pavement section during construction because the soil is so soft that it won't hold up their equipment.
- The vast majority of services provided by the City benefit new homes. There are a few services such as pavement rehabilitation that would not immediately apply to newer subdivisions but this would account for only a few dollars on the tax roll. Road maintenance procedures such as crack filling, repair of broken sidewalks, and frost boil repairs begin in new subdivisions within a few years of their completion.
- We agree with UDI's list of advantages for living in Red Deer and would add one more. Because the resale value of homes is higher in Red Deer than in the outlying communities, the extra cost of purchasing a new home in Red Deer will be repaid once it is sold. The extra initial cost could be seen as an investment that will accrue interest as the value of the house appreciates. The extra costs associated with living in the outlying communities as outlined by UDI, will never be recovered.

Letter from Red Deer Federation of Community Associations of December 4, 1995:

- We agree that there would be a negative impact on the community if the non-consensus items in the report were implemented.

I trust these comments will be of use to you in preparing your report to Council. Please give me a call if you have any questions or would like to meet to discuss this matter further.



Ken Haslop, P. Eng.
Engineering Department Manager

TCW/emg



URBAN DEVELOPMENT INSTITUTE RED DEER CHAPTER

502, 5000 GAETZ AVENUE
RED DEER, ALBERTA T4N 6C2
PHONE 340-3022

1

December 11, 1995

U.D.I. Red Deer

City of Red Deer
Land & Economic Development Department
Box 5008
Red Deer, Alta

Attention: Mr. Allan V. Scott, Manager

Dear Sir

Re: LOT SERVICING STANDARDS IN RED DEER
REVIEW OF LOT PRICING REPORT

The Urban Development Institute has had an opportunity to review the report entitled "Committee For Review of The Impact of Lot Servicing Requirements on Lot Pricing in the City of Red Deer, Final Report and Recommendations." Two members of the Urban Development Institute were permitted to be involved with this committee. We thank you for the opportunity to have direct input into matters that affect our industry, and our membership.

The Urban Development Institute certainly feels the recommendations in this report are a significant step in the right direction, and note that NONE of the changes proposed will significantly reduce the quality of development in the City of Red Deer. Some comments from our membership follows:

1. REDUCED RIGHT OF WAY FOR COLLECTOR AND RESIDENTIAL ROADS;
REDUCED PAVEMENT WIDTH FOR ROADS:

A Council Person in Calgary was invited, by the Urban Development Institute, to observe traffic through a residential neighbourhood from within a Police Cruiser. No tickets were handed out, but speeds of motorists were monitored. By the end of the afternoon, the Council Person was convinced that the wider "comfortable" roadways resulted in excessive speeds, and, as a result, significantly more danger to the public. Very few people travel at the posted speed limit if driving conditions make it comfortable for them to speed. Reducing the width of roadways will significantly help with this problem.

2. DELETION OF REDUNDANT WALKS:

Our industry has been after this change for numerous years. Home owners don't even like shovelling redundant sidewalks, such as flankage sidewalks. Removing the requirement for sidewalks in cul de sac's makes sense, since primarily only local traffic is present on these roads. Accordingly, why not walk on the pavement instead of sidewalks. Frequently, in cul de sac's you see kids playing games on the pavement. Motorists accommodate these kids, as they would pedestrians walking on the pavement.

3. DELETION OF PARK SHELTERS, AND CORRESPONDING REDUCTION IN RECREATION LEVIES:

Now that the majority of the responsibility for neighbourhood shelters rests with community associations, both in terms of cost and responsibility, they are becoming less attractive to have in a neighbourhood park. Just before the start of hockey season this year, we noticed several advertisements in newspapers, demanding that residents attend community association meetings, and become involved, or the community association would be disbanded. In time, other communities that are gung-ho now will lose their enthusiasm, since, as experience has taught me, it is typically the same people who volunteer year after year.

4. TIMING FOR ASSESSMENT OF DEVELOPMENT CHARGES:

The proposed changes will be a significant asset. Certainly, if a Developer can delay expenditures until they have an opportunity to sell lots, there is a significant improvement to their cash flow scenario, and accordingly, their bankers perspective of the project.

Some other items not addressed in this report were also discussed.

i) Delaying The Installation of Pavement:

When a significant number of the utilities are located in the street, it is wise to delay installation of the pavement for a year, to permit settlement of trenches. This will reduce future maintenance costs for the City of Red Deer. The current length of time a developer must maintain newly constructed utilities, sidewalks, lanes and paved roads, before turning them over to the City of Red Deer to maintain, is two years. If installation of pavement is delayed one year, to permit settlement, the "paved roads" must still be maintained for two years following installation of the pavement. This adds to the development costs, since securities must be maintained for an additional year. As well, the developer may have to do additional maintenance work, since the maintenance period for paved roads is extended an additional year.

We suggest the additional year of maintenance on the paved roads is not necessary. Within a year of placement, the quality of asphalt will be apparent. By virtue of allowing a year of settlement before paving, the end quality product will be improved.

ii) Roadway Pavement Structures, in General:

Presently, the policy is to construct a pavement structure which is guaranteed not to fail. As some local contractors noted, the policy is working. They have not been required to dig out a soft spot and repair it, in a paved road, in at least fifteen years. This would suggest the current design is too conservative. If none of the roads are failing, then most of the roads are being over-constructed. Some failure should be acceptable. A significant saving in road construction costs would result if, perhaps, one in ten roads did fail. The construction cost savings on the other nine roads would be significant in comparison to the repair cost of the tenth road.

iii) Offsite Levies and Taxes in New Areas:

Currently the new home purchaser is being penalized for helping Red Deer grow. Firstly, within his lot purchase price, he must pay his share of the offsite levy costs, and all other development costs. This is a necessary circumstance of the user pay system. The money paid for offsite levies is money already spent by the City of Red Deer and must be recovered some how. Secondly, since his new home and new lot has more value than comparable older homes and lots in older areas, he must pay more in property taxes. For most of the items within his property taxes, this is the way it has to be. The new home buyer must pay his fair share of fire department costs, school taxes, garbage pick-up, snow removal, and so on. However, within his property taxes, he is also paying for maintenance costs in subdivisions that are 25 or more years old. Within his new subdivision, very little money will be spent on maintenance for the next 15 or 20 years. We recommend the new home buyers property tax be reduced to reflect this saving of maintenance costs for a 15 year period. This would provide an additional incentive to live in a newer area.

iv) "Selling" The Advantages of Living in Red Deer:

So often we hear that people purchased a residence in Lacombe, or Sylvan Lake, or Innisfail, or Olds rather than in Red Deer because of the significant difference in price and the resulting overall savings to them. These same people often work in Red Deer, shop in Red Deer, and transport their kids back and forth to activities in Red Deer. If these people evaluated the true cost of living in these satellite communities, instead of within the City of Red Deer, they would understand that living in Red Deer is the better choice. Some of the factors they must consider include:

- The cost of wear and tear on their vehicles.
- The cost of gas to drive back and forth.
- The value of their time.
- The value of being closer to better quality amenities.
- The added "quality of living" value achieved by living in Red Deer.

We have to get this message to people before they make their final decision, and move out to the satellite communities.

v) Lot Pricing in Red Deer:

Lot pricing is not the only reason people are choosing to purchase new homes elsewhere. We feel this is best demonstrated by the fact virtually no additional lots have been sold in the City of Red Deer's Oriole Park subdivision since the lot prices were reduced by ten percent. Accordingly, we have to evaluate other considerations as well.

As noted earlier, we feel the current report is a significant first step. However, we do not feel the process should stop here. We feel a new committee should be struck, to evaluate the other concerns we have addressed, and others, and in particular, to brainstorm on how to promote Red Deer, so that new home purchasers evaluate their alternatives more realistically. We have had several U.D.I. representatives indicate they would be prepared to sit on such a committee, or be a resource person for it, including a developer, a consulting engineer, a geotechnical engineer and a contractor. We all want Red Deer to grow, and we know the City of Red Deer Administration and City Council does too. We suggest mutually working together towards this end.

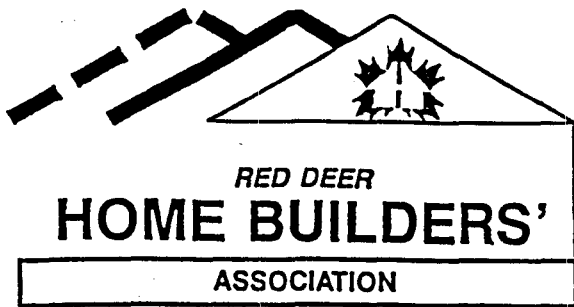
We can be available at your convenience to discuss these matters further.

Yours truly



Martin Broks, P. Eng.
Red Deer Manager

MAB/leb



54

Copied Mike Day K. Klos

Al Scott
Al Wilcock
Al Knight

Dec 28/95

#201, 7819 - 50 Avenue Red Deer, Alberta T4P 1M8

(403)346-5321

Fax (403)342-1301

December 19, 1995

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

Re: Lot Prices

Dear Mayor Surkan;

Our Builders' Council met on Thursday, December 14, 1995 and the following suggestion was raised regarding the reduction of lot prices.

BACKGROUND - A major component in the cost of finished lots is the cost of offsite levies. While it may not be politically possible to reduce or eliminate offsite levie directly, it may be possible to reduce them by redirecting some funds.

FACTS - 1) Central Alberta homebuyers shop carefully for new homes. They consider Red Deer, with its many amenities and high lot prices, and then also consider the outlying areas with their lower prices and lesser levels of amenities. During the past few years, for a variety of reasons, many home buyers are choosing to live in the surrounding communities.

2) If a home is built in Sylvan Lake, rather than in Red Deer, the property taxes are paid to Sylvan Lake in perpetuity.

3) For the first number of years, new homes draw very little in the way of municipal services. The underground utilities, streets and lanes are warranted by the developer for a period of two full years. City Hall staff, recreation staff and the fire and police services are not automatically expanded as the population increases. Therefore, it is highly profitable for the City to allow a new home to be built because virtually all of the tax revenues flow to the City's bank account with very few offsetting expenses.

Page 1

RECOMMENDATION - That for the first two years after a new home is completed, that the City agree to allow the municipal portion of the property taxes to offset a portion of the offsite levies. Offsite levies will have to be recalculated from acreage levies to individual home levies to facilitate this, but it can be done. Offsite levies can then be reduced by the amount of the property taxes typically paid by a new home in the first two years after it is completed.

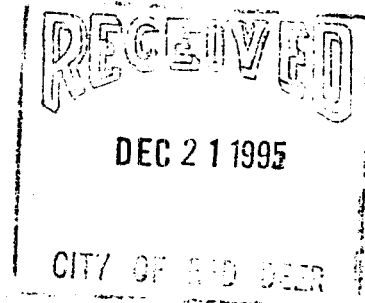
For further discussion on this, please contact me at Mason Martin Homes, 342-4544.

Yours truly;

RED DEER HOME BUILDERS' ASSOCIATION

M. MacBeth

for
Hugh MacBeth
Chairman, Builders' Council



Red Deer Federation of Community Associations
4113 45 Street
Red Deer, AB. T4N 1J9

December 4, 1995

Lowell Hodgson
Community Services Director
City of Red Deer
P. O. Box 5000
Red Deer, AB. T4n 3T4

Dear Mr. Hodgson.

RE: Review of Lot Servicing Standards and Neighbourhood Park Standards

Thank you for including the Red Deer Federation of Community Associations in your review of the lot servicing and neighbourhood school and park standards. We appreciate the opportunity to contribute our views. We believe that the city administration is showing its commitment to the well being of the citizens of Red Deer by listening to everyone's view point.

After individually reviewing your proposed changes to the lot servicing standards, as outlined in your letter of October 3, 1995, and attending the meeting with city representatives on October 24, 1995 we recommend that the lot servicing standards be maintained in their current form. We feel that the potential savings in servicing costs are minimal compared to what the current standards represent in quality and consistency to neighbourhoods city wide. We believe that they will also help to equalize property values and home buyer demand on a city wide basis. We also believe that the proposed changes would not have a significant impact on lot prices.

If the city decides to proceed with the consensus items as outlined in the January 1995 report and recommendations by the "Committee for review of the impact of lot servicing requirements on lot pricing in the City of Red Deer" it would be unlikely that there would be any major objections from the community associations. However we did feel that there would be a negative impact on communities if the non-consensus items contained in the review were implemented.

The community association representatives believe that the costs, as outlined by city personnel, of maintaining the current lot standards are reasonable. Several representatives indicated that they would have no hesitation, when purchasing a lot, in accepting the component costs of lot development. The cost to maintain current standards and the cost for the neighbourhood park were felt to be very reasonable when compared with the amenities available in the surrounding towns.

The community representatives agreed that the approach taken with the neighbourhood park standards was well thought out and would meet the needs of the residents in the new neighbourhoods where these standards were implemented. Several comments were recognized, concerning the procedure and timetable for neighbourhood park trail construction, about how responsive to the ongoing development of the communities that the plan would be.

Several comments were also made requesting that the city continue to upgrade and integrate the existing facilities, especially in the older communities, into the city wide parks and trails infrastructure.

We are proud of our community and feel privileged to call Red Deer our home. We believe that, in general, the direction that the city administration is taking on these issues is correct and the Red Deer Federation of Community Associations support them.

Sincerely,

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

Kean Mitchell
President
Red Deer Federation of Community Associations

COMMENTS:

Our comments for this report are combined with the comments of the following report from the Director of Development Services, Re: 1996 Off-Site Levy Review.

G.D. SURKAN
Mayor

H.M.C. DAY
City Manager

COUNCIL MEETING OF FEBRUARY 26 , 1996

ATTACHMENT TO REPORT ON OPEN AGENDA

RE: Residential Lot Servicing Standards

**COMMITTEE FOR REVIEW OF THE IMPACT OF
LOT SERVICING REQUIREMENTS ON
LOT PRICING IN THE CITY OF RED DEER**

Final Report and Recommendations

January 1995

**COMMITTEE FOR REVIEW OF THE IMPACT OF
LOT SERVICING REQUIREMENTS ON
LOT PRICING IN THE CITY OF RED DEER**

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Appendix A: Summary of Typical Development Costs

Appendix B: Comparative Development Requirements

Appendix C: Summary of Financing Costs

Appendix D: Standard Drawings

City of Red Deer

R2 Rolled Monolithic Sidewalk with 250 Gutter

B5 Divided & Undivided Residential Collector Roadway

B6 Undivided & Divided Residential Local Roadway

B10 Gravel & Paved Lanes

**COMMITTEE FOR REVIEW OF THE IMPACT OF
LOT SERVICING REQUIREMENTS ON
LOT PRICING IN THE CITY OF RED DEER**

City of Calgary

5 Residential - Parking Both Sides

6 Collector - Parking One Side

7 Collector - Parking Both Sides

Proposed Revisions to City of Calgary Standards

1 Proposed Residential - No Sidewalk 14.0 m R/W, 9.5 m Road

2 Proposed Residential - Sidewalk One Side 15.0 m R/W, 9.5 m Road

3 Proposed Residential - Sidewalk Both Sides 16.0 m R/W, 8.5 m

Road

**COMMITTEE FOR REVIEW OF THE IMPACT OF
LOT SERVICING REQUIREMENTS ON LOT
PRICING IN THE CITY OF RED DEER**

Report and Recommendations
January, 1995

Executive Summary

The following changes are recommended for consideration in order to reduce over-all residential development costs within the City of Red Deer without adversely impacting function. These changes could become part of the current development standards or could be discretionary items, to be permitted by the City Engineering Department during review of subdivision design or preparation of Development Agreements on a case-specific basis.

Consensus Items:

- Reduce right-of-way width for local residential streets from 16.0 m to 15.0 m.
- Reduce right-of-way width for collector streets from 22.0 m to 20.0 m.
- Encourage the use of private contractors for installation of electrical lines, conduit and street lighting. A review and inspection process comparable to the Engineering Department's review of utility servicing could be implemented.
- The Urban Development Institute to develop alternatives to the existing Development Agreement security requirements.
- Permit deletion of sidewalks where, due to anticipated pedestrian movements, current requirements are potentially redundant.
- Pass cost reductions associated with reduced Central Park development requirements on to the Developer by way of a corresponding reduction in the Recreation Levy.
- The Parks Department should review current planting and facilities requirements.

Non-Consensus Items:

- Reduce roadway width from 10.0 m to 9.5 m by reducing travel lanes from 3.0 m to 2.75 m.

- Allowable circumstances where private contractors may make connections to existing utility mains should be expanded to include all utility connections.
- Allow deletion of the parking lane on one side of the street, where development densities are low and off-street parking is provided or where parking restrictions would be implemented regardless.
- Increase maximum hydrant spacing from 150 m to 300 m in low density residential areas.
- Shift full payment of City Forces work (Public Works or Electric Light & Power) from the time of Development Agreement to the time of construction or within a given time period from start of construction.

The recent change to decrease the minimum set-back for houses to 6.0 m had not been in place long enough, at the time of preparing this report, to effect a change in lot pricing. With a corresponding decrease in lot depths, such a move should reduce lot pricing by increasing lot yield for a given development.

Laneless subdivisions are currently permitted. The deletion of lanes may result in significant cost reductions; however, such a change is largely dictated by market demands, with current public preference perceived as being towards laned subdivisions.

**Cost Reduction Summary
- Estimate Only -**

Item	Potential Reduction in Lot Development Costs (Per Lot)
Reduced ROW (16 m to 15m)	\$150 - \$200
6.0 m set-back	\$200 - \$300
Deferred Payment of City Work	
- to time of construction	\$0 - \$50
- 30 days	\$50 - \$100
Laneless Subdivisions	\$500 - \$1,000
Deletion of Redundant Walks (25% assumed)	\$300 - \$400
Deletion of Park Shelter Building	\$150
Reduce Roadway Width 0.5 m	\$200
Deletion of Parking Lane	\$800 - \$1,000
200 m Hydrant Spacing	\$100
Use of Private Contractors for Electrical Installation (Construction Costs and deferred payment)	\$200 - \$300
 Development Agreement	
- 50% Up-front Development Charges	\$100
Remainder Payable at CCC	
- 0% Up-front Development Charges	\$250
Remainder Payable at CCC	
- Payment of Development Charges as Lots are Sold, Maximum 1 Year from CCC	\$750

1. The above represent estimated construction costs. No allowance has been included for administrative costs or engineering fees, or associated reductions in City fees or levies. Actual cost reductions will depend on the configuration and size of the specific subdivision.
2. Potential reductions may not be mutually exclusive.
3. The above does not include a component for reduced City costs associated with reductions in long-term maintenance requirements.

I. Purpose of Report

Prices for serviced residential lots in the City of Red Deer are higher than in surrounding communities. This difference may be due to a number of factors, or combination of factors, including: demand, servicing standards, development charges, profit margins, raw land costs or administration costs.

The purpose of this committee was to conduct a general overview of technical design requirements and Development Agreement requirements for a typical residential subdivision development in the City of Red Deer in order to identify those aspects which may significantly impact lot pricing, and to identify areas where existing policy may be onerous and could therefore be re-defined in order to reduce lot pricing.

This report indicates the areas discussed, and the consensus and non-consensus recommendations of the committee. Potential cost reductions for each item were also estimated.

The committee's mandate was general in nature and did not include detailed analysis of the technical validity of current standards or for consideration of marketing aspects; nor were land costs, profit margins, or administration costs reviewed.

It should be noted that more stringent development requirements do not necessarily equate to "higher" standards in the context of greater value for cost or enhanced use. However, the committee was in agreement that at no time should standards be reduced such that public safety becomes a concern, or reasonable use is hindered.

The committee held its first meeting on February 7, 1994. A total of six meetings were held to May 30, 1994. An additional meeting was held on July 22, 1994 between representatives of the committee and City of Red Deer Electric Light and Power.

II. Committee Members

The committee consisted of:

Al Scott	- City of Red Deer, Land and Economic Development
Tom Warder	- City of Red Deer Engineering
Tim Guilbault	- City Alderman
Craig Suchy	- UMA Engineering/Urban Development Institute
Blaine Newton	- Reid Crowther & Partners Ltd./Urban Development Institute
Wes Steele	- Red Deer Home Builders Association

The following people also attended meetings or provided input. Their assistance is acknowledged.

Don Batchelor	- City of Red Deer Parks Department
Lance Hardy	- Eastview Community Association
Al Roth	- City of Red Deer Electric Light & Power
Mike Day	- City of Red Deer Commissioner

III. Review Process

A number of subdivision developments were reviewed to determine the components that most significantly impact lot selling prices, with a hypothetical 50' x 120' lot used for comparison purposes between subdivisions. The original subdivisions reviewed were Melcor Developments Deerpark VI(a), Rosedale Meadows, and 1993 City Subdivision development (combined). All three were found to correlate well. In preparing the final draft of this report, additional information has been incorporated from Phases V(c), VI(b) and VI(c) of Deerpark Estates, completed in the 1994 construction season. Specific development costs are provided in Appendix A.

Average costs per lot are:

On-Site Construction	\$19,100
Development Charges	\$5,100

Raw Land	\$5,700
Carrying Costs	\$1,500
Miscellaneous	\$900

These costs are estimates only, and include only the primary cost components associated with development. They are not intended to indicate total costs associated with development of a serviced lot.

Within these items, components were identified for review where it was felt a change in the current standard was both reasonable and would have a positive effect on lot pricing.

IV. Areas for Consideration

.1 Technical

The following areas were identified for discussion, based on consideration of design standards in other communities, as well as past design standards in the City of Red Deer. Design standards for primary servicing components are provided in Appendix B.

a) Sidewalk

- Deletion along all residential streets
- Deletion in cul-de-sacs or along flankages
- Reduced sidewalk width

b) Roadway

- Reduce from 10.0 m width to 9.0 m width
- Reduce from 75 mm minimum asphalt thickness to 65 mm
- Delete parking on one side

c) Right-of-Way

- Reduce from 16 m to 15 m for residential streets
- Reduce from 22 m to 20 m for collector roads

d) Lanes

- Reduce from 5.5 m gravelled width to 5.0 m
- Delete lanes

e) Lot Configuration

- Reduce front yard (set-back) requirement to 6.0 m (with associated minimum area adjusted to 350 m²)

f) Utility Servicing

- Use 1:3 design storm/0.30 run-off coefficients for storm sewer sizing
- Reduce minimum cover on sanitary sewers by 0.3 m
- Increase fire hydrant spacings from 150 m to 300 m

.2 Development Agreement

The City's fundamental philosophy of recovering all trunkline costs from developments was not questioned. Such a review, although appropriate, is beyond the scope of this committee.

During preparation of this study, a number of municipalities were contacted concerning the levies charged against developments. With respect to Recreation Levies, most other communities do not make a specific assessment against the developer. Large central parks or smaller neighborhood parks are considered a marketing tool: providing and equipping parks in a subdivision will make lots more saleable; however, it is not a requirement. The City's current recreation levy is in the order of \$700 per lot.

Establishment of levies for sewer, water and roadways varied widely between communities in terms of which utility costs were to be recovered and how the appropriate rates would be set. Some communities did not assess a levy for construction of arterial roadways. Others did not charge for sewer trunk mains, but did have an assessment based on sewage treatment plant costs. Methods varied widely as well, from a simple single per-hectare

cost, to a nine component assessment, some of which varied depending on the location of the development within the community. It should also be noted that most communities contacted advised that their rates were under review.

Due to this wide variation in philosophies, methods and costs, comparison of the City's levy system with the systems in place for surrounding communities was beyond the scope of this committee.

The committee's review focused primarily on the timing and value of securities required from the developer. Such requirements, depending on when payment is due or when security payments are retained, impact a developer's cash flow, potentially limiting the size of development he is capable of financing and resulting in interest carrying charges.

The primary securities or pre-payment requirements within the current development agreement are:

- 100% of all levies and boundary improvement costs are required at the time of the Development Agreement signing.
- 50% of City Electric Light & Power (EL&P) costs must be paid at the time of the Development Agreement signing.
- 50% of City connection work must be paid at the time of Development Agreement signing.
- Securities are 25% of construction costs (and not less than \$30,000)
 - reduced to 15% at time of CCC (Construction Completion Certificate)
 - reduced to 0% at time of FAC (Final Acceptance Certificate)

Appendix C provides a brief summary of the impact of these requirements on a typical project. Costs noted are rough estimates only, intended to establish order-of-magnitude.

Areas for consideration:

- a) Set minimum value of securities to more closely reflect the value associated with a deficiency, setting well defined time limits for the developer to respond and giving the City powers to rectify deficiencies and charge back costs if problems are not resolved.
- b) Require 50% of levies up-front, with the remainder payable at the time that CCC's are to be issued. Issuance of the CCC's is contingent upon payment.
- c) Require full payment of levies at CCC, with 0% up-front. Payment of levies become a pre-requisite of building permits.
- d) Payment of levies required only as individual building permits are issued, with a 1 year maximum time period from issuance of the CCC.
- e) Encourage EL&P work to be contracted out by the Developer, with work to be done to EL&P standards. This may result in over-all cost reductions for the construction work, as well as additional reductions due to payments being deferred (developers routinely pay contractors 30 - 60 days after the work is completed).
- f) Re-evaluate Parks Standards in order to reduce the Recreation Levy.

V. Discussions

.1 Technical Components

a) Sidewalk

- i The current effective sidewalk width of 1.1 m is generally consistent with other communities. It was agreed that the width could not be significantly reduced without adversely affecting its use. Potential cost reductions did not warrant a change in this standard.
- ii Deleting sidewalks on all residential streets was considered too drastic, potentially impacting safety. It was noted that some Cities, Winnipeg for example, do not require

sidewalks in their residential subdivisions, except on collector roads or arterial roads.

- iii There was consensus from the committee that a review of pedestrian routing in a specific subdivision could allow partial deletion of sidewalks in a given subdivision. Examples noted were on one side of a cul-de-sac, or along flankages where sidewalk is already provided along frontages and a clear pedestrian route can be provided. It was further noted that sidewalks could be installed at a later date as a local improvement if the City is petitioned by the area residents.

b) Roadway

- i The current minimum asphalt thickness is 75 mm. This is consistent with the minimum recommendations of the Asphalt Institute. There is concern over poor asphalt performance with a 65 mm thickness. It was noted that the City will consider any site-specific change in design standards if sufficient engineering design information is provided by way of a pavement section design.
- ii Currently a standard undivided local roadway consists of two - 2.0 m parking lanes and two - 3.0 m travel lanes, for a total carriageway width of 10.0 m. This consists of 9.5 m of asphalt and 2 x 0.25 m gutters.

A small reduction in the asphalt width of 0.5 m was estimated to reduce the cost per lot in the order of \$200, including asphalt, road gravel, and basework. The decrease could be achieved by either reducing the travelled lanes to 2.75 m each or a 0.125 m reduction in all lanes. Although such a change would not be inconsistent with other Cities and municipalities in the review area, the City of Red Deer Fire Department has expressed concern that such a reduction decreases the potential minimum clearance for emergency vehicles. Concerns were also raised that a

width reduction would impact usage, particularly in the winter when snow build-up may restrict the full use of parking lanes. It was agreed that a reduction of 1.0 m would be excessive, reducing lane widths to the point that there could be safety concerns. However, committee consensus could not be reached over whether a reduction of 0.5 m would be sufficiently beneficial, from a cost-reduction standpoint, to off-set any potential difficulties.

It should be noted that the City of Calgary is currently considering a proposal to reduce their effective pavement width from 9.5 m to 8.5 m.

- iii It was noted that elimination of parking on one side of the street would decrease initial pavement costs by as much as \$800 - \$1,000 per lot, and would reduce longer term City maintenance and replacement costs. Many cities, including Calgary, Edmonton and Winnipeg, have streets with parking on one side only. On a street with front drives, the inconvenience to the user could be minimal. As well, the parking lane could be eliminated in areas where parking restrictions would be imposed for other reasons (adjacent to a central park, for example). Consensus of the committee could not be reached. Potential enforcement concerns were noted.

c) *Right-of-Way*

- i It was agreed that the right-of-way width for local residential streets could be reduced from 16.0 m to 15.0 m, and right-of-way widths for collector streets could be reduced from 22.0 m to 20.0 m with no impact on the user.

Currently there is a 1.5 m boulevard between the back-of-walk and the property line on a residential street. The reduction would be achieved by reducing this to 1.0 m on both sides. Effectively, this would reduce the front yard

depth from 9.0 m (1.5 m boulevard plus 7.5 m set-back) to 8.5 m.

The saving to development costs would result from an increased lot yield for a given development area, with associated decreased per-lot costs. The per-lot saving would likely be in the order of \$150 to \$200.

d) *Lanes*

- i Two options were reviewed for lanes: reducing the gravelled width within the 6.0 m right-of-way by 0.5 m, and deletion of lanes entirely.

It was agreed that any reduction in gravelled width within the 6.0 m right-of-way would achieve little cost reduction, and could result in maintenance and drainage concerns. More could be spent by a developer maintaining the lanes until the end of the warranty period than would be saved. It was also agreed that reducing the width of the back-lane right-of-way could create access problems, particularly for garbage trucks and maintenance vehicles.

- ii Design of laneless subdivisions is already acceptable to the City of Red Deer. The cost reduction, primarily due to increased lot yield for a given parcel of land, may be as high as \$2,000 per lot. However, there may be off-setting costs associated with street servicing, such as increased lengths of service lines and thicker roadway sections in order to bridge utility and service trenches. There may also be marketing concerns, based on whether the public has a positive or negative perception of laneless subdivisions.

e) *Lot Configuration*

- i The minimum set-back for housing was 7.5 m. City council recently adopted a decrease to 6.0 m although, at the time of this report, it has not been widely implemented.

This change would decrease lot costs by increasing over-all lot yield within a subdivision, if the set-back reduction results in an associated decrease in average lot depths. The saving would be in the order of \$200 - \$300 per lot.

The reduced set-back, in conjunction with a decreased right-of-way width for local residential streets, would result in an effective front yard depth of 7.0 m from the current 9.0 m. It was noted that front yards are not functional, and the decrease would likely not be viewed by the public as a concern. The minimum set-back is based on preventing a "closed in" appearance to the street scape. However, the trend to innovative house designs on a given street would tend to mitigate this concern.

f) *Utility Servicing*

A brief review of storm sewer and sanitary sewer standards was conducted.

- i Recent changes to the City's storm water run-off calculation requirements increased the design requirements and may have a small impact on lotting costs. However, this was not considered significant.
- ii Reducing depths of cover for sanitary sewer to be more in line with some other local communities would have little impact. Depths tend to be more a function of the serviceability of the lots. Reduced depths would be acceptable to City Engineering if they can be shown to be consistent with good engineering practices.
- iii The Urban Development Institute (UDI) recently requested that the City Engineering Department review the current spacing for fire hydrants. The average spacing of 150 m for low density residential developments is twice as stringent as the current 300 m spacing required in the City of Calgary. Given the cost of hydrants, leads and valves, a shift to 200

or 250 m spacing could reduce lot costs by \$100. The City of Red Deer's current standard is consistent with the recommendations of the Underwriters Survey and the Alberta Building Code.

.2 *Development Agreement*

It was recognized that requirements for up-front payment of City levies or for posting of security requirements may not be consistent with private sector practices, and may be creating carrying costs for the Developer which impact lot costing. For the sake of this review, a rate of interest of 10% was assumed as being indicative of average long term rates.

It was also noted that deletion of some costs or delay of payments would put the onus for interest payments onto the City. Such a situation was not considered acceptable, as payment is then pushed onto the rate payer rather than the end user (purchaser). Preferable was any method where costs could be reduced outright.

a) *Boundary Costs and Levies*

Discussions focused on adjusting the time table for payment of City assessments, or for the posting of securities, in order to reduce the associated interest costs. Specific suggestions are noted in Section IV.2, earlier in this report.

Concerns were raised that the purpose of the present guidelines are to ensure that the City suffers no risk. Any change which would increase the City's potential for risk was not desirable.

Suggestions to limit the City's risk included:

- Establish caveats on the individual lots, in the name of the City, which would prevent sale of the lots without proper notification to the City.
- Do not remove caveats or issue building permits until all costs have been paid or deficiencies rectified.
- Require a portion of lot sales to be paid into trust, to be released to the City as payment for work or for levies.
- Allow established developers to put a smaller amount up front, as acknowledgment of their positive track record.

The City representative, upon consultation with the City solicitor, advised that such steps would be onerous to administrate, and therefore would result in costs to the City.

Further review of this area was considered beyond the scope of this committee. However, more detailed consideration by a separate body, such as the Urban Development Institute, may allow development of specific proposals for consideration by council.

b) City Electric Light & Power

It was recognized that City EL&P generates revenue for the City of Red Deer, acting as a monopoly for the supply of energy and carrying out the vast majority of electrical servicing and street lighting installation for developments within the City.

Two areas of consideration were raised:

- Encourage private contracting of power service and street light installation, with the EL&P Department acting as a technical authority (much as City Engineering now operates for deep utility installation).
- If EL&P is utilized, allow payment either at the time work is commenced, or, as with other contractors, within 30 days of completion of the work.

It was noted that contracting out of electrical installations is now permitted, but it is the developers' perception that onerous requirements are placed on the work of the private contractor which may not be consistent with the standards of practice of the EL&P crews. This has prevented utilization of private contractors, with no resulting establishment of local expertise which would allow for healthy and effective competition. It is not unreasonable to expect some economy from the use of private contractors, once a pool of local capability has been established. cursory discussions between City of Red Deer Electric Light and Power and the Cities of Medicine Hat, Lethbridge, Calgary and Edmonton have produced mixed reviews on the success of utilizing private contractors for this work. This information was not verified by the committee. Further consideration and/or test installations may be appropriate.

A reduction of 10% would result in a per lot cost decrease in the order of \$150. Developers should be encouraged to utilize this option.

Deferring payment for City work until work is complete would result in savings and would be more consistent with payment arrangements with private contractors. Depending on schedules and carrying charges, a reduction in the order of \$50 - \$100 per lot could be realized.

c) *Public Works*

Historically, City work required for connection to existing mains has been priced significantly higher than the work of private contractors. Part of this difference has been due to the small scope of work, contingency allowances, and associated disproportionate mobilization/demobilization costs. Accordingly, private contractors, within the context of their larger project scope, can provide more competitive pricing.

The City now permits the use of private contractors for most connections to existing main lines, except for watermain connections where existing services cannot be isolated. Consideration should be given to further expanding the scope of work available to private contractors.

d) *Recreation Levy*

It has been identified that the City Parks Department is taking active steps to decrease operational costs associated with neighborhood parks. Part of this action may involve eliminating community shelters from all future parks. This cost is a component of the current Recreation levy, accounting for in the order of \$130,000 per quarter section.

This deletion should result in a corresponding decrease in the recreation levy assessed against new developments. Depending on the lot yield, a per lot saving of \$150 could be realized.

The Parks Department should also review the level of planting and playground equipment provided for each park. In many cases, such items should be provided at the Developer's discretion based on market demands, or can be added at a later date by community associations once the needs of the area are identified. Demographics from subdivision to subdivision can vary widely.

VI. Recommendations/Comments

.1 *Technical Components*

- Sidewalks can be deleted in some areas where it can be reasonably demonstrated that pedestrian volumes are low, or that the sidewalk is redundant given typical pedestrian routing patterns. - Consensus
- Council should consider deletion of one parking lane on local residential streets where adequate off-street parking is provided, or where other factors would tend to restrict parking. Discretion could be given to the Engineering Department to permit this as specific sites warrant. - No Consensus
- Council should consider reducing the asphalt width from 9.5 m to 9.0 m, through the reduction of the travelled lanes from 3.0 m to 2.75 m each. - No Consensus
- The right-of-way for local residential streets should be reduced from 16.0 m to 15.0 m - Consensus
- The right-of-way for collector streets should be reduced from 22.0 m to 20.0 m. - Consensus
- Laneless subdivisions are currently acceptable. - Consensus
- A set-back of 6.0 m for housing is currently acceptable. - Consensus
- Increase maximum hydrant spacing from 150 m to 300 m in low density residential developments. - No Consensus

.2 *Development Agreement*

- Further study of security requirements should be carried out by a separate group such as the Urban Development Institute. The focus of the review should be to provide proposals to

minimizing up-front costs while still protecting the City's interests.

- Consensus

.3 City Servicing

- Encourage the use of private contractors for all site utility service work. - No Consensus
- Encourage the use of private contractors for all electrical servicing or street lighting work. - Consensus

.4 City Parks

- Deletion of the community shelters should result in a direct corresponding decrease in the Recreation Levy for new developments. - Consensus
- The Parks Department should review current planting and facilities requirements. - Consensus

.5 General

- Deletion or reduction in asphalt, sidewalk, parks requirements or similar components will result in a longer term savings to the City in the form of decreased maintenance and replacement costs. - Consensus

Ultimately, the design and pricing of lots is a market issue. There is no assurance that reducing servicing costs will necessarily result in a direct and equal decrease in lot pricing. As well, it is difficult to determine at what point the price of a lot will push the average purchaser to consider other markets. If higher development standards are a positive selling point, lot sales will not suffer despite higher costs, to an upper limit. However, such an analysis is skewed, as many residents feel they have no option but to locate in Red Deer in order to be in close proximity to their livelihood, and as such are passive supporters of the current standards and pricing regime. They cannot vote, by way of their purchasing dollars, on the system or level of standard most suited to their needs. In a sense, supply is leading demand. There is therefore an obligation on the

part of the regulatory authority to periodically review development standards and policies to ensure that idealism is properly balanced with economic realities.

APPENDIX A

SUMMARY OF TYPICAL DEVELOPMENT COSTS

APPENDIX A

SUMMARY OF TYPICAL PER LOT DEVELOPMENT COSTS CONSTRUCTION/ADMINISTRATIVE COMPONENTS

Item	Deerpark Estates	1993 City Development	Rosedale Meadows
I. Construction			
Watermain	\$1,950		\$1,900
Sanitary Sewer	\$1,500		\$1,350
Storm Sewer	\$2,900		\$3,200
Service Connections	\$1,650		\$1,100
Miscellaneous	\$400		
Sidewalks	\$1,300		\$1,500
Road Base	\$1,400		\$3,400
Asphalt	\$1,100		\$1,650
Lanes	\$500		\$1,450
Park Devel & Landscaping	\$350		
Excavation/Lot Grading	\$1,300		\$1,000
City Electric Light & Power	\$1,400		\$1,600
Geotechnical/Legal			
Survey	\$450		\$400
Engineering	\$1,400		\$1,600
	<hr/> \$17,600	<hr/> \$19,650	<hr/> \$20,150
II. Development Charges			
Off-Site Levies	\$3,100	\$3,500	\$3,300
Recreation Levy	\$600	\$700	\$1,650
Area Improvement	\$500	\$500	\$650
Boundary Improvement	\$250		
Administration	\$150	\$175	\$175
Survey Network	\$25	\$25	\$25
	<hr/> \$4,625	<hr/> \$4,900	<hr/> \$5,700

NOTES:

- Cost estimates have been rounded.
- Construction costs will vary depending on the location of the development in proximity to service trunks.
- Construction costs will vary based on possible "lot yield" from the development.
- Estimates do not include for additional development costs such as legal fees, plan registration, advertising/promotion, builder damage and general administration.
- Federal Goods and Services Tax is not included.

APPENDIX B

COMPARATIVE DEVELOPMENT REQUIREMENTS

APPENDIX B
COMPARISON OF PRIMARY DESIGN STANDARDS
Residential Developments

Item	City of Red Deer (1991)	Town of Blackfalds	City of Calgary (1994)	City of Edmonton (1993)	Town of Lacombe (1982)	Town of Sylvan Lake (1994)
1. Watermains						
- Min. size, mm	150	100	150	150	150	150
- Min. depth of cover, m	2.7	2.7	-	2.6	2.7	2.75
- Max. Hydrant Spacing Residential (R1), m	150	300	300	150	150	150
2. Sanitary Sewer						
- Min. Size, mm	200	200	200	250	200	200
- Min. Depth of Cover, m	2.7 (TOP)	2.4 (Inv)	2.5 (TOP)	2.6	2.5 (Inv)	2.75 (Top)
- Max. Manhole Spacing, m	150	120	185	120	120	120 - 150
3. Storm Sewer						
- Min. Depth of Cover, m	1.5	1.2	1.2	2.2		1.5
- Min. Size, mm	300	300	300	300		300
- Max. Gutter Flow, m	150	300	150 - 300	120		120
		(depending on street grade)				
- Run-off Coefficients Residential	0.35	0.30	0.30	0.50		0.3 - 0.5
- Design Storm - Residential	1:5	1:3	1:5	1:5		1:5
4. Services						
- Min. Size, mm						
Sanitary	150	100	150	150	100	150
Water	25	19	20	20	20	25
- Min. Depth of Cover, m						
Sanitary	2.7	2.2	-	2.7	2.7	2.7
Water	2.7	2.4	-	2.6	2.7	2.5
5. Streets						
- Collectors						
ROW Width (undivided), m	22	22	22/19.5*	24/20*		20
Pavement Width (FOC to FOC), m	12.0	12.5	12.0/9.5*	11.5		12.5
- Residential						
ROW Width, m	16	15	15	17		17
Pavement Width (FOC to FOC), m	10.0	9.75	10.0	9.0		10.5
- Min. Asphalt Thickness, mm	75	65	-	-		75
- Lanes						
ROW Width, m	6.0	6.0	8.0	6.0		6.0
Gravel Width, m	5.5	4.5	-	4.0 (asphalt)		5.5
- Min. Sidewalk Width						
Residential - Monolithic (rolled c & g), m	1.5	1.05	1.1	1.25	1.04	1.1
Residential - Separate, m	1.5	1.4	N/A	1.5	1.2	1.2

Notes: - Towns and villages tend to pattern their specifications on the larger municipalities.

- * Parking One Side

- Every effort has been made to include the most recent information available. Between the commencement and completion of this study, changes may have been implemented by the municipalities noted.

standard

APPENDIX C

SUMMARY OF FINANCING COSTS

APPENDIX C
SUMMARY OF FINANCING COSTS
DEVELOPMENT AGREEMENT REQUIREMENTS

I. Assumptions:

- 6 month period from Development Agreement signing to CCC
- 2 year period from CCC to FAC
- 1 year from CCC to full lot sales
- no major deficiencies

Note: These calculations do not include interest costs associated with land costs, construction contracts or similar items.

II. Typical Development Costs Per Lot - Primary Components
(from February 24/94 summary)

Off-Site Levies	\$3,300
Recreation Levy	\$650
Area Improvement	\$550
Boundary Improvement	\$100
Administration	\$175
Survey Network	<u>\$25</u>
	\$4,800
 EL&P	 \$1,500
 Construction Costs (with engineering)	 \$18,500

III. Development Agreement Requirements

- 100% of all levies and boundary improvement costs at time of Development Agreement
- 50% of EL&P costs at time of Development Agreement; remainder upon completion of work
- 50% of City connection costs at time of Development Agreement; remainder upon completion of work
- Securities
 - 25% of construction cost (not less than \$30,000 initially)
 - Reduced to 15% of construction cost at time of CCC
 - Reduced to 0% at time of FAC

IV. Carrying Cost Reductions - \$ Per Developed Lot

		Per Annum Interest		
		6%	10%	15%
		<hr/>		
•	Payment deferred to issue of CCC (6 months)			
	- Levies & Fees	\$150	\$250	\$350
	- EL&P	\$50	\$75	\$100
•	Payments deferred to Point of Full Revenue Generation (max. 1 yr beyond CCC)			
	- Levies and Fees	\$450	\$750	\$1,200

V. Cost of Current Securites Requirement

•	Securities			
	- to CCC	\$135	\$220	\$335
	- CCC to FAC	\$315	\$535	\$820

APPENDIX D

STANDARD DRAWINGS

APPENDIX D

STANDARD DRAWINGS

City of Red Deer

- R2 - Rolled Monolithic Sidewalk with 250 Gutter**
- B5 - Divided and Undivided Residential Collector Roadway**
- B6 - Undivided & Divided Residential Local Roadway**
- B10 - Gravel & Paved Lanes**

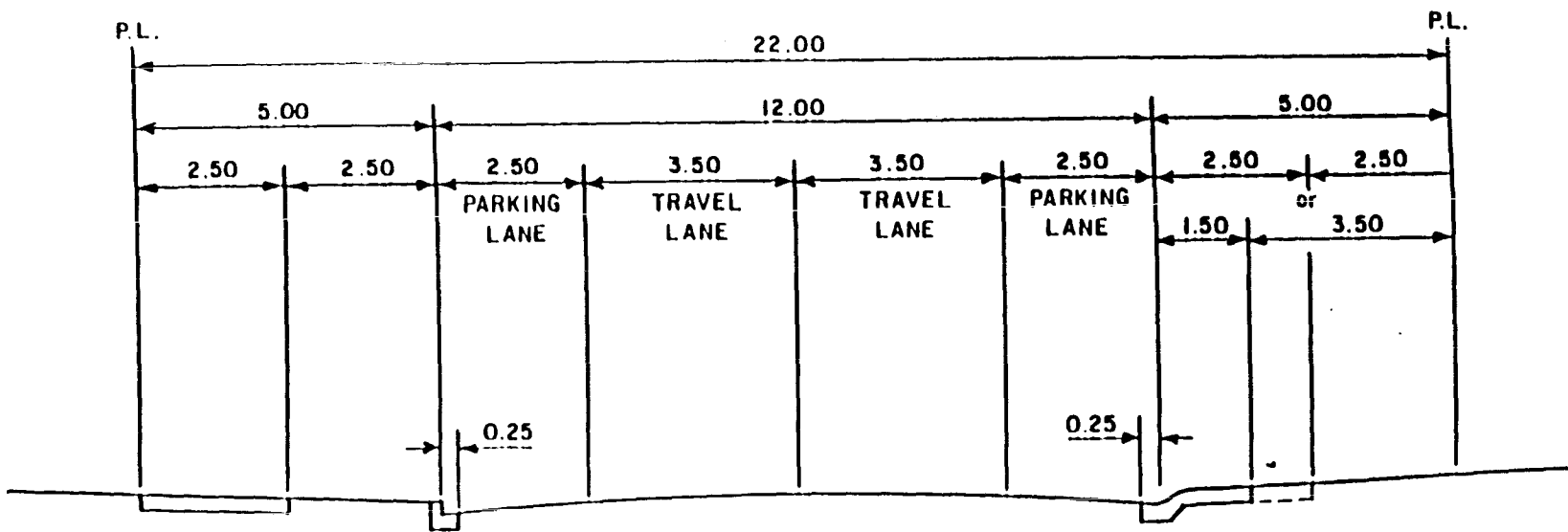
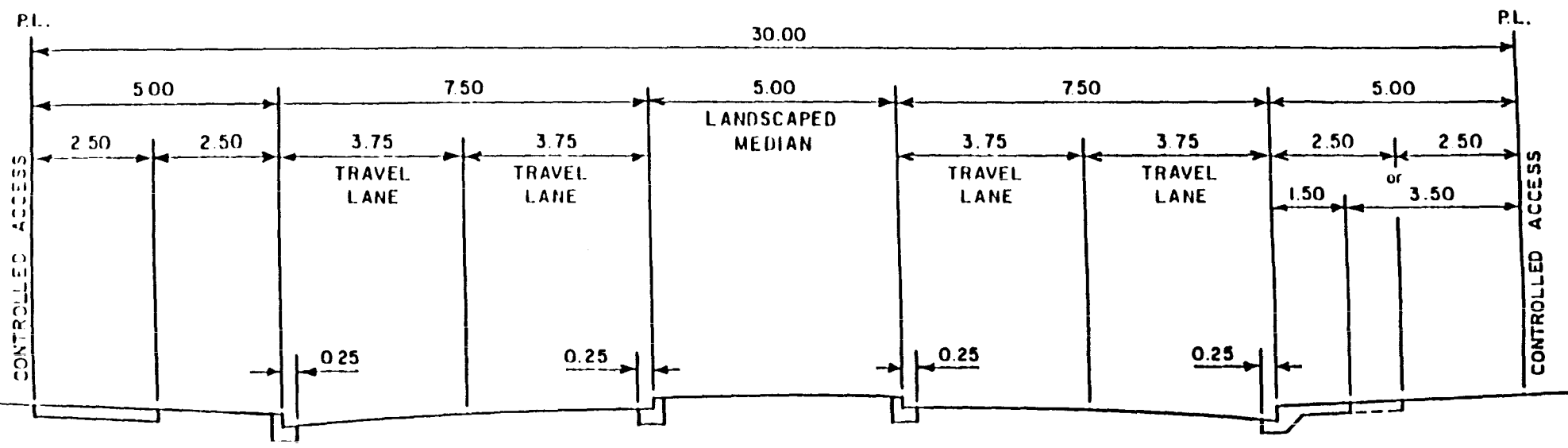
City of Calgary

- 5 - Residential - Parking Both Sides 15.00 R/W, 9.50 m Road**
- 6 - Collector - Parking One Side
19.50 m R/W, 9.5 m Road**
- 7 - Collector - Parking Both Sides
22.00 m R/W, 12.0 m Road**

Proposed Revisions to City of Calgary Standards

- 1 - Proposed Residential - No Sidewalk
14.0 m R/W, 8.5 m Road**
- 2 - Proposed Residential - Sidewalk One Side
15.0 m R/W, 8.5 m Road**
- 3 - Proposed Residential - Sidewalk Both Sides
16.0 m R/W, 8.5 m Road**

City of Red Deer



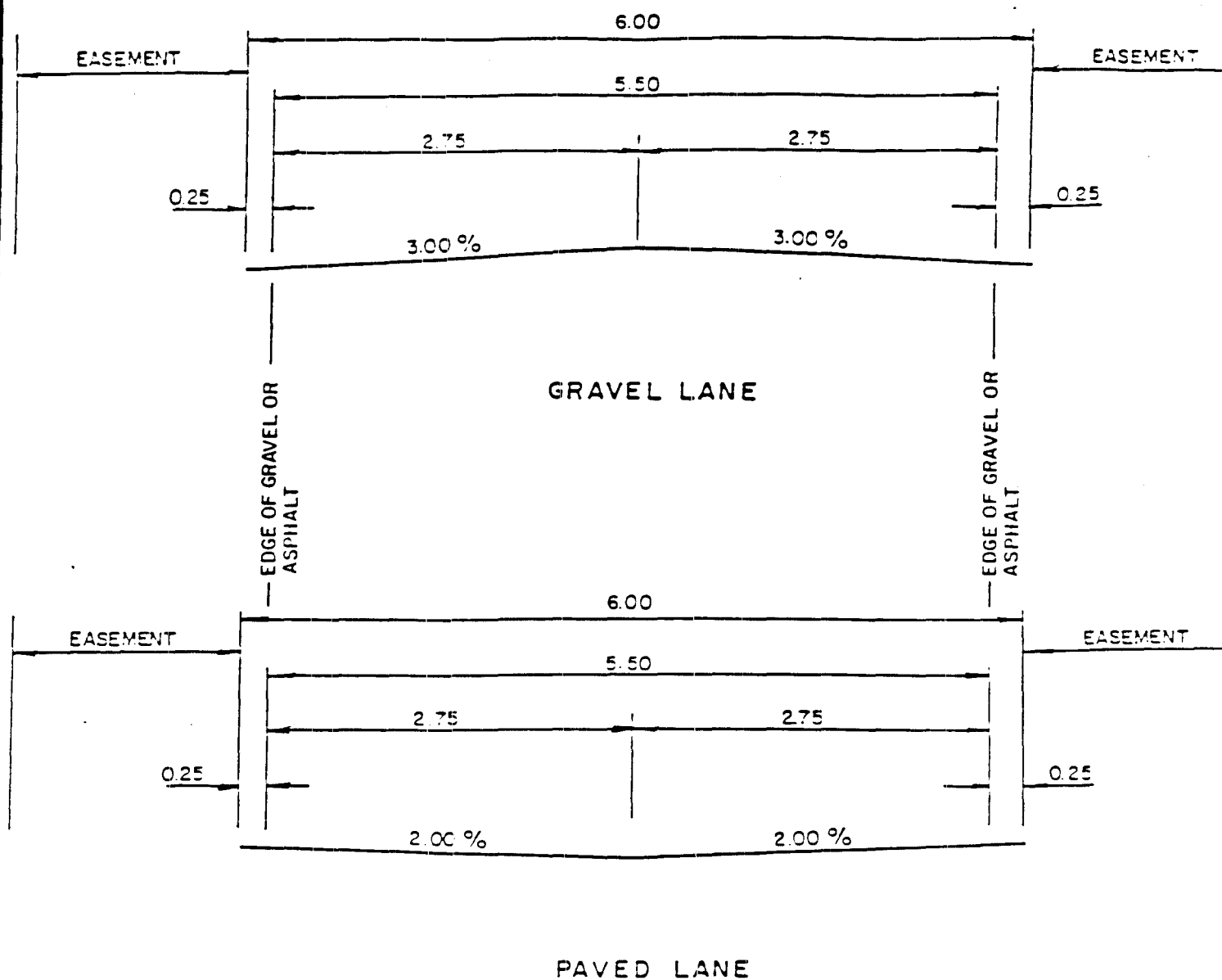
NOTE: SIDEWALK LOCATION AND WIDTH TO BE DETERMINED IN CONSULTATION WITH THE ENGINEERING AND PARKS DEPARTMENTS.

NO	DATE	REVISION

DRAWN
C.E.J.B.
DATE
SEPT.19/90
SCALE
N.T.S.

THE CITY OF RED DEER
ENGINEERING DEPARTMENT
DIVIDED AND UNDIVIDED
RESIDENTIAL COLLECTOR
ROADWAY

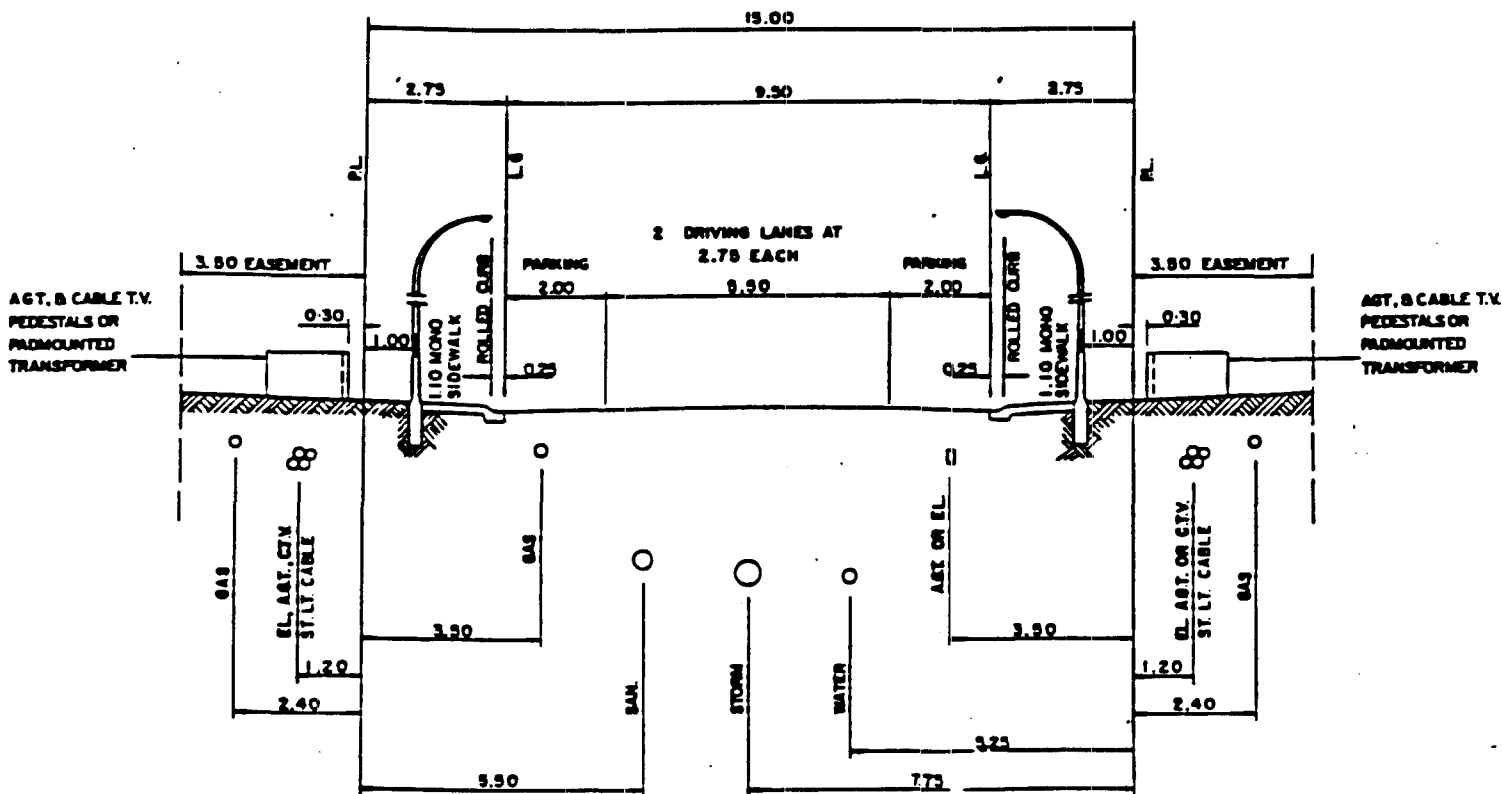
APPROVED BY
[Signature]
ENGINEER
DRAWING NO
B5



NOTE: 1. MINIMUM 2.00 m WIDE EASEMENT REQUIRED ON BOTH SIDES OF LANE FOR REAR SERVICING
 2. LANE TO BE PAVED ADJACENT TO MULTI-FAMILY AND COMMERCIAL DEVELOPMENTS WHERE LANE ACCESS IS PROVIDED.

				DRAWN		THE CITY OF RED DEER		APPROVED	
				SH		ENGINEERING DEPARTMENT		[Signature]	
				DATE		GRAVEL & PAVED		ENGINEER	
				91 01		LANES		DRAWING	
				SCALE				BY	

City of Calgary



CARRIAGEWAY ALTERNATIVES

- A. CROWNED
- B. DISHED
- C. X-FALLED

NOTE - FOR CROWNED SECTION

CURB REQUIRED ON BOTH SIDES

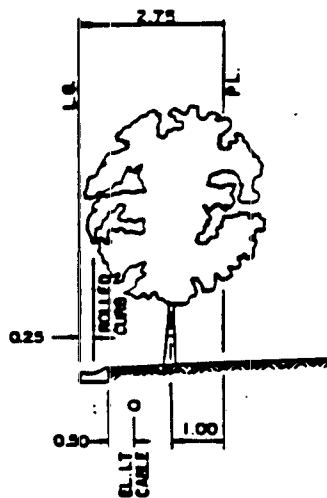
FOR DISHED SECTION

MINIMUM GRADE OF 1% REQUIRED WITH
MAXIMUM DRAINAGE LENGTH OF 150.00

FOR X-FALLED SECTION

CURB REQUIRED ON LOW SIDE

- NOTE: - HYDRANT ON 0.75 LINE
 - HYDRANT VALVES ON 4.50 LINE
 - SERVICE VALVES ON 0.50 LINE
 - PRE-INSTALLED SERVICE CONNECTIONS TO BE INSTALLED
 3.50m INSIDE P.L. OR 5.00m INSIDE P.L. WHEN CROSSING
 GAS AND ONE OTHER SHALLOW UTILITY
 - ST. LT. CABLE TO BE INSTALLED IN EASEMENTS ONLY IF
 WATER IS SERVICED FROM THE FRONT
 - ST. LT. CABLE CENTRED IN 1.50 EASEMENT WHERE
 THERE IS NO GAS EASEMENT



NOTE: - POWER POLES, STREET
LIGHTING POLES, TRANSFORMER
BOXES AND OTHER SURFACE
STRUCTURES SHALL MAINTAIN
A MIN. OF 3.00m CLEARANCE
FROM HYDRANT

ALTERNATIVE WITH NO SIDEWALK

STANDARD ARE OFFERED
SPECIAL OFFERS ARE OFFERED

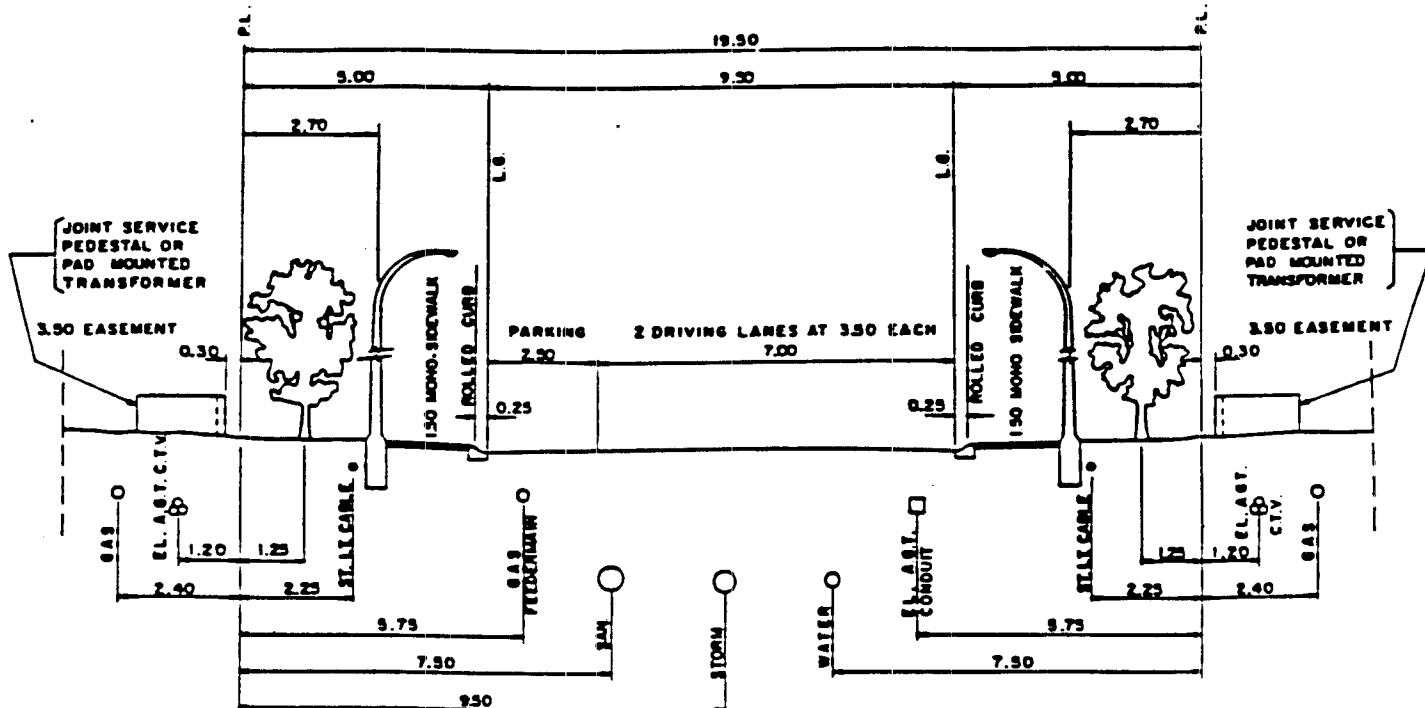
5

434.1C08.020

94-01	ALTERNATIVE WITH NO SIDEWALK REVISED	PL
93-03	NOTE REVISED: - PRE-INSTALLED SERVICE CONNECTIONS...	PL
93-02	WATER & STORM LOCATIONS MODIFIED	PL
90-12	10.0m ROADWAY CHANGED TO 9.50m	PL
88-01	ALTERNATIVE WITH NO SIDEWALK ADDED	PL
85-03	ST. LT. NOTES ADDED	PL
85-02	VALE & ST. LT. NOTES ADDED	PL
84-03	MONO SIDEWALK NOTES ADDED	PL
83-10-20	CURB NOTES ADDED	PL

Drawn	R.B.	Date	JUL, 1977
Scale	1" = 10'	City	Calgary
Author	J. W. W. W.		
City	Calgary		

THE CITY OF CALGARY ENGINEERING DEPARTMENT	
RESIDENTIAL - PARKING BOTH SIDES	
15.00m R/W, 9.50m ROAD	



- NOTE:**
- HYDRANTS ON 2.70 LINE
 - HYDRANT VALVES ON 0.50 LINE
 - SERVICE VALVES ON 1.25 LINE
 - TREES ON 1.25 LINE
 - PRE-INSTALLED SERVICE CONNECTIONS TO BE INSTALLED 3.50m INSIDE P.L. OR 5.00m INSIDE P.L. WHEN CROSSING GAS AND ONE OTHER SHALLOW UTILITY
 - POWER POLES, STREETLIGHT POLES AND ALL OTHER SURFACE STRUCTURES SHALL MAINTAIN A MIN. OF 3.0m CLEARANCE FROM HYDRANT

NOTE
THIS STANDARD OF COLLECTOR MAY ONLY BE USED WHERE IT DOES NOT ABUT RESIDENTIAL FRONTAGE OR OTHER PARKING ATTRACTOR ON ONE SIDE.

OPTIONAL STANDARD

- 1.40 SEPARATE SIDEWALK WITH 0.30 TO REPLACE MONO SIDEWALK AS AN ALTERNATIVE WITH TREE AND SERVICE VALVE ALIGNMENT TO BE ADJUSTED TO THE 2.30 m. LINE AND THE ST. LI. CABLE ON THE 3.75m. LINE.

8	94-01	OPTIONAL STANDARD NOTE REVISED	P.L.
7	93-03	NOTE REVISED: -PRE-INSTALLED SERVICE CONNECTIONS	P.L.
6	93-02	SANITARY & STORM LOCATIONS MODIFIED	P.L.
5	90-12	ROAD WIDTH & LAKE WIDTH REVISED	P.L.
4	90-02	LAKE WIDTH REVISED	P.L.
3	88-01	NOTES ADDED	P.L.
2	88-02	VALVE LINE CHANGED	P.L.
1	83-08	SEP WALK REPLACED WITH MONO WALK & NOTE ADDED	P.L.
PL	DATE	REVISION	APPROVED

Drawn: G.P. Date: JULY.77
Scale: 1" = 10' 0" 1" = 10'
City: [Signature]

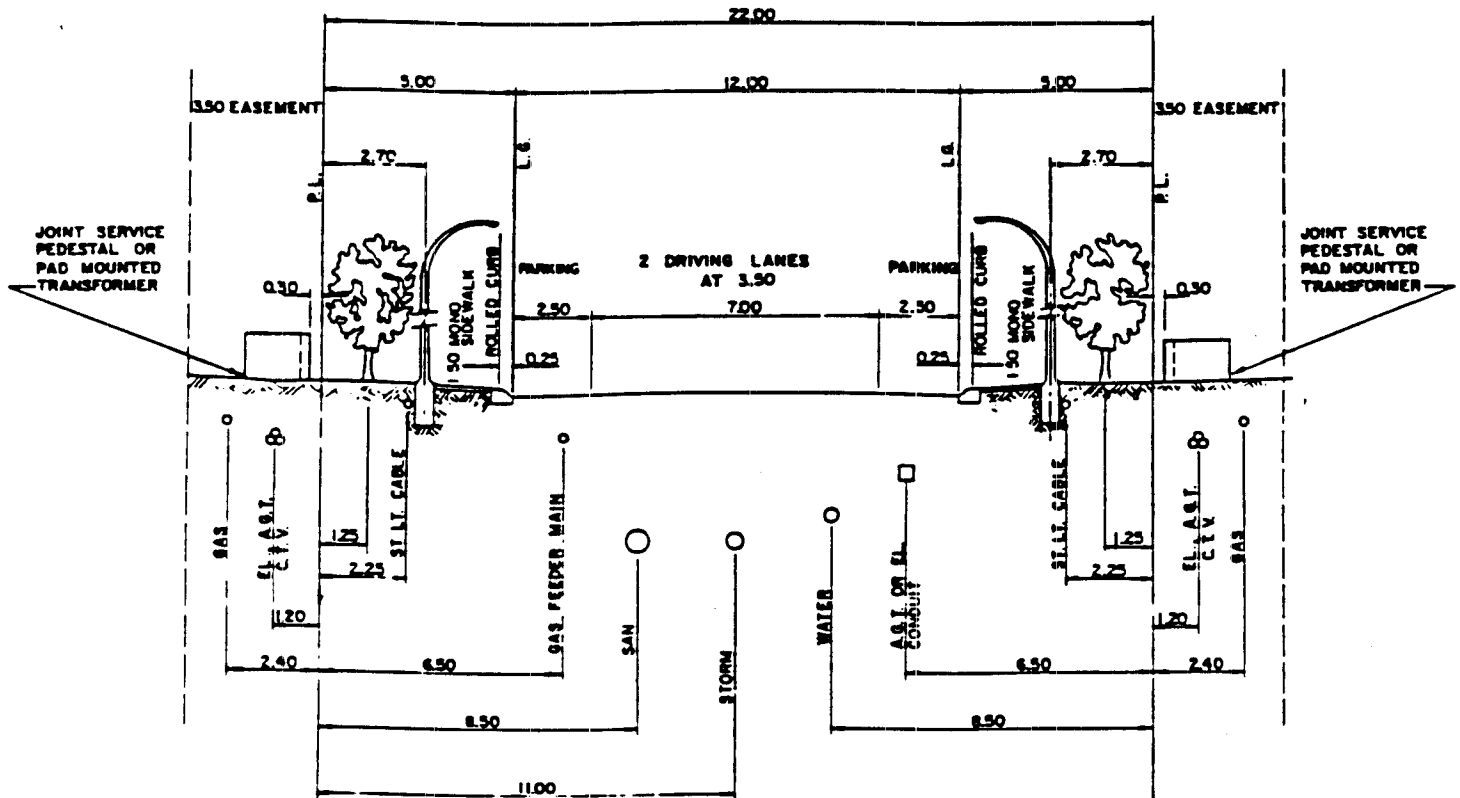


THE CITY OF CALGARY
ENGINEERING DEPARTMENT

**COLLECTOR
PARKING ONE SIDE**
19.50m R/W 9.50m RD.

REVISIONS AND NOTES: [Signature]

6
File Number: 454.1008.022



NOTE: - HYDRANTS ON 2.70 LINE
 - HYDRANT VALVES ON 750 LINE
 - SERVICE VALVES ON 125 LINE
 - TREES ON 125 LINE
 - PRE-INSTALLED SERVICE CONNECTIONS TO BE INSTALLED 3.50m INSIDE P.L. OR 5.00m INSIDE P.L. WHEN CROSSING GAS AND ONE OTHER SHALLOW UTILITY
 - POWER POLES, STREETLIGHT POLES, TRANSFORMER BOXES AND ALL OTHER SURFACE STRUCTURES SHALL MAINTAIN A MIN. OF 3.0m CLEARANCE FROM HYDRANT.

OPTIONAL STANDARD

- 1.40 SEPARATE WALK WITH 8W/O.30 TO REPLACE MONO SIDEWALK AS AN ALTERNATIVE WITH TREE ALIGNMENT TO BE ADJUSTED TO THE 2.5 m. LINE AND THE ST. LT. CABLE ON THE 3.75 m. LINE.
- SERVICE VALVES ON 2.50m LINE

1	93-02	NOTE ADDED	JK
2	93-03	NOTE REVISED - PRE-INSTALLED SERVICE CONNECTIONS...	JK
3	93-02	SANITARY & STORM LOCATIONS MODIFIED	JK
4	90-12	ROAD WIDTH & LANE WIDTH REVISED	JK
5	90-02	LANE WIDTH REVISED	JK
6	88-01-20	NOTE ADDED	JK
7	89-02	VALVE LINE CHANGED	JK
8	84-05	TREE RE ALIGNMENT	JK
9	83-06	SEP WALK REPLACE WITH MONO WALK & NOTE ADDED	JK

Drawn: R.S.S. Date: JULY, 1977
 Scale: 1" = 10' 0"
 City: Calgary



THE CITY OF CALGARY
 ENGINEERING DEPARTMENT

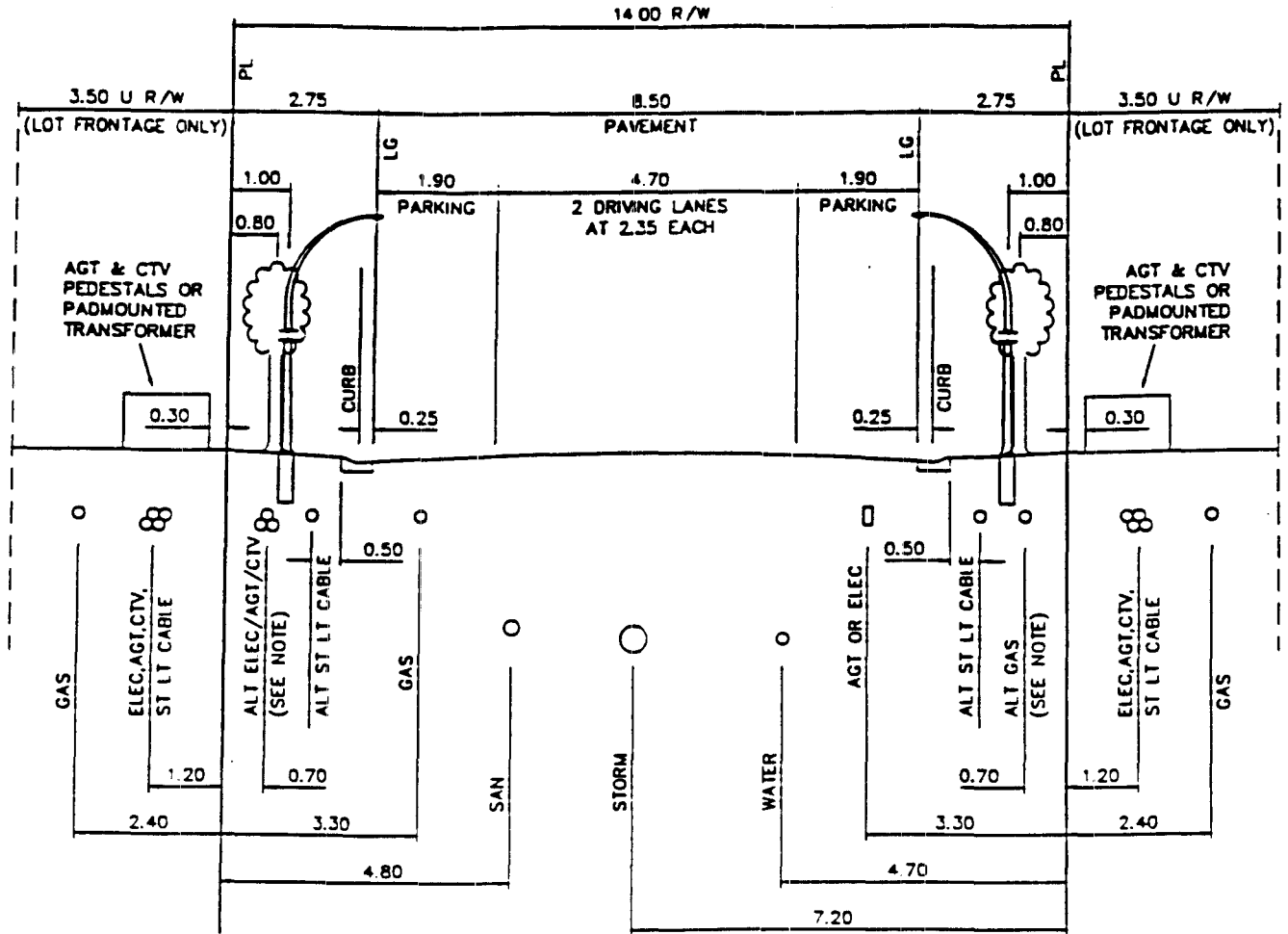
COLLECTOR-PARKING BOTH SIDES
 22.00m R/W 12.00m ROAD

ENGINEERING AND SURVEYING
 METRIC

7

File Number: 454.1008.023

Proposed Revisions
to
City of Calgary Standards

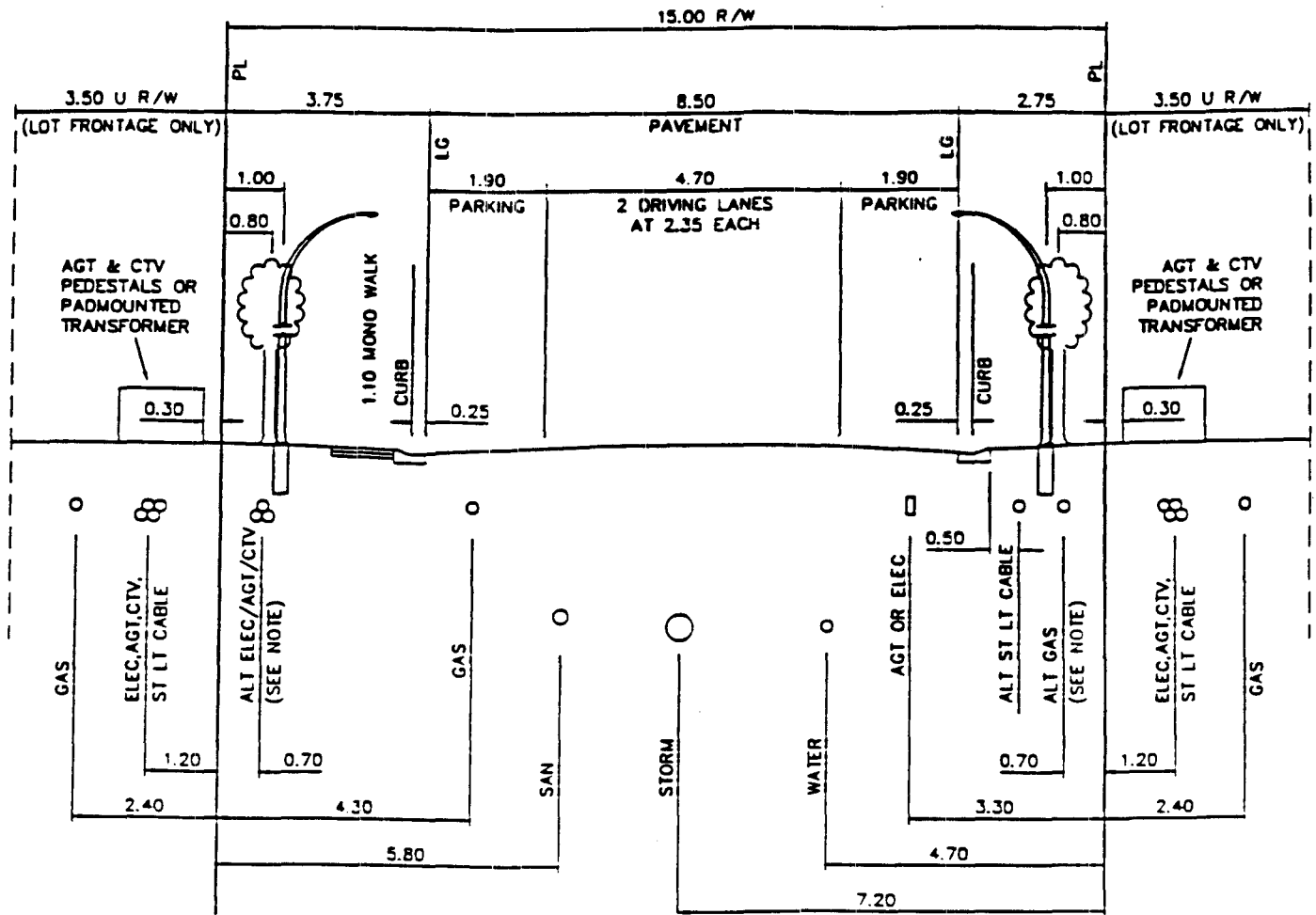


NOTE:

- HYDRANT ON 1.20 LINE
- SERVICE VALVES ON 1.20 LINE
- ALTERNATE SHALLOW UTILITY LINE TO BE USED ON SIDEYARD LOCATIONS
- TREES NOT PERMITTED ON SIDEYARDS WHERE SHALLOW UTILITIES ARE INSTALLED
- TREES TO BE DECIDUOUS TYPE ONLY

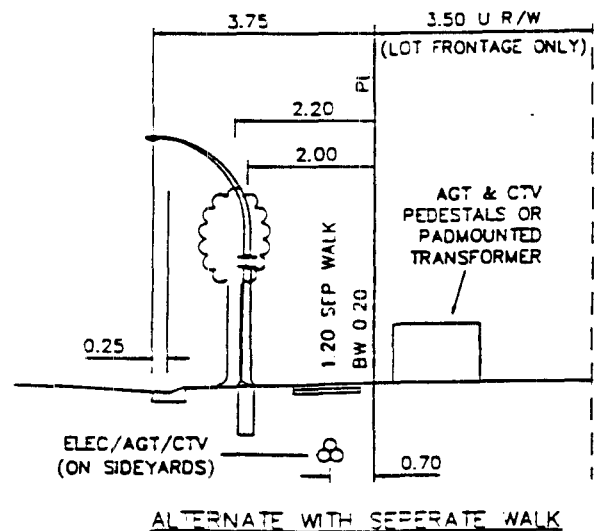
PROPOSED RESIDENTIAL
NO SIDEWALK
14.00m R/W, 8.50m ROAD

Figure 1



NOTE:

- HYDRANT ON 1.20 LINE
- SERVICE VALVES ON 1.20 LINE
- ALTERNATE SHALLOW UTILITY LINE TO BE USED ON SIDEYARD LOCATIONS
- TREES NOT PERMITTED ON SIDEYARDS WHERE SHALLOW UTILITIES ARE INSTALLED
- TREES TO BE DECIDUOUS TYPE ONLY



PROPOSED RESIDENTIAL
SIDEWALK ONE SIDE
15.00m R/W, 8.50m ROAD

Figure 2

FILE

DATE: February 28, 1996
TO: Land and Economic Development Manager
FROM: City Clerk
RE: RESIDENTIAL LOT SERVICING STANDARDS - CITY OF RED DEER

At the Council Meeting of February 26, 1996, consideration was given to your report dated February 15, 1996. At this meeting, the following resolution was passed:

"RESOLVED that Council of The City of Red Deer having considered the report from the Land and Economic Development Manager, dated February 15, 1996, Re: Residential Lot Servicing Standards/City of Red Deer, hereby agrees that the following changes be made to residential lot development in the City of Red Deer:

1. That the right-of-way width for local residential streets be reduced from 16.0m to 15.0m;
2. That the right-of-way width for collector streets be reduced from 22.0m to 20.0m;
3. That the use of private contractors for installation of electrical lines, conduit and street lighting, be encouraged;
4. That the deletion of sidewalks be permitted where, due to anticipated pedestrian movements, current requirements are potentially redundant;
5. That the price of lots have a price reduction equivalent to the savings realized by the above changes;

and as presented to Council February 26, 1996."

Land and Economic Development Manager
February 28, 1996
Page 2

The decision of Council in this instance is submitted for your information and appropriate action. I trust that you will now be updating all documentation relative to these changes in standards, as well as advising the applicable developers.



Kelly Kloss
City Clerk

KK/clr

cc: Director of Community Services
Director of Development Services
E. L. & P. Manager
Recreation, Parks and Culture Manager
Principal Planner

DATE: February 21, 1996
TO: City Clerk
FROM: Director of Development Services
RE: 1996 OFF-SITE LEVY REVIEW

INTRODUCTION

Each year the Engineering Department reviews the off-site levies applied to development in the City of Red Deer. There are separate levies that would apply to most developments in the city. The four are:

- water trunk
- sanitary sewer trunk
- storm sewer trunk
- major thoroughfare

Normally the review would involve a review of the expenditures and revenues for each levy for the past year. We would then calculate the interest on the outstanding investment and adjust the levy. The interest is primarily an "opportunity cost" interest; interest we did not earn because the money was invested in infrastructure.

This year three other factors caused us to review the whole issue of off-sites from a philosophical and policy perspective instead of just from a financial one. These three issues were:

1. Concern voiced from developers and home builders with respect to the amount of housing being constructed in neighboring communities and in the County (Appendix A).
2. Concern and questions from developers regarding the charging of off-site levies for infill projects in the Downtown.
3. Concern expressed by City Council, and in particular Councillor Bev Hughes, regarding both issues previously noted.

These issues caused the Administration to strike a committee to review the matter of levies in more detail this year. The committee involved the following individuals:

- Director of Development Services
- Director of Corporate Services
- Land and Economic Development Manager
- Engineering Department Manager
- Streets and Utilities Engineer

City Clerk
Page 2
February 21, 1996

OFF-SITE LEVIES

The committee researched off-site levies in other communities in Alberta (Appendix B). It is difficult to compare off-site levies from one community to another, as each has different methods of recovering their costs. It appeared in the review that some communities were probably not recovering their costs. In some cases the costs would be covered in the tax base, or in some cases, the costs probably have not occurred yet.

A major component of our off-site levies is interest cost attached to actual and estimated costs. This interest cost is primarily "opportunity" interest costs and not actual interest paid out. It is the interest we could have earned had we not spent the money on off-site improvements.

In 1987 a decision was made to write down the interest component of the off-site levies. This was done because the interest component of the levy was causing the levies to vary considerably from actual construction costs. The committee mentioned above had concluded that this is a course of action we should again consider. Eliminating the interest component from the present levies would result in an approximate 30% decrease in the total levy. The present levy is \$36,340 per hectare. The new levy would be \$25,430. We have determined that this reduction would bring down the price of a single family lot approximately \$1,000 - \$1,300.

Enclosed with this report is a table (Appendix C) that outlines in some detail the calculations carried out to arrive at the 30% reduction. The committee unanimously agreed that the interest write down was appropriate. The other conclusion reached by the committee was that from this point forward interest in the Off-site Levy Fund would be accrued based on the Alberta CPI as opposed to using the cost of borrowing money. This will certainly result in less interest charges and the yearly increases will be smaller, if they increase at all. This will depend on the revenue/expense numbers yearly.

Eliminating this interest component will result in a reduction in revenue to the Off-site Levy Fund of approximately \$282,500 per year (30% of average annual off-site levy revenue). This will reflect in less overall revenue to the Land Bank and its ability to subsidize general taxation will be diminished somewhat. The fund will continue to generate a profit; however, it will be smaller.

In the Home Builders' letter of December 19, 1995 they state:

"A major component in the cost of finished lots is the cost of off-site levies."

Given this statement and the 30% reduction recommended, the committee is hopeful that a cost savings will accrue to Red Deer home buyers. A breakdown of the average cost to service a lot in Red Deer (Appendix D) is attached. The committee respectfully recommends that if Council accepts the recommendation regarding the 30% reduction in off-site levies, that they also endorse an immediate reduction in the price of City lots to correspond with the savings realized. As stated earlier, this will result in a decrease ranging from \$1,000 - \$1,300 per lot.

City Clerk
Page 3
February 21, 1996

We would further recommend that this apply to all lots presently for sale by the City. We realize that some of the lots developed in past years were assessed the higher off-sites; however, we do not feel it is practical to offer identical lots in the marketplace at different prices.

DOWNTOWN OR "INFILL" DEVELOPMENT

Presently any development or redevelopment in the Downtown is charged off-site levies the same as in new areas, if there is no record of prior payment of any kind being made in the past. The one significant difference is that Downtown developments are not charged the major thoroughfare levy. The rationale for charging the levies is that although the services and the trunks may well already be constructed around these areas, developments in the Downtown benefit from these facilities as much as other developments in newer areas.

The off-site levy does not build in any revenue from the Downtown charges into the rates. There is really no way of determining what areas will develop Downtown so they are excluded. When a development does occur and the City collects off-sites, it is sort of a "bonus" to the levy. The proceeds go into the fund as a revenue or credit against other expenditures.

The other consideration was that charging off-sites in the Downtown helps to keep the "playing field" level.

If Council wishes to create policy to encourage "infill" in the Downtown, they may wish to reduce or eliminate all off-site levies for Downtown development or redevelopment. The financial impact of such a decision on the Off-site Levy Fund would be minimal. The attached table (Appendix E) indicates the off-site levies collected for Downtown development over the past four years.

There is no question that there is logic to encouraging infill in the Downtown areas as opposed to continuously expanding our boundaries. The strain on many of our services, such as emergency and transit, is much less pronounced. Additionally, we see rejuvenation of older areas. We have attached a map which outlines an area where off-sites could be eliminated. This map could certainly be adjusted if Council wished (Appendix F).

While we are suggesting that off-site levies could be eliminated in this area, we would recommend strongly that developments would still be charged for any actual improvements or upgrades to the road and/or utility systems that may be required as a result of the development. It is virtually impossible to set a policy that predicts all the circumstances that could occur. We would suggest that this will have to be an issue to be negotiated at the time of the development.

There is presently a redevelopment levy in place that calls for a per unit levy charged on development. We are recommending that this by-law is difficult to justify and should be abandoned.

City Clerk
Page 4
February 21, 1996

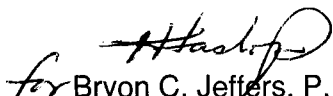
This policy of no off-site charges in the Downtown, if adopted by Council, will result in a reduction in cost to the developer of approximately \$29,000 per hectare from the 1995 rates. This should translate into more affordable development in the Downtown if these savings are passed on by the owner/developer to the purchaser. We have no way of guaranteeing that will happen.

RECOMMENDATIONS

The committee respectfully recommends the following :

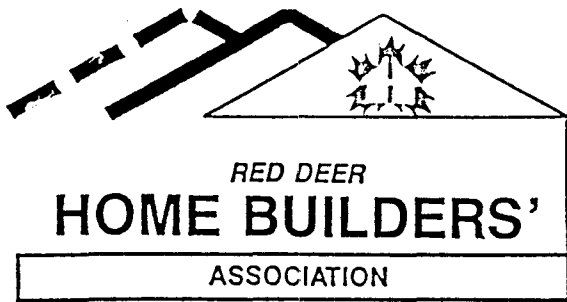
1. The 1995 Off-site Levies be reduced by 30%. This reduced levy shall be the 1996 rate. This reduction is accomplished largely by elimination of the interest component of the charge. The new rate will be effective January 1, 1996.
2. For future years, the interest rate used to calculate levy fees shall be the Alberta CPI.
3. The price of City lots presently offered for sale or offered in the future will have a price reduction equivalent to the savings realized by the levy reduction.
4. Off-site levies for the Downtown area indicated on the enclosed map be eliminated totally.
5. Administration shall negotiate on a case-by-case basis the cost of actual upgrades and/or improvements to be paid by the developer.
6. The existing Redevelopment Levy By-law will be repealed.

Submitted for the direction of Council.


for Bryon C. Jeffers, P. Eng.
Director of Development Services

BCJ/emg
Att.

c.c. Land and Economic Development Manager
c.c. Director of Corporate Services
c.c. Streets and Utilities Engineer
c.c. Engineering Department Manager



63 Copied Mike Day K. Kloss
Bryon Jeffers Al Scott
Ken Hewson Al Wilcock
Dec 28/95 Al Knight
#201, 7819 - 50 Avenue Red Deer, Alberta T4P 1M8
(403)346-5321 Fax (403)342-1301

December 19, 1995

JAN - 5 1996

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

Re: Lot Prices

Dear Mayor Surkan;

Our Builders' Council met on Thursday, December 14, 1995 and the following suggestion was raised regarding the reduction of lot prices.

BACKGROUND - A major component in the cost of finished lots is the cost of offsite levies. While it may not be politically possible to reduce or eliminate offsite levies directly, it may be possible to reduce them by redirecting some funds.

FACTS - 1) Central Alberta homebuyers shop carefully for new homes. They consider Red Deer, with its many amenities and high lot prices, and then also consider the outlying areas with their lower prices and lesser levels of amenities. During the past few years, for a variety of reasons, many home buyers are choosing to live in the surrounding communities.

2) If a home is built in Sylvan Lake, rather than in Red Deer, the property taxes are paid to Sylvan Lake in perpetuity.

3) For the first number of years, new homes draw very little in the way of municipal services. The underground utilities, streets and lanes are warranted by the developer for a period of two full years. City Hall staff, recreation staff and the fire and police services are not automatically expanded as the population increases. Therefore, it is highly profitable for the City to allow a new home to be built because virtually all of the tax revenues flow to the City's bank account with very few offsetting expenses.

Page 1

APPENDIX "A"

LOT PRICES

RECOMMENDATION - That for the first two years after a new home is completed, that the City agree to allow the municipal portion of the property taxes to offset a portion of the offsite levies. Offsite levies will have to be recalculated from acreage levies to individual home levies to facilitate this, but it can be done. Offsite levies can then be reduced by the amount of the property taxes typically paid by a new home in the first two years after it is completed.

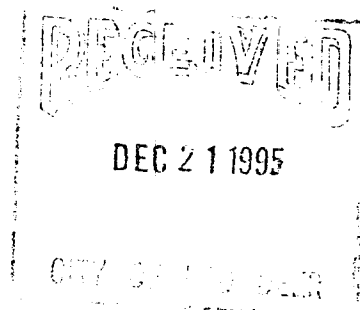
For further discussion on this, please contact me at Mason Martin Homes, 342-4544.

Yours truly;

RED DEER HOME BUILDERS' ASSOCIATION

Hugh MacBeth

Hugh MacBeth
Chairman, Builders' Council



*Jan 3/95
Bryan to draft a response*

What do I get for my Property Taxes?

- The average household in Red Deer pays \$1,508 per year in property taxes based on a \$100,000 assessment. On a monthly basis the property taxes paid would look like this:

<u>Service</u>	<u>Monthly Charge</u>
MUNICIPAL SERVICES:	
Transportation:	
Bus Services (regular and school routes, dial-a-bus, charter)	\$2.24
Roads, Sidewalks & Signage - Construction & Maintenance	8.22
Roads Snow & Ice Control, Sweeping, Flushing & Oiling	1.97
Street & Traffic Lights	1.71
Airport Operation	0.23
Police	11.20
Fire & Ambulance	10.54
Parks:	
Maintenance & Repair of Waskasoo Park, Neighborhood Parks, Formal Parks & Boulevards	4.03
Cemeteries	0.04
Weed & Pest Control	0.37
Recreation & Culture:	
Arenas	0.82
Recreation & Dawe Centres (including pools)	1.48
Recreation and Cultural Programs	1.73
Other Facility Operation & Maintenance	0.10
Social Planning:	
Family & Community Support Services	0.47
Day Care	0.20
Special Transportation	0.48
Social Housing	0.73
Landlord & Tenant Board	0.04
Other Community Services:	
Waskasoo Park Interpretive Program	1.31
Community Support (including grants to organizations)	0.04
Centrium & Westerner Site Servicing	2.00
Red Deer Visitor & Convention Bureau	0.22
Economic Development & Land Administration	0.36
Other City Departments & Expenditures	7.76
TOTAL MUNICIPAL SERVICES	58.30
REQUISITIONS RECEIVED FROM OTHER AUTHORITIES:	
Local Education	61.80
Public Library	3.82
Planning Purposes	0.72
Health Region	0.07
Seniors Foundation	0.93
MONTHLY TOTAL PROPERTY TAXES	\$125.63

APPENDIX "A"

MUNICIPALITY	DEVELOPMENT LEVY	ADDITIONAL LEVY/ NOTES
Blackfalds	\$4,100 to \$14,000/ha	
Calgary	\$18,913 to \$59,071/ha (average - \$29,644/ha)	Calgary breakdown: Storm - \$769 to 28,527 Sanitary - \$500 to 13,400 Water - \$ 3,517 Water Usage - 366 Oversize Assessment - 4,693 Express Freeway - 2,975 <i>(may go up to \$8,000 in 1996)</i> Seeding Assessment - 3,218 Inspection Fee Assessment - 2,075 Signage and Roadmarker - 300 \$ 17,144
County of Strathcona	\$33,213/ha (storm not included)	Inspection and Monitoring \$ 1,550 Major Recreation 5,500 <i>(Storm drainage is developers' responsibility, adding \$5800 to recover 100% of roads)</i>
Edmonton	Sanitary - \$1,800 to 20,056 Storm - \$900 to 23,400 Average - \$23,000	Additional negotiated contribution for arterial roads construction, as part of development agreement.
Grande Prairie	\$28,500/ha	Grand Prairie breakdown: Transportation \$ 8,000 Trunk 3,000 Offsite 17,500
Innisfail	\$5,500/ha	No change in three years
Lacombe	\$8,700/ha	No change in two years
Lethbridge	\$35,000/ha	No change in two years
St. Albert	\$5,650/ha	\$10,000/ha Recreation Levy No change in two years. Avoided increase by using infrastructure money to make improvements.
Sylvan Lake	\$10,390/ha	No change in two years

MUNICIPALITY	DEVELOPMENT LEVY	ADDITIONAL LEVY/ NOTES																				
Medicine Hat	\$4,940/ha*	<p>*1996 Recommended Rate is \$42,850, made up as follows:</p> <table><tr><td>Water</td><td>\$ 15,700</td></tr><tr><td>Sewer</td><td>12,060</td></tr><tr><td>Storm</td><td>2,550</td></tr><tr><td>Roads</td><td><u>12,540</u></td></tr><tr><td></td><td>\$ 42,850</td></tr></table> <p>Will probably be phased in over three to five years</p>	Water	\$ 15,700	Sewer	12,060	Storm	2,550	Roads	<u>12,540</u>		\$ 42,850										
Water	\$ 15,700																					
Sewer	12,060																					
Storm	2,550																					
Roads	<u>12,540</u>																					
	\$ 42,850																					
Red Deer	<p>1995 Levies (per hectare):</p> <table><tr><td>Roads</td><td>\$ 7,210</td></tr><tr><td>Water</td><td>8,300</td></tr><tr><td>Sanitary</td><td>4,035</td></tr><tr><td>Storm</td><td><u>16,795</u></td></tr><tr><td></td><td>\$36,340</td></tr></table> <p>Proposed 1996 Levies (per hectare):</p> <table><tr><td>Roads</td><td>\$ 6,485</td></tr><tr><td>Water</td><td>6,270</td></tr><tr><td>Sanitary</td><td>3,190</td></tr><tr><td>Storm</td><td><u>9,485</u></td></tr><tr><td></td><td>\$25,430</td></tr></table>	Roads	\$ 7,210	Water	8,300	Sanitary	4,035	Storm	<u>16,795</u>		\$36,340	Roads	\$ 6,485	Water	6,270	Sanitary	3,190	Storm	<u>9,485</u>		\$25,430	
Roads	\$ 7,210																					
Water	8,300																					
Sanitary	4,035																					
Storm	<u>16,795</u>																					
	\$36,340																					
Roads	\$ 6,485																					
Water	6,270																					
Sanitary	3,190																					
Storm	<u>9,485</u>																					
	\$25,430																					

1996 OFFSITE LEVY CALCULATION	Roads	Water	Sanitary	Storm	Totals
Expenditures To Date	(\$32,963,433)	(\$7,708,938)	(\$5,194,417)	(\$9,188,306)	(\$55,055,094)
Revenues To Date	\$33,047,536	\$5,331,303	\$3,778,715	\$7,798,875	\$49,956,430
Interest on Current Costs	\$1,836,178	(\$7,079,229)	(\$3,376,122)	(\$11,049,807)	(\$19,668,980)
1987 Interest Write Down	\$0	\$2,014,547	\$2,772,047	\$1,095,125	\$5,881,719
Proposed 1996 Interest Write Down	(\$1,836,178)	\$5,064,682	\$604,075	\$9,954,682	\$13,787,261
Net Expenditures to Date	\$84,103	(\$2,377,635)	(\$1,415,701)	(\$1,389,430)	(\$5,098,664)
Projected Future Construction Costs	(\$10,448,750)	(\$9,581,000)	(\$4,716,350)	(\$15,084,800)	(\$39,830,900)
Anticipated Grant Shortfall	(\$1,747,000)				(\$1,747,000)
Total Costs	(\$12,111,647)	(\$11,958,635)	(\$6,132,051)	(\$16,474,230)	(\$46,676,564)
Remaining Dev. Area	1,867	1,908	1,923	1,737	
Proposed 1996 Rates (\$/ha)	\$6,485	\$6,270	\$3,190	\$9,485	\$25,430
1995 Rates	\$7,210	\$8,300	\$4,035	\$16,795	\$36,340
Rate Change	(\$725)	(\$2,030)	(\$845)	(\$7,310)	(\$10,910)
Percent Change	-10.1%	-24.5%	-20.9%	-43.5%	-30.0%
NOTES:					
1. Based on the revised population projection issued by PCPS in December, 1995, it will take approximately 35 years to fully develop the service basin. As a result, we expect that the Provincial Roads Grant will nearly keep pace with construction spending. The Anticipated Grant Shortfall has therefore been reduced from \$4.35 million in the 1995 rate calculation to \$1.75 million in 1996. This results in a 10% reduction in the Roads Levy.					
2. All interest charges (positive and negative) are proposed to be written down in 1996. The total interest write down is \$19.7 million to the end of 1995, including the \$5.9 million write down in 1987.					
3. All future construction costs have been reestimated since the 1995 rate calculation. A change in estimating parameters has resulted in a reduction in estimated costs for detention ponds and deep trunk trenching. The total reduction with respect to estimating is approximately \$2.8 million (7% of total future costs).					

OFFSITE LEVY REVENUES	Roads	Water	Sanitary	Storm	Totals
1991	\$265,829	\$101,799	\$127,130	\$407,505	\$902,262
1992	\$224,738	\$215,477	\$111,115	\$174,660	\$725,990
1993	\$226,025	\$174,071	\$69,425	\$407,592	\$877,114
1994	\$304,614	\$249,056	\$148,322	\$595,763	\$1,297,755
1995	\$176,913	\$219,292	\$110,744	\$398,570	\$905,519
TOTALS	\$1,198,118	\$959,694	\$566,737	\$1,984,091	\$4,708,640
AVERAGES	\$239,624	\$191,939	\$113,347	\$396,818	\$941,728

**COSTS ASSOCIATED WITH A TYPICAL
RESIDENTIAL BUILDING LOT
15m X 36m (50' x 118')**

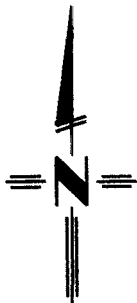
Selling Price (Lancaster Meadows)		\$41,272
Lot Servicing*	\$19,133	
Off-site Levies	3,300	
Recreation Levies	700	
Boundary Improvements, Administration		
Area Improvements, etc.	825	
Land at Market Value	<u>5,000</u>	
Total Development Costs	\$28,958	

* Figures are average of actual private and City development costs in Deer Park Estates, Deer Park and Rosedale Meadows

Appendix "D"

SUMMARY OF DOWNTOWN OFF-SITE LEVY AND TAX RECOVERY FOR 1992 TO 1995										
LEVY YEAR	DEVELOPER/LOCATION	PARCEL AREA (ha)	OFF-SITE LEVY RECOVERY					ANNUAL TAX RECOVERY		
			WATER	SANITARY	STORM	ROADWAY	TOTAL	PRE-DEV	POST-DEV	CHANGE
1992	Gelmon Corporation - Part of Superstore Site	1.173	\$3,085	\$4,105	\$7,190	N/A	\$14,380	Combined		
	Gelmon Corporation - Part of Superstore Site	0.656	\$1,725	\$2,296	\$4,021	N/A	\$8,042	\$25,600	\$200,680	\$175,080
	Gelmon Corporation - Part of Superstore Site	2.880	\$7,574	\$10,080	\$17,654	N/A	\$35,308	Combined		
	1992 SUBTOTALS	4.709	\$12,384	\$16,481	\$28,865	\$0	\$57,730	\$25,600	\$200,680	\$175,080
1993	1993 SUBTOTALS	0.000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1994	51 Street and 49 Avenue - Subdivide into 2 lots	0.058	\$389	\$229	\$933	N/A	\$1,551	\$1,650	\$1,650	\$0
	52 Street West of 51 Avenue - Swell Investments	0.260	\$1,745	\$1,027	\$4,183	N/A	\$6,955	\$870	\$12,050	\$11,180
	52 Street and 53 Avenue - PUL Disposal	0.018	\$121	\$71	\$290	N/A	\$482	\$0	\$0	\$0
	52 Street West of 51 Avenue - Camdon	0.377	\$2,530	\$1,489	\$6,066	N/A	\$10,085	\$1,260	\$10,335	\$9,075
	52 Street West of 51 Avenue - Laebon	0.111	\$748	\$440	\$1,793	N/A	\$2,981	\$680	\$10,720	\$10,040
	52 Street and 53 Avenue - PUL Disposal	0.090	\$604	\$356	\$1,448	N/A	\$2,408	\$0	\$0	\$0
	Gelmon - MacDonald's Site	0.323	\$2,167	\$1,276	\$5,197	N/A	\$8,640	\$4,980	\$17,040	\$12,060
	1994 SUBTOTALS	1.237	\$8,304	\$4,888	\$19,910	\$0	\$33,102	\$9,440	\$51,795	\$42,355
1995	52 Street and 53 Avenue - Dispose of PUL	0.432	\$2,899	\$1,706	\$4,713	N/A	\$9,318	\$0	\$2,660	\$2,660
	1995 SUBTOTALS	0.432	\$2,899	\$1,706	\$4,713	\$0	\$9,318	\$0	\$2,660	\$2,660
	TOTALS FOR 1992 - 1995 INCLUSIVE:	6.378	\$23,587	\$23,075	\$53,488	\$0	\$100,150	\$35,040	\$255,135	\$220,095
	AVERAGES FOR 1992 - 1995 INCLUSIVE:	1.5945	\$5,897	\$5,769	\$13,372	\$0	\$25,038	\$8,760	\$63,784	\$55,024

Note: Annual Tax Recovery Based on 1995 Mill Rate



AREA EXEMPT
FROM PAYMENT OF
OFFSITE LEVY

COMMENTS:

We concur with the recommendation of the Administration in both of the following reports that appear on the agenda:

- 1) Residential Lot Servicing Standards
- 2) 1996 Off-Site Levy Review

As Council is aware, our current policy is to sell City residential lots at market price. The recommendations contained in these reports include a reduction in City lot prices to reflect the lower costs of development. This may raise the issue with private developers that we are moving away from market price. Our assessment would be that market price should very quickly and accurately reflect a drop in the cost of development and we are recommending a reduction in City lot prices in acknowledgment of our belief that market price should now be at a lower level.

The combination of both the change in servicing standards and the off-site levy recommendations should result in a reduction to the price of a lot in Red Deer between \$1800.00 and \$2750.00. We therefore recommend that lot prices be reduced by an average \$2000.00 per lot.

G.D. SURKAN
Mayor

H.M.C. DAY
City Manager

DATE: February 26, 1996
TO: City Council
FROM: City Clerk
RE: OFF-SITE LEVY REVIEW/ADDITIONS TO AGENDA

Council, as part of its regular agenda, will be considering the report from the Director of Development Services, dated February 21, 1996, Re: 1996 Off-Site Levy Review. If Council agrees with the recommendations as set out in the Review the following additional items, not appearing on the agenda, need to be processed:

1. Amendment to the Off-Site Levy Bylaw No. 3068/A-96;
2. Repeal of the Sewer Improvement Bylaw No. 2594/A-96
3. Passage of Resolution 9A relating to the setting of the 1996 Off-Site Levy.

This is submitted for Council's information.


KELLY KLOSS
City Clerk

KK/fm

Submitted To City Council
Date: Feb 26/96

BYLAW NO. 3068/A-96

Being a Bylaw to amend Bylaw No. 3068/92, The Off-Site Levy Bylaw of the City of Red Deer.

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

Bylaw No. 3068/92 is hereby amended as follows:

- 1 By deleting Clause 3 in its entirety and substituting in its place and stead the following:
 - "3 An off-site levy is hereby established and shall be paid on land to be developed within the boundaries of the City of Red Deer, as follows:
 - .1 In all the area outlined in Schedule A hereunto annexed, the sum of \$3,190 for each hectare within the development area for Sanitary Trunk Service.
 - .2 In all the area outlined in Schedule B hereunto annexed, the sum of \$9,485 for each hectare within the development area for Storm Trunk service.
 - .3 In all the area outlined in Schedule C hereunto annexed, the sum of \$6,270 for each hectare within the development area for Water Trunk Service."
- 2 Off-site Levy Bylaw 3068/92 is hereby amended by deleting Schedules A, B, and C dated January, 1992, and substituting the appended Schedules A, B, and C dated February, 1996.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D. 1996.

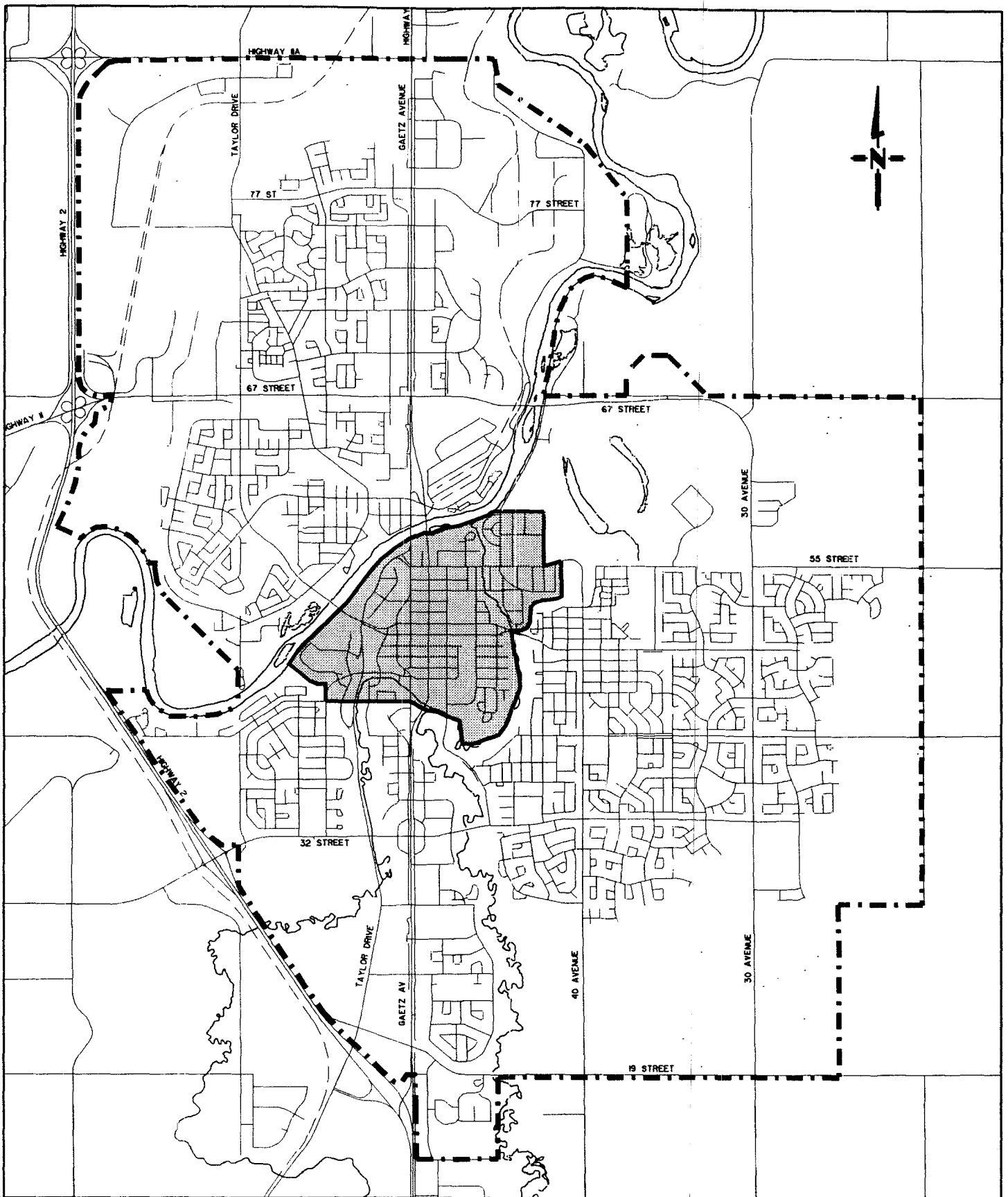
READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1996.

READ A THIRD TIME IN OPEN COUNCIL this day of A.D. 1996.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 1996.

MAYOR

CITY CLERK



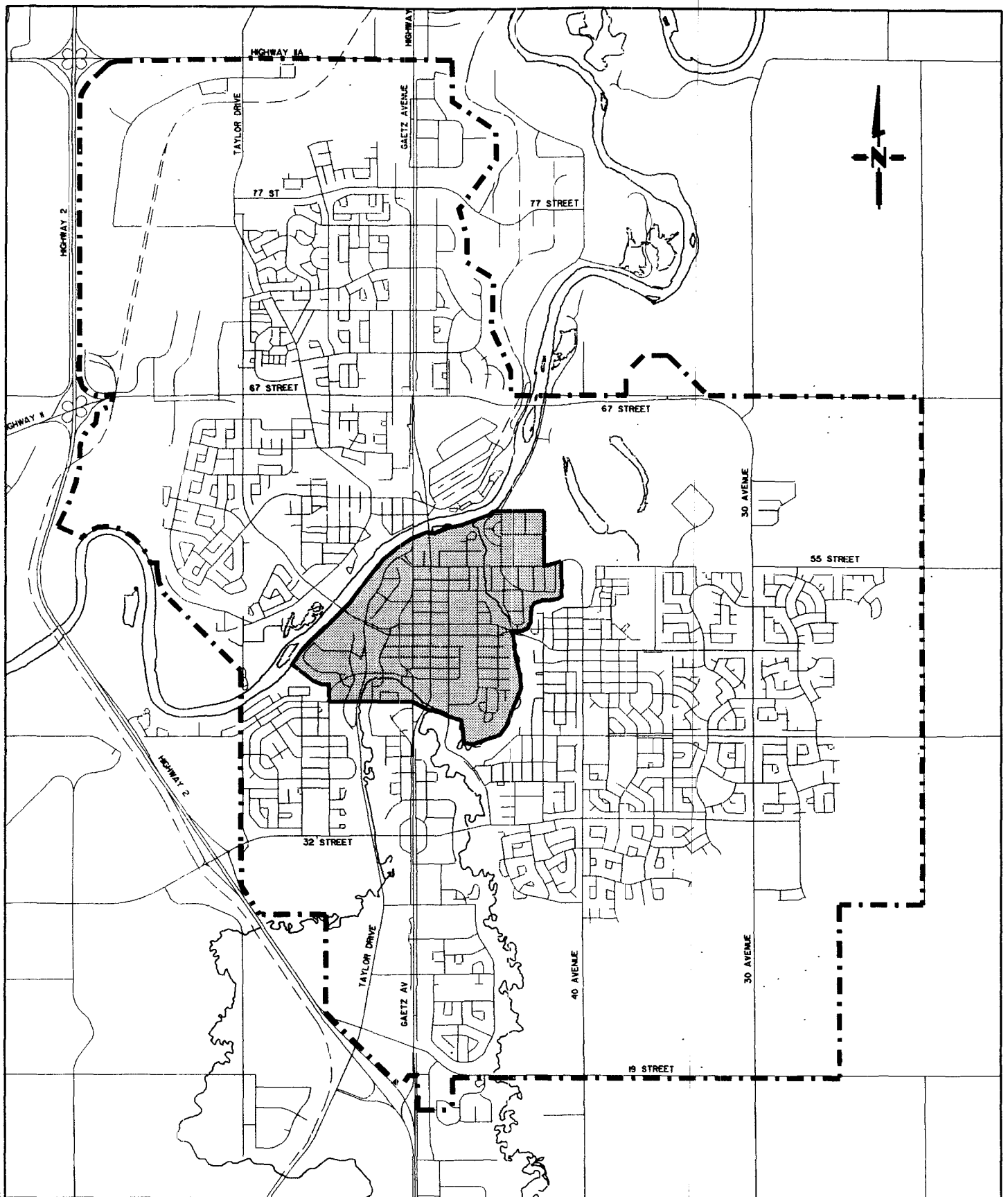
SANITARY TRUNKS

--- OFF-SITE LEVY BOUNDARY



OFFSITE LEVY NOT
APPLICABLE IN SHADED AREAS

SCHEDULE 'A'
OFF-SITE LEVY BYLAW 3068/92
REVISED FEB. 1996



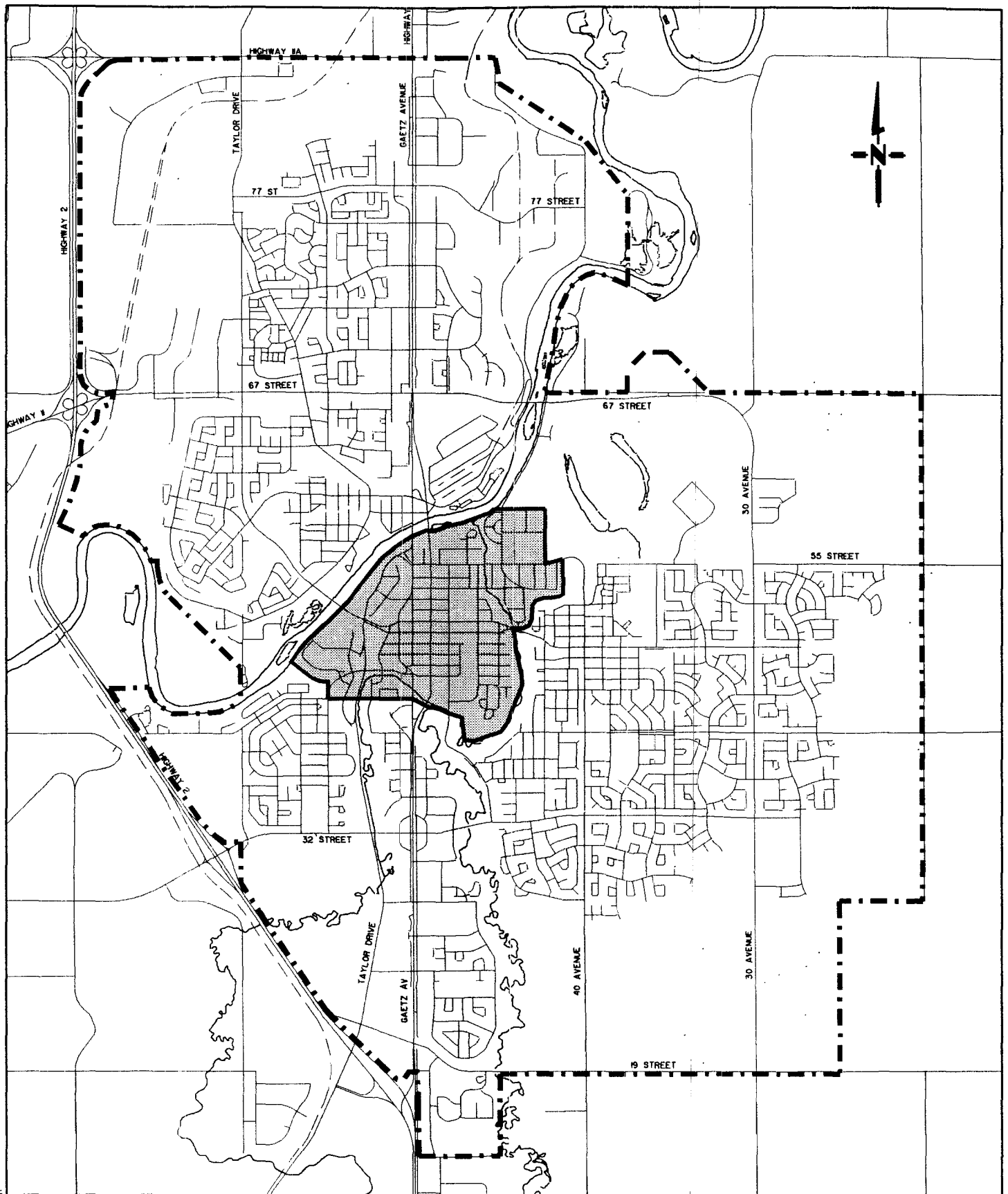
STORM TRUNKS

--- OFF-SITE LEVY BOUNDARY



OFFSITE LEVY NOT
APPLICABLE IN SHADED AREAS

SCHEDULE 'B'
OFF-SITE LEVY BYLAW 3068/92
REVISED FEB. 1996



WATER TRUNKS

--- OFF-SITE LEVY BOUNDARY



OFFSITE LEVY NOT
APPLICABLE IN SHADED AREAS

SCHEDULE 'C'
OFF-SITE LEVY BYLAW 3068/92
REVISED FEB. 1996

BYLAW 2594/A-96

Being a Bylaw to repeal Bylaw No. 2594/78, The Sewer Improvement Bylaw of The City of Red Deer.

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

- 1 Bylaw No. 2594/78, known as "The Sewer Improvement Bylaw", is hereby repealed.

READ A FIRST TIME IN OPEN COUNCIL this 26 day of February A.D. 1996.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1996.

READ A THIRD TIME IN OPEN COUNCIL this day of A.D. 1996.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 1996.

MAYOR

CITY CLERK

BYLAW NO. 2594/78

Being a Bylaw of the City of Red Deer pursuant to the Municipal Taxation Act, being Chapter 251 of the Revised Statutes of Alberta, 1970, and amendments thereto, to levy a charge on parcels of lands for sanitary sewer lines.

WHEREAS the development of parcels of land for multi-family housing complexes or apartments (other than duplexes), will generate a quantity of sewage that the existing sewers of the City cannot meet the need, even though they are capable of meeting the existing sewage requirements;

AND WHEREAS it is deemed expedient to pass a bylaw pursuant to section 149 of the Municipal Taxation Act to provide for prepayment of charges for the upgrading, extension, and enlargement of the sanitary sewer system.

NOW THEREFORE THE COUNCIL OF THE CITY OF RED DEER ENACTS AS
FOLLOWS:

- 1) This Bylaw shall be known as the "Sewer Improvement Bylaw".
- 2) There is hereby imposed and authorized to be levied and collected a charge on all property within the City of Red Deer intended for development for multi-family purposes, whether by way of development or redevelopment.
- 3) The charge hereby imposed shall be a levy as follows:
 - a) for each unit of housing, other than a single family or duplex house, wherein the density of the development upon the parcel of land exceeds 18 people per acre calculated on the gross area of the said parcel of land, the sum of \$100.00 per unit, whether built separately or as part of a triplex, townhouse, rowhouse or otherwise, or as a mobile home park or development designed to accommodate a group of three or more mobile homes.
 - b) for each apartment house, excepting duplexes, and those units of housing described in paragraph (a) hereof:
 - i) for each bachelor suite therein - \$60.00;
 - ii) for each one-bedroom suite therein - \$70.00;
 - iii) for each two-bedroom suite therein - \$80.00;
 - iv) for each three-bedroom suite therein - \$90.00;
 - v) for each unit containing four bedrooms or more - \$100.00;

4) The requirement to make payment of the charge herein imposed is deemed to be a condition of any development permit issued by the Development Officer of the City under any City Bylaw.

5) Payment of the charge herein imposed shall be a condition precedent to the issuance of a building permit for any development or redevelopment of any parcel of land in the City of Red Deer.

6) All monies collected pursuant to this Bylaw shall be allocated for and be used only to extend, upgrade and enlarge the sanitary sewer system in the City of Red Deer.

7) This Bylaw shall not apply to single family or duplex developments or to developments that are subject to offsite charges.


8) This Bylaw shall be effective from the date of passage thereof upon third reading.

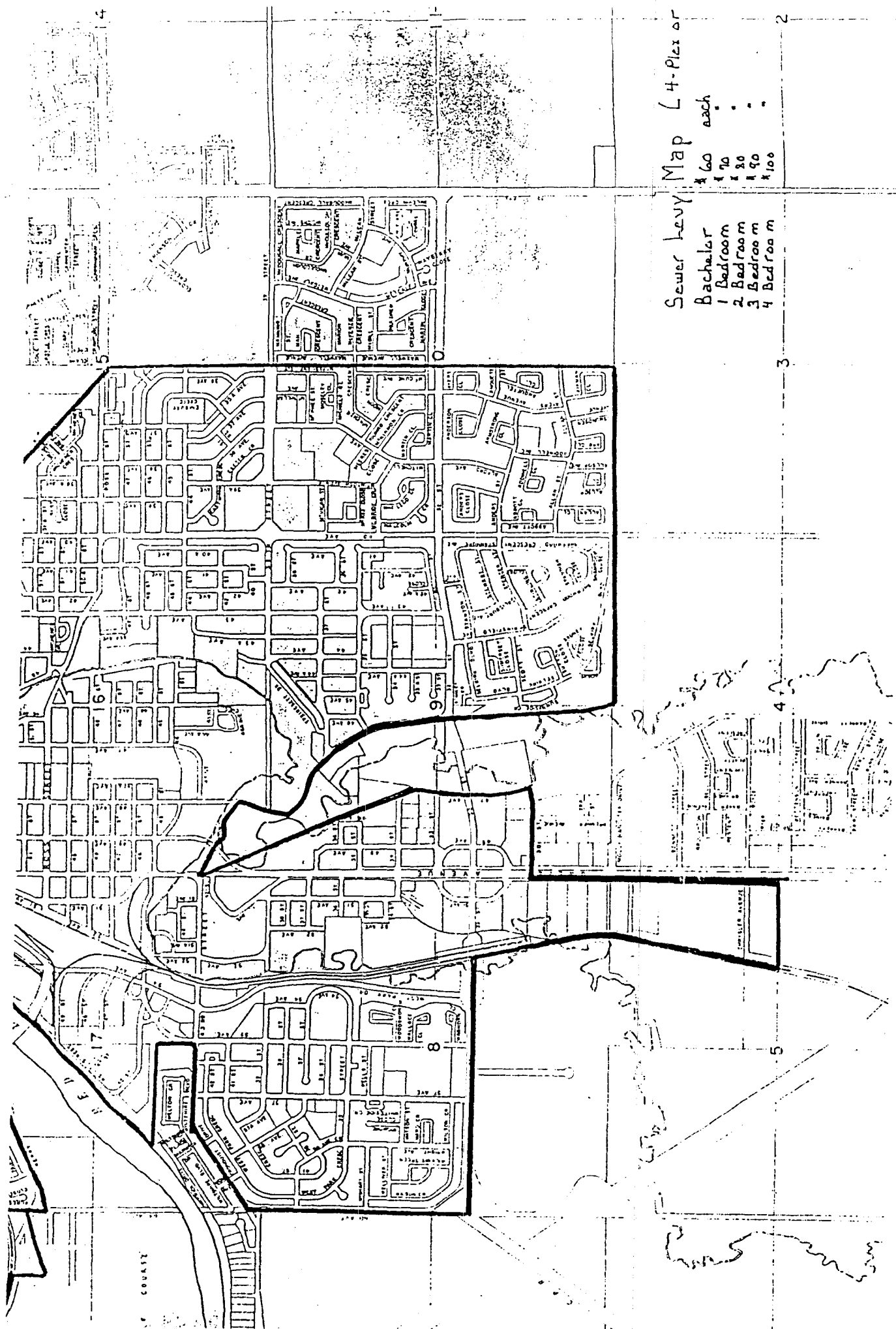
READ A FIRST TIME IN OPEN COUNCIL this 12 day of June, A.D. 1978.

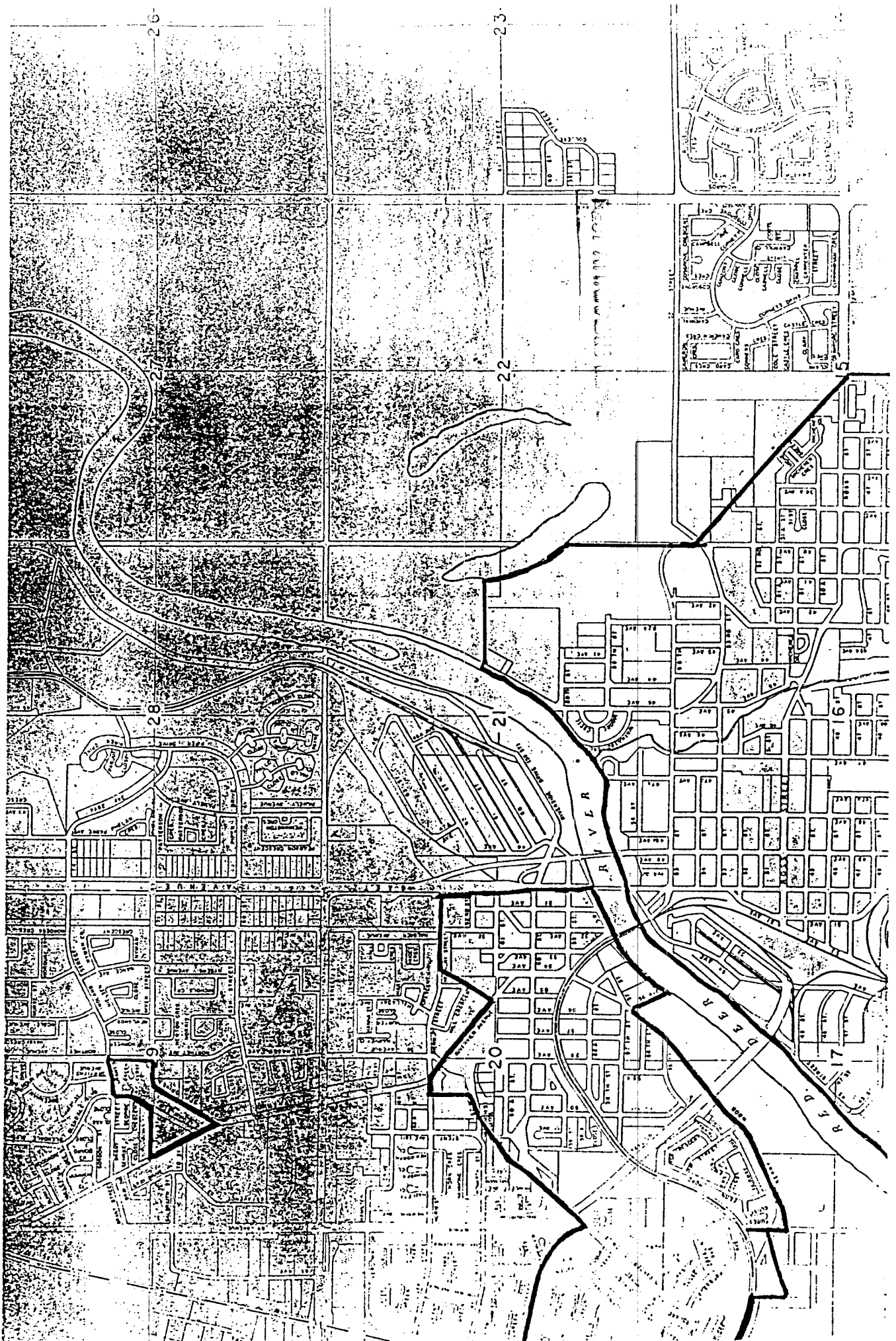
READ A SECOND TIME IN OPEN COUNCIL this 12 day of June, A.D. 1978.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this 12 day of June, A.D. 1978.


MAYOR


CITY CLERK





THE CITY OF RED DEER

DATE: February 26, 1996

NO. 9A

Moved by Councilor _____

Seconded by Councilor _____

"WHEREAS Council of The City of Red Deer wishes to establish a 1996 Public Roadway Levy pursuant to Section 650 of the Municipal Government Act;

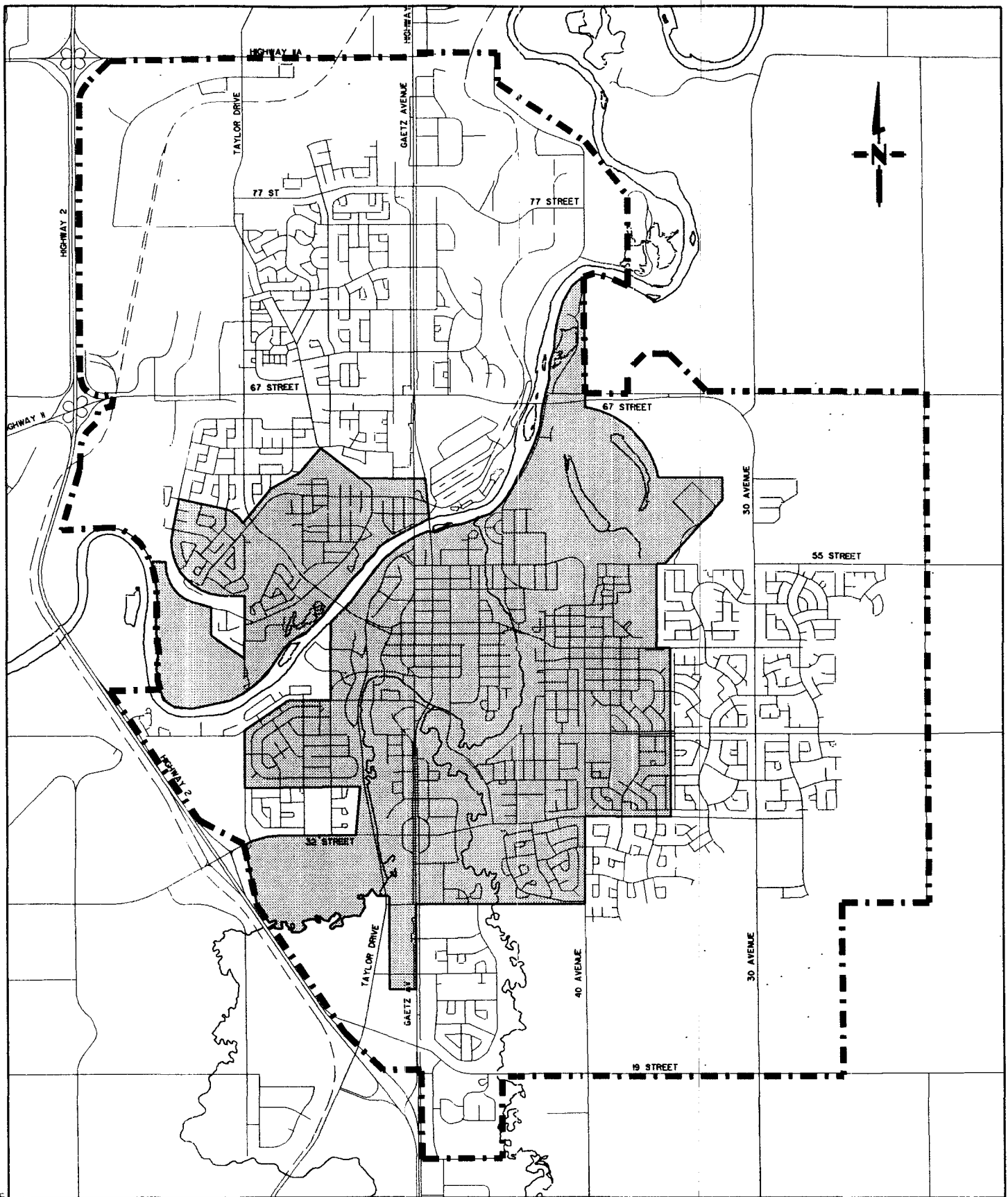
NOW THEREFORE BE IT RESOLVED that Council of The City of Red Deer hereby agrees that the Development Officer shall require all developers of lands as outlined in Schedule A annexed hereto, to pay to or enter into, an agreement to pay The City the sum of \$6,485.00 per hectare of land within the area of land to be developed."

Moffat	Schnell	Watkinson- Zimmer	Dawson	Flewelling	Volk	Hull	Hughes	Surkan
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
Carried	Defeated	Withdrawn	Tabled					


☐ For

☒ Against

A Absent



PUBLIC ROADWAY LEVY

- OFF-SITE LEVY BOUNDARY
-  OFFSITE LEVY NOT APPLICABLE IN SHADED AREAS

SCHEDULE 'A'
REVISED FEB. 1996

ITEM NO. 9

DATE: February 21, 1996
TO: Kelly Kloss, City Clerk
FROM: Alan Scott, Land and Economic Development Manager
RE: **LAND SALE AND PARTIAL ROAD CLOSURE BYLAW**

To facilitate a proposed residential development by Laebon Developments Ltd., on the north side of Kelly Street, they wish to purchase the small piece of Kennedy Drive that is cross-hatched on Schedule A (attached).

RECOMMENDATION

We recommend that Red Deer City Council approve the land sale to Laebon Developments Ltd. and the required road closure bylaw, subject to the following conditions:

1. Purchase price of \$500 plus G.S.T.
2. Purchaser being responsible for consolidating the parcel with his existing land.
3. A land sale agreement satisfactory to the City Solicitor.
4. Approval of Road Closure Bylaw by the following description:

*ALL THAT PORTION OF
KENNEDY DRIVE, PLAN 812-1094
CONTAINED WITHIN LOT 1, BLOCK 1, PLAN _____
IN THE NORTH WEST QUARTER SECTION 32,
TOWNSHIP 38, RANGE 27 WEST OF THE FOURTH MERIDIAN
CONTAINING 0.003 HECTARES MORE OR LESS
AS SHOWN ON THE ATTACHED SKETCH MARKED "SCHEDULE A"*



Alan V. Scott

PAR/mm

Att.

N.W. 1/4 REMAINDER OF THE
SEC. 32, TWP. 38, RGE. 27 W 4 M

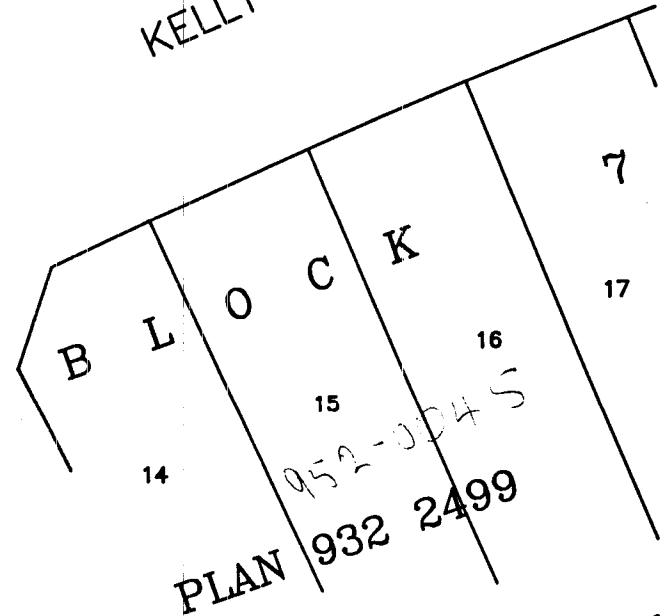
30 m²APPROVED
SUBDIVISIONLOT 1
BLOCK 1
PLAN

KENNEDY DRIVE

KELLY STREET

SKETCH SHOWING
PORTION TO BE CLOSED OF
KENNEDY DRIVE, PLAN 812 1094
CONTAINED WITHIN
SUBDIVISION PLAN

IN THE
N.W. 1/4 SEC. 32, TWP. 38, RGE. 27 W 4 M



SCALE = 1:500

BY: DIRK VANDENBRINK A.L.S.

0 5 10 20 30 40 50 Metres

LEGEND & NOTES

AREA OF KENNEDY DRIVE PROPOSED TO BE CLOSED IS SHADED THUS
AND CONTAINS 0.003 ha.



SNELL & OSUND SURVEYS (1979) LTD.
RED DEER - ROCKY MOUNTAIN HOUSE
397-029

COMMENTS:

We concur with the recommendations of the Land and Economic Development Manager.

G.D. SURKAN
Mayor

H.M.C. DAY
City Manager

FILE

DATE: February 29, 1996
TO: Land & Economic Development Manager
FROM: City Clerk
RE: LAND SALE AND PARTIAL ROAD CLOSURE BYLAW NO. 3160/96

At the Council Meeting of February 26, 1996, consideration was given to your report dated February 21, 1996, concerning the above topic, and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer having considered the report from the Land and Economic Development Manager, dated February 21, 1996, Re: Land Sale and Partial Road Closure Bylaw, hereby approves the Land Sale to Laebon Developments Ltd., as outlined in the above noted report, subject to the following conditions:

1. Purchase price to be \$500.00 plus G.S.T.;
2. The purchaser being responsible for consolidating the parcel with his existing land;
3. A land sale agreement satisfactory to the City Solicitor;
4. Passage of the appropriate Road Closure Bylaw;


and as presented to Council February 26, 1996."

Also attached is a copy of the above Road Closure Bylaw. This office will now proceed with the necessary advertising, with the costs being in the order of \$600.00. It is my understanding we will charge your department for the cost of this, which I assume you will be subsequently recovering from Laebon.

.../2

Land & Economic Development Manager
February 29, 1996
Page 2

I trust you will find this satisfactory.



KELLY KLOSS
City Clerk

KK/fm

attch.

cc. Director of Development Services
Director of Corporate Services
City Assesor
E.L. & P. Manager
Principal Planner
Council & Committee Secretary, S. Ladwig

BYLAW NO. 3160/96

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

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

- 1 The following portion of roadway in The City of Red Deer is hereby closed:

"All that portion of Kennedy Drive, Plan 812-1094 contained within Lot 1, Block 1, Plan _____ in the north west Quarter Section 32, Township 38, Range 27 west of the Fourth Meridian containing 0.003 hectares more or less.

EXCEPTING THEREOUT ALL MINES AND MINERALS."

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

READ A FIRST TIME IN OPEN COUNCIL this day of February A.D. 1996.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1996.

READ A THIRD TIME IN OPEN COUNCIL this day of A.D. 1996.

AND SIGNED by the Mayor and City Clerk the day of A.D. 1996.

MAYOR

CITY CLERK

REMAINDER OF THE
N.W.1/4 SEC. 32 ,TWP. 38 ,RGE. 27 W 4M

APPROVED
SUBDIVISION

LOT 1
BLOCK 1
PLAN

30 m²

KENNEDY DRIVE

KELLY STREET

SKETCH SHOWING
PORTION TO BE CLOSED OF
KENNEDY DRIVE, PLAN 812 1094
CONTAINED WITHIN
SUBDIVISION PLAN _____
IN THE

N.W.1/4 SEC.32,TWP.38,RGE.27 W4M

SCALE = 1:500

BY: DIRK VANDENBRINK A.L.S.

0 5 10 20 30 40 50 Metres

LEGEND & NOTES

AREA OF KENNEDY DRIVE PROPOSED TO BE CLOSED IS SHADED THUS



AND CONTAINS 0.003 ha.

SNELL & OSUND SURVEYS (1979) LTD.
RED DEER - ROCKY MOUNTAIN HOUSE
397-029

ITEM NO. 10

DATE: February 21, 1996
TO: Kelly Kloss, City Clerk
FROM: Alan Scott, Land and Economic Development Manager
RE: **LAND EXCHANGE
CITY OF RED DEER AND INDUSTRIAL ASSOCIATES INC.
NE 30 AND SE31-38-27-W4M**

The City of Red Deer has been negotiating for some months, in an effort to accomplish this land exchange. This equal acreage land exchange is required to accommodate future roadways for city road linkage and the completion of Taylor Drive.

RECOMMENDATION

We recommend that Red Deer City Council approve this land exchange, subject to the following conditions:

1. The application, survey and registration fees to be shared 50/50 between the City of Red Deer and Industrial Associates Inc.
2. The equal acreage land exchange is acceptable to both parties (see Schedule A, B and C).
3. Land exchange agreement to be approved by the City Solicitor.
4. Land transfers to be available on request by the legal surveyor.

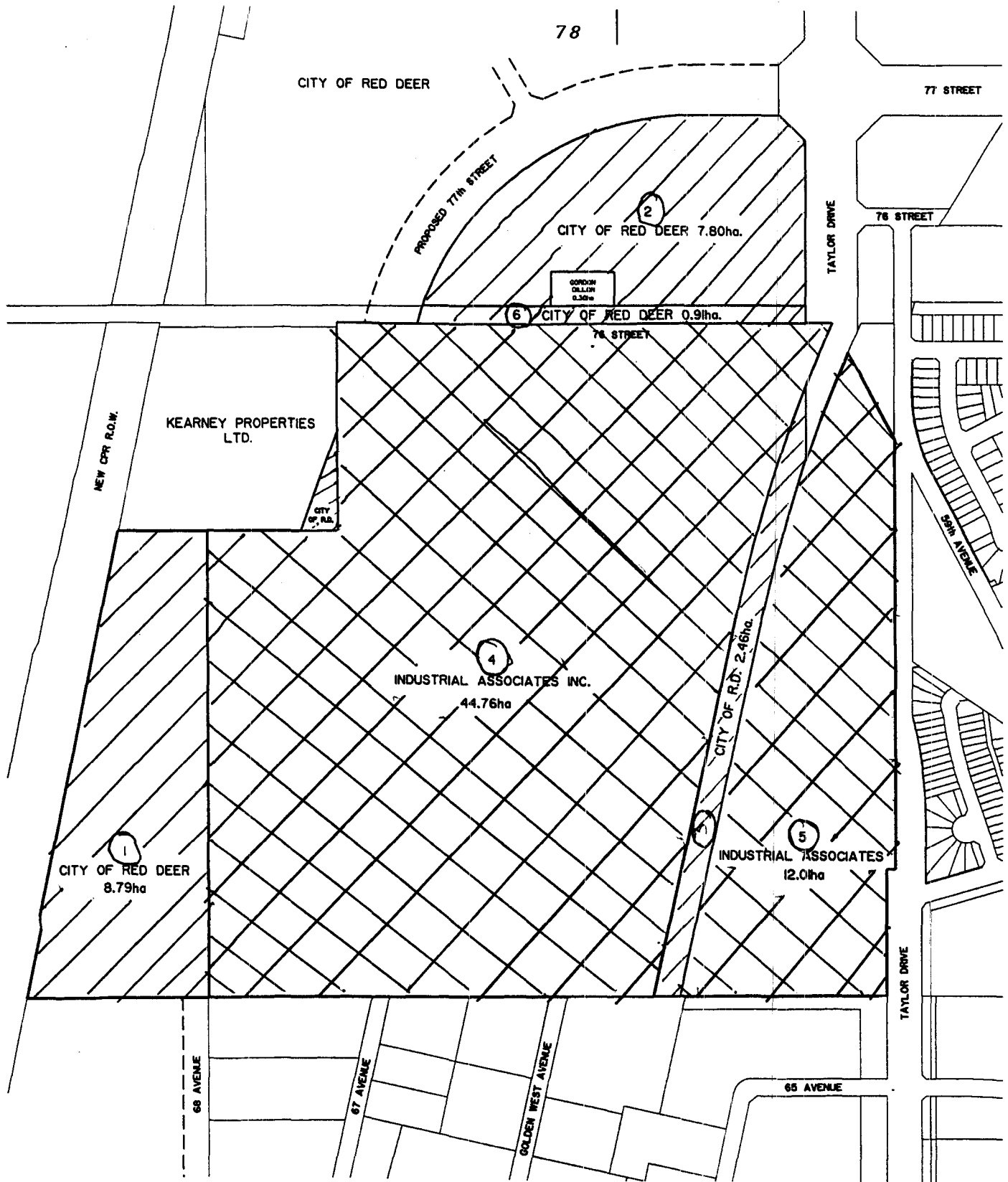


Alan V. Scott

PAR/mm

Att.

c: K. Haslop



SCHEDULE

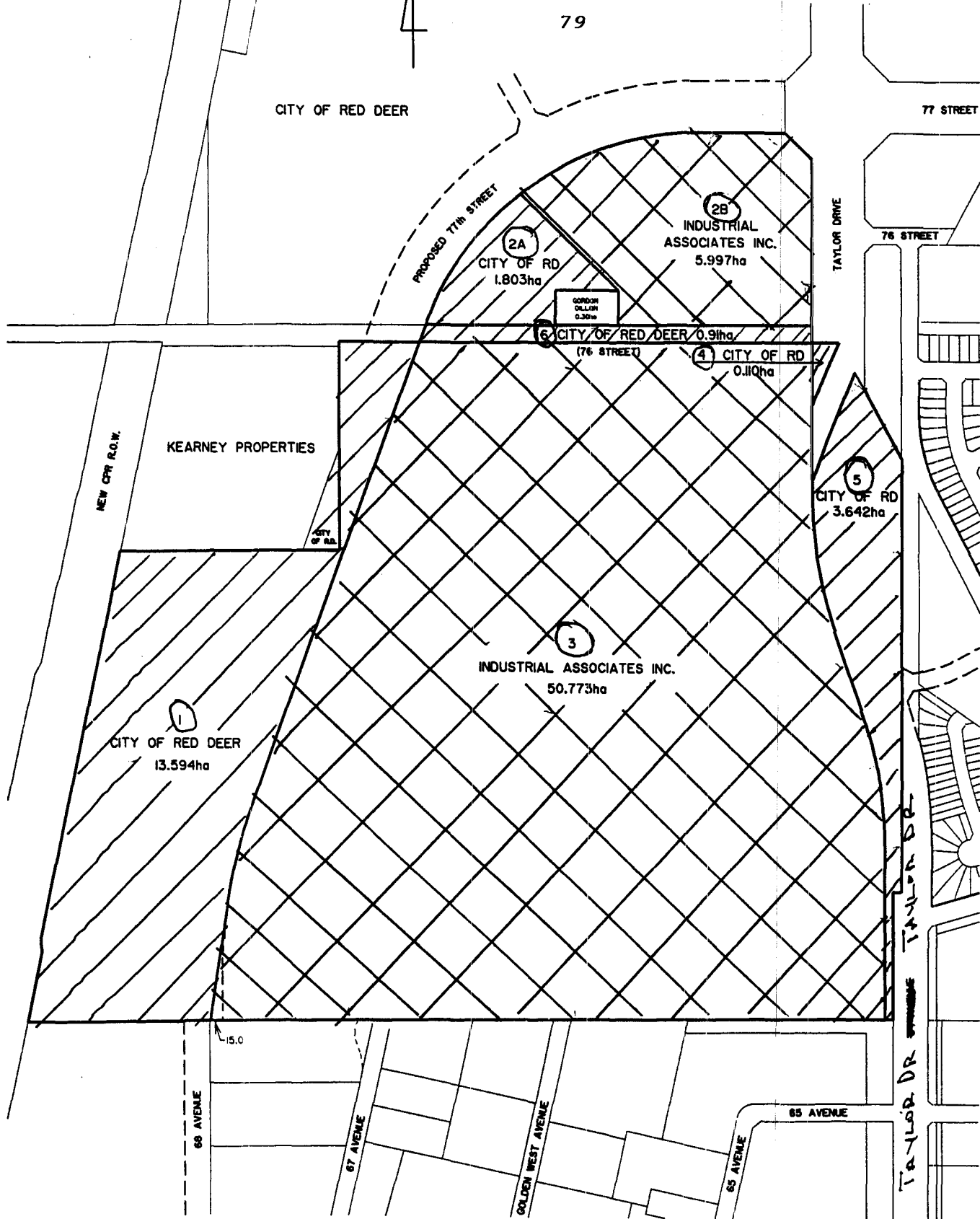
A



EXISTING LAND AREAS

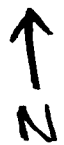
CITY OF RED DEER

77 STREET



SCHEDULE 'B'

PROPOSED LAND AREAS



CITY OF RED DEER & INDUSTRIAL ASSOCIATES LAND AREAS

	EXISTING CURRENT AREAS				PROPOSED AREAS			
	CITY OF RED DEER		INDUSTRIAL ASSOCIATES		CITY OF RED DEER		INDUSTRIAL ASSOCIATES	
PARCEL No.	ha	acres	ha	acres	ha	acres	ha	acres
1	8.790	21.72			13.594	33.59		
2	7.800	19.27			1.803	4.46	5.997	14.82
3	2.460	6.08					50.773	125.46
4			44.760	110.60	0.011	0.03		
5			12.010	29.68	3.642	9.00		
6	0.910	2.25			0.910	2.25		
TOTAL LAND AREAS	19.960	49.32	56.770	140.28	19.960	49.32	56.770	140.28

SUMMARY OF LAND AREAS

			AREAS PRIOR TO REPLOT		AREAS FOLLOWING REPLOT		
			ha	acres	ha	acres	
	CITY OF RED DEER		19.960	49.32	19.960	49.32	
	INDUSTRIAL ASSOCIATES INC.		56.770	140.28	56.770	140.28	
	TOTAL DEVELOPMENT AREA		76.730	189.60	76.730	189.60	

COMMENTS:

We concur with the recommendations of the Land and Economic Development Manager.

G.D. SURKAN
Mayor

H.M.C. DAY
City Manager

FILE

DATE: February 29, 1996

TO: Land & Economic Development Manager

FROM: City Clerk

RE: LAND EXCHANGE/CITY OF RED DEER AND INDUSTRIAL ASSOCIATES INC.

At the Council Meeting of February 26, 1996, consideration was given to your report dated February 21, 1996, concerning the above topic, and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer having considered the report from the Land and Economic Development Manager, dated February 21, 1996, Re: Land Exchange/City of Red Deer and Industrial Associates Inc., NE 30 and SE 31-38-27-W4M, hereby approves the Land Exchange outlined in the above noted report, subject to the following conditions:

1. The application, survey and registration fees to be shared 50/50 between the City of Red Deer and Industrial Associates Inc.;
2. The equal acreage land exchange being acceptable to both parties;
3. The Land Exchange agreement to be satisfactory to the City Solicitor;
4. Land transfers to be available on request by the legal surveyor;

and as presented to Council February 26, 1996."

The decision of Council in this instance is presented for your information and appropriate action.



KELLY KLOSS
City Clerk
KK/fm

cc. Director of Development Services
Director of Corporate Services
E.L. & P. Manager
Principal Planner
City Assessor
City Solicitor

BYLAW NO. 3160/96

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

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

- 1 The following portion of roadway in The City of Red Deer is hereby closed:

"All that portion of Kennedy Drive, Plan 812-1094 contained within Lot 1, Block 1, Plan _____ in the north west Quarter Section 32, Township 38, Range 27 west of the Fourth Meridian containing 0.003 hectares more or less.

EXCEPTING THEREOUT ALL MINES AND MINERALS."

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

READ A FIRST TIME IN OPEN COUNCIL this day of February A.D. 1996.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1996.

READ A THIRD TIME IN OPEN COUNCIL this day of A.D. 1996.

AND SIGNED by the Mayor and City Clerk the day of A.D. 1996.

MAYOR

CITY CLERK

FILE

DATE: February 28, 1996
TO: Director of Development Services
FROM: City Clerk
RE: 1996 OFF-SITE LEVY REVIEW

At the Council Meeting of February 26, 1996, consideration was given to your report dated February 21, 1996 concerning the above, and at which meeting the following resolutions were passed:

"RESOLVED that Council of The City of Red Deer having considered the report from the Director of Development Services, dated February 21, 1996, Re: 1996 Off-Site Levy Review, hereby agrees as follows:

1. That the 1995 Off-site Levies be reduced by 30% effective January 1, 1996;
2. That for future years, the interest rates to calculate Off-site Levy fees shall be the Alberta Consumer Price Index (CPI);
3. That the Off-site Levies for the Downtown areas, indicated on Appendix F of the above noted report, be eliminated;
4. That the Administration be directed to negotiate on a case by case basis, the cost of actual upgrades and/or improvements to be paid by developers;
5. That the appropriate bylaw be drafted to repeal the Redevelopment Levy Bylaw;

and as presented to Council February 26, 1996."

"RESOLVED that Council of The City of Red Deer having considered the report from the Director of Development Services, dated February 21, 1996, Re: 1996 Off-Site Levy Review, hereby agrees that the price of City lots presently offered for sale, or offered in the future, have a price reduction equivalent to the savings realized by the levy reduction, and as presented to Council February 26, 1996."

Director of Development Services
February 28, 1996
Page 2

"WHEREAS Council of The City of Red Deer wishes to establish a 1996 Public Roadway Levy pursuant to Section 650 of the Municipal Government Act;

NOW THEREFORE BE IT RESOLVED that Council of The City of Red Deer hereby agrees that the Development Officer shall require all developers of lands as outlined in Schedule A annexed hereto, to pay to or enter into, an agreement to pay The City the sum of \$6,485.00 per hectare of land within the area of land to be developed."

In addition to the above resolutions, Council passed Bylaw 2594/A-96, repealing the Sewer Improvement Bylaw. Bylaw 3068/A-96 was also passed, amending Off-Site Levy Bylaw No. 3068/92. A copy of Bylaw 3068/A-96 is attached hereto. Once this office has amended the consolidated copy of the Off-Site Levy Bylaw, we will forward the amended pages to you.

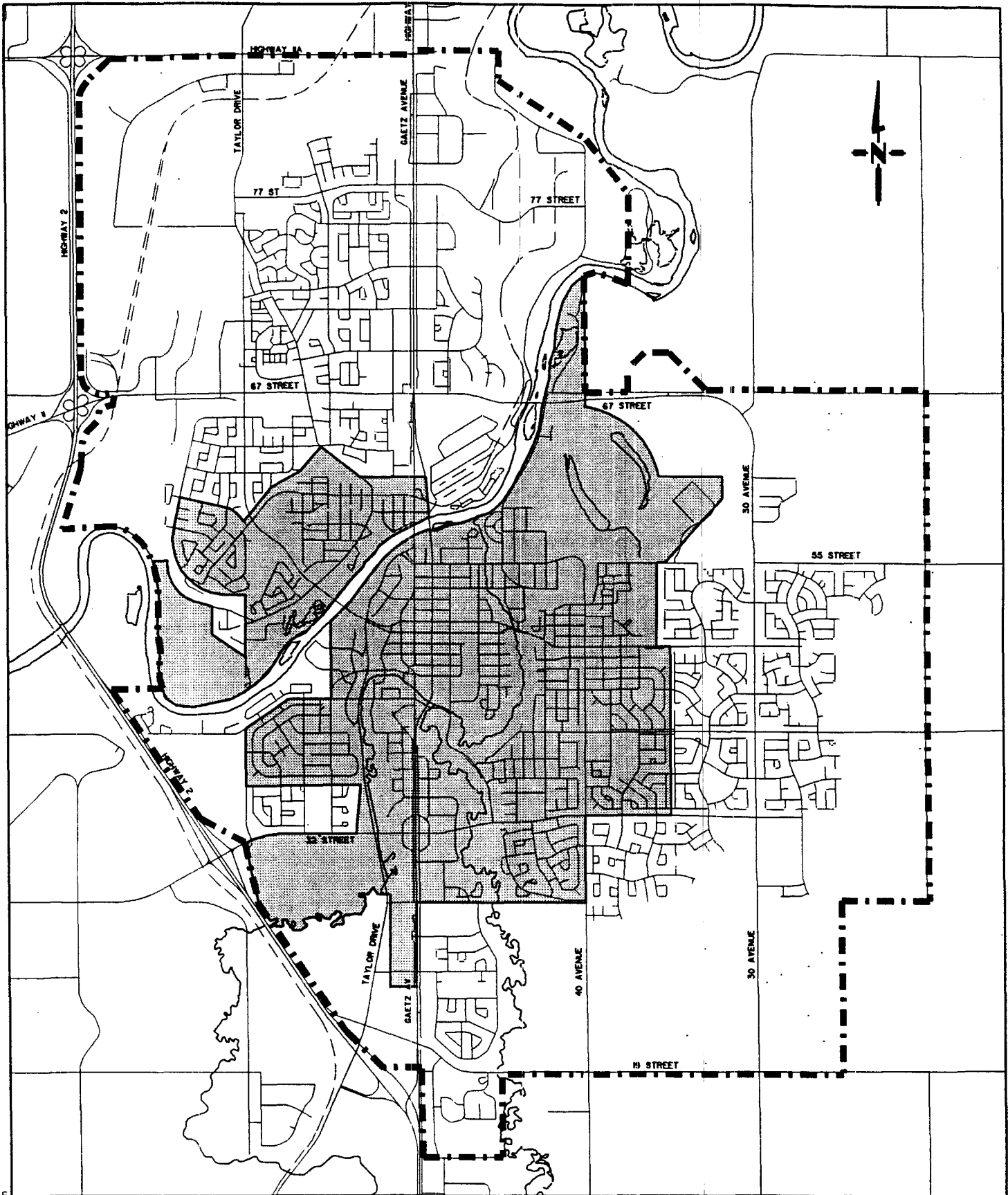
I trust you will notify all applicable organizations of the above noted changes.



Kelly Kloss
City Clerk

KK/clr
attchs.

cc: Director of Corporate Services
Land and Economic Development Manager



PUBLIC ROADWAY LEVY

----- OFF-SITE LEVY BOUNDARY



OFFSITE LEVY NOT
APPLICABLE IN SHADED AREAS

SCHEDULE 'A'
REVISED FEB. 1996

BYLAW NO. 3068/A-96

Being a Bylaw to amend Bylaw No. 3068/92, The Off-Site Levy Bylaw of the City of Red Deer.

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

Bylaw No. 3068/92 is hereby amended as follows:

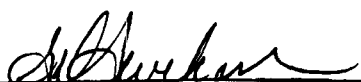
- 1 By deleting Clause 3 in its entirety and substituting in its place and stead the following:
 - "3 An off-site levy is hereby established and shall be paid on land to be developed within the boundaries of the City of Red Deer, as follows:
 - .1 In all the area outlined in Schedule A hereunto annexed, the sum of \$3,190 for each hectare within the development area for Sanitary Trunk Service.
 - .2 In all the area outlined in Schedule B hereunto annexed, the sum of \$9,485 for each hectare within the development area for Storm Trunk service.
 - .3 In all the area outlined in Schedule C hereunto annexed, the sum of \$6,270 for each hectare within the development area for Water Trunk Service."
- 2 Off-site Levy Bylaw 3068/92 is hereby amended by deleting Schedules A, B, and C dated January, 1992, and substituting the appended Schedules A, B, and C dated February, 1996.

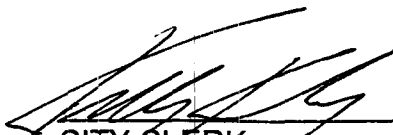
READ A FIRST TIME IN OPEN COUNCIL this 26 day of February A.D. 1996.

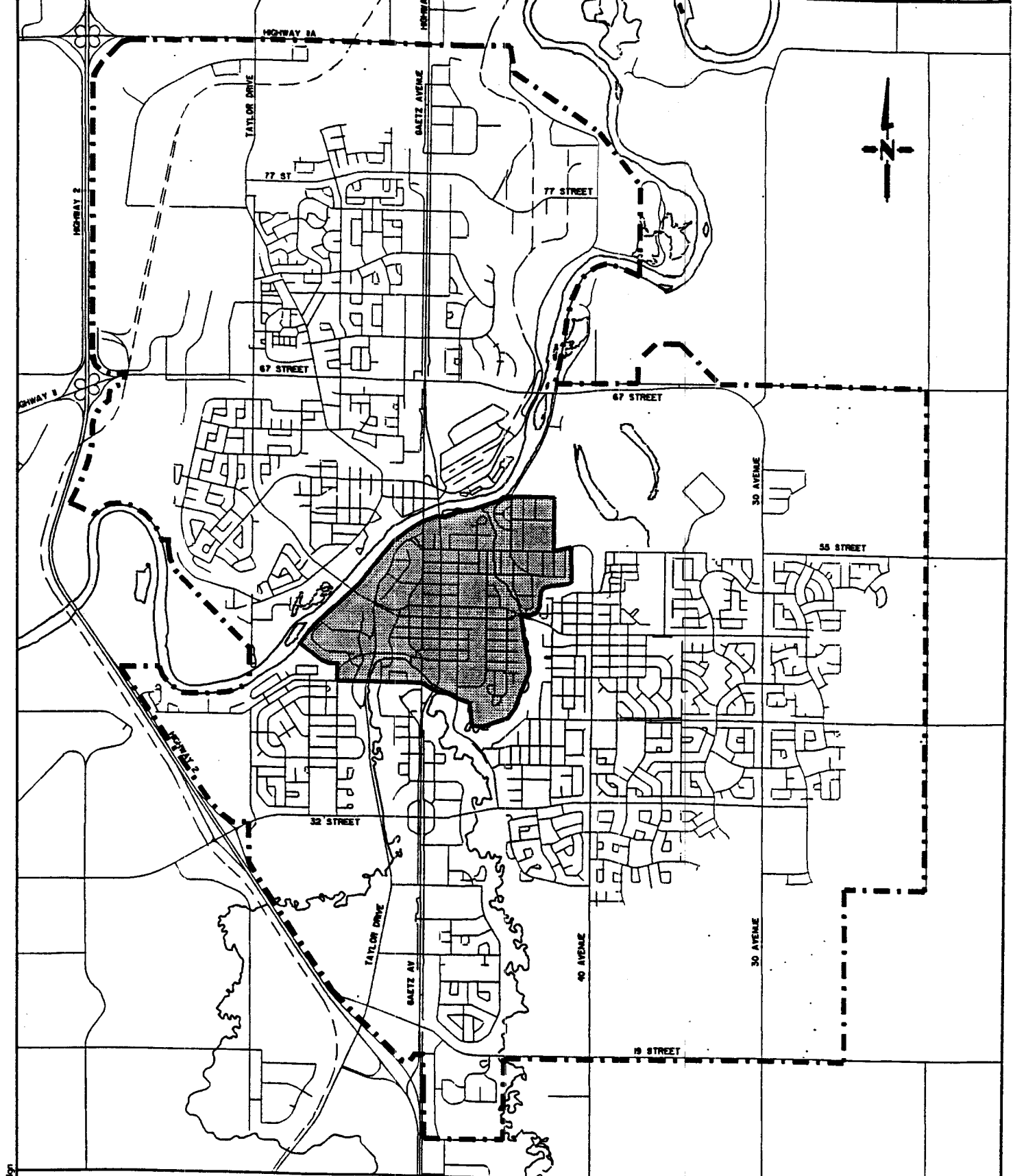
READ A SECOND TIME IN OPEN COUNCIL this 26 day of February A.D. 1996.

READ A THIRD TIME IN OPEN COUNCIL this 26 day of February A.D. 1996.

AND SIGNED BY THE MAYOR AND CITY CLERK this 26 day of February 1996.


MAYOR


CITY CLERK



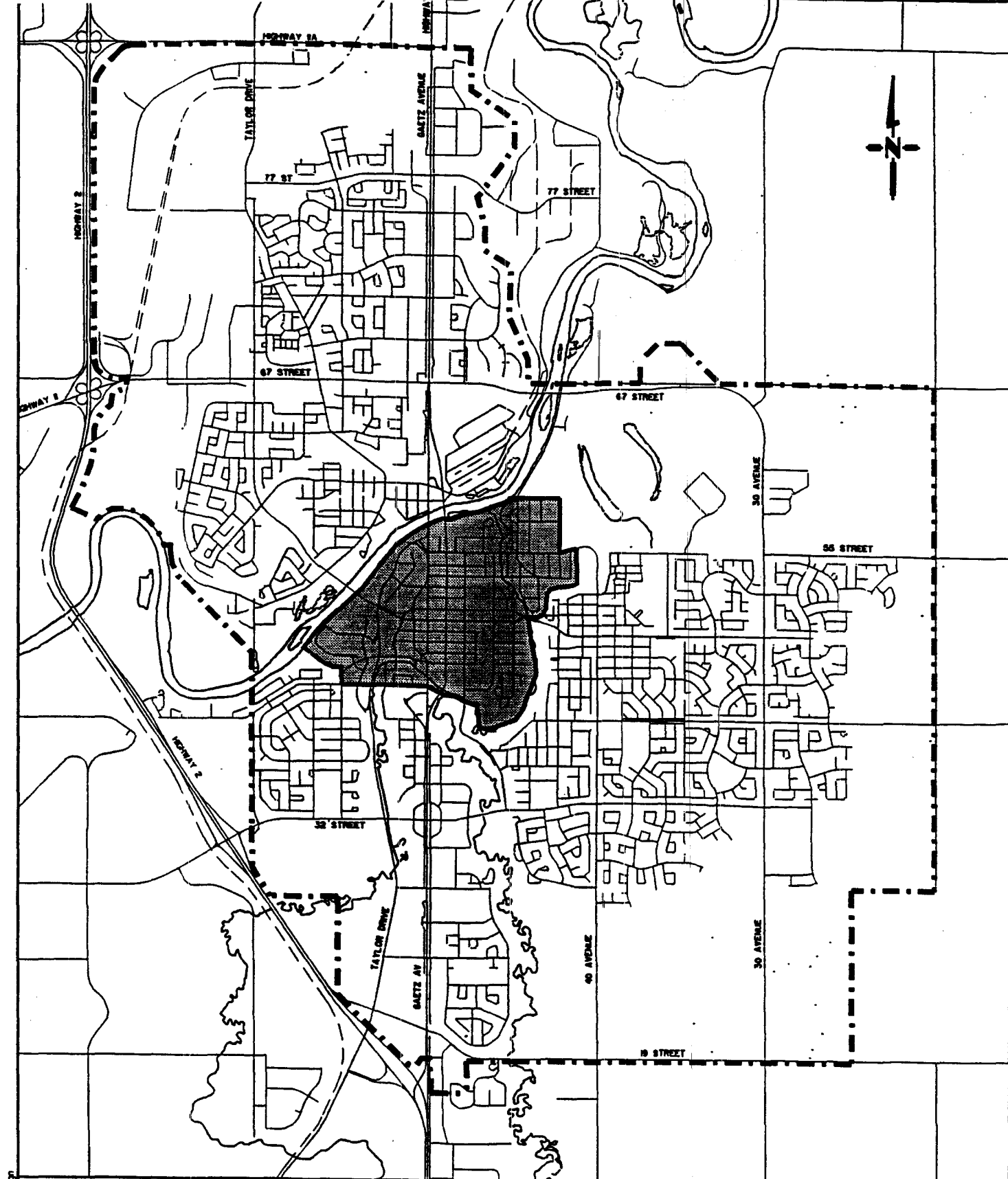
SANITARY TRUNKS

--- OFF-SITE LEVY BOUNDARY



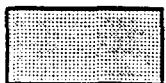
OFFSITE LEVY NOT
APPLICABLE IN SHADED AREAS

SCHEDULE 'A'
OFF-SITE LEVY BYLAW 3068/92
REVISED FEB. 1996



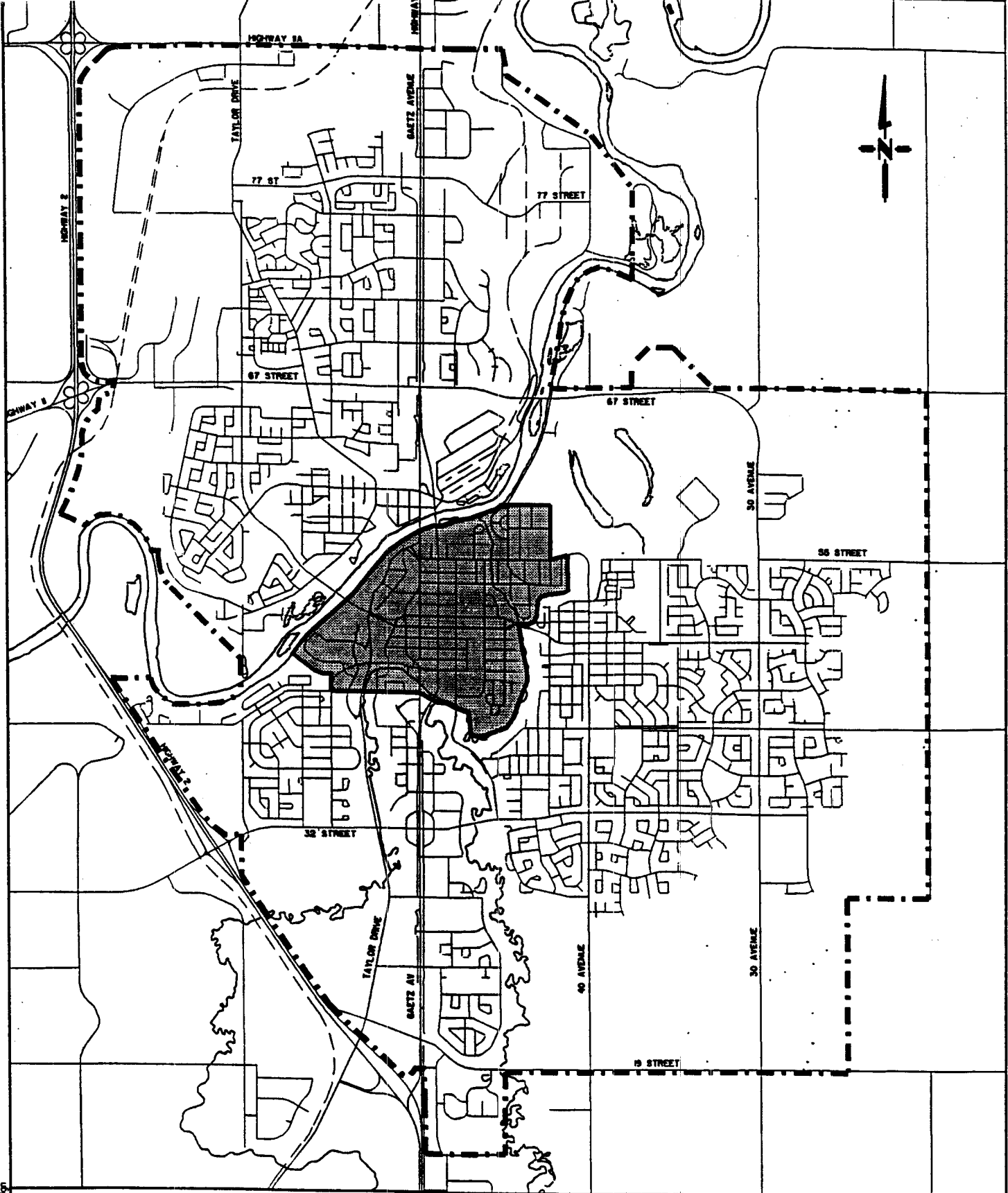
STORM TRUNKS

--- OFF-SITE LEVY BOUNDARY



OFFSITE LEVY NOT
APPLICABLE IN SHADED AREAS

SCHEDULE 'B'
OFF-SITE LEVY BYLAW 3068/92
REVISED FEB. 1996



WATER TRUNKS

--- OFF-SITE LEVY BOUNDARY



OFFSITE LEVY NOT
APPLICABLE IN SHADED AREAS

SCHEDULE 'C'
OFF-SITE LEVY BYLAW 3068/92
REVISED FEB. 1996

BYLAW 2594/A-96

Being a Bylaw to repeal Bylaw No. 2594/78, The Sewer Improvement Bylaw of The City of Red Deer.

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


- 1 Bylaw No. 2594/78, known as "The Sewer Improvement Bylaw", is hereby repealed.

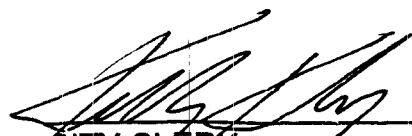
READ A FIRST TIME IN OPEN COUNCIL this 26 day of *February* A.D. 1996.

READ A SECOND TIME IN OPEN COUNCIL this 26 day of *February* A.D. 1996.

READ A THIRD TIME IN OPEN COUNCIL this 26 day of *February* A.D. 1996.

AND SIGNED BY THE MAYOR AND CITY CLERK this 26 day of *February* A.D. 1996.


MAYOR


CITY CLERK