



## A G E N D A

FOR THE *REGULAR MEETING OF RED DEER CITY COUNCIL*

TO BE HELD IN THE COUNCIL CHAMBERS, CITY HALL

*MONDAY, JUNE 28, 2004*

COMMENCING AT *4:30 P.M.*

- (1) Confirmation of the Minutes of the Regular Meeting of Monday,  
June 14, 2004

(2) **UNFINISHED BUSINESS**

1. Engineering Services Manager – Re: *2003/2004  
Transportation Plan Update*

..1

(3) **PUBLIC HEARINGS**

(4) **REPORTS**

1. Transit Manager – Re: *2003/2004 Transit and Special  
Transportation Study*

..40



2. Director of Corporate Services – Re: ***2003 Audited Annual Report*** . .45
3. Director of Corporate Services – Re: ***2003 Budget Variance Report*** . .47
4. Recreation, Parks & Culture Manager & Collicutt Centre Superintendent – Re: ***Collicutt Centre Restricted Fitness Access*** . .52
5. Parkland Community Planning Services – Re: ***Riverlands Community Plan/Area Redevelopment Plan – Bylaw 3335/2004 to Adopt the Riverlands Area Redevelopment Plan***  
(Consideration of 1<sup>st</sup> Reading of the Bylaw) . .64
6. Parkland Community Planning Services – Re: ***Land Use Bylaw Amendment 3156/E-2004 – Incorporation of Crime Prevention Through Environmental Design Principles into the Land Use Bylaw / City of Red Deer***  
(Consideration of 1<sup>st</sup> Reading of the Bylaw) . .69
7. Parkland Community Planning Services – Re: ***Land Use Bylaw Amendment 3156/T-2004 – Wording Changes to Section 189 (10) Special Regulations in the R1N Residential (Narrow Lot) District / City of Red Deer***  
(Consideration of 1<sup>st</sup> Reading of the Bylaw) . .76
8. Parkland Community Planning Services – Re: ***Land Use Bylaw Amendment 3156/U-2004 – Rezoning of Land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District / Inglewood – Phase 6 / Melcor Developments Ltd.***  
(Consideration of 1<sup>st</sup> Reading of the Bylaw) . .78
9. Legislative & Administrative Services Manager – Re: ***Cancellation of Monday, August 9, 2004 Council Meeting*** . .82
10. Legislative & Administrative Services Manager – Re: ***Ratification of Board Member to the Normandeau Cultural & Natural History Society*** . .84



(5) **CORRESPONDENCE**

(6) **PETITIONS AND DELEGATIONS**

(7) **NOTICES OF MOTION**

(8) **WRITTEN INQUIRIES**

(9) **BYLAWS**

1. **3335/2004 – Riverlands Area Redevelopment Plan**  
(1<sup>st</sup> Reading) . .86  
. .64
2. **3156/E –2004 – Land Use Bylaw Amendment – Incorporation  
of Crime Prevention Through Environmental Design  
Principles into the Land Use Bylaw / City of Red Deer**  
(1<sup>st</sup> Reading) . .102  
. .69
3. **3156/T-2004 – Land Use Bylaw Amendment – Wording  
Changes to Section 189 (10) Special Regulations in the R1N  
Residential (Narrow Lot) District / City of Red Deer**  
(1<sup>st</sup> Reading) . .104  
. .76
4. **3156/U-2004 – Land Use Bylaw Amendment – Rezoning of  
Land from A1 Future Urban Development District to R1  
Residential Low Density District and P1 Parks and Recreation  
District / Inglewood – Phase 6 / Melcor Developments Ltd.**  
(1<sup>st</sup> Reading) . .105  
. .78





**Date:** June 23, 2004

**To:** Legislative & Administrative Services Manager

**From:** Engineering Services Manager

**Re:** 2003/2004 Transportation Plan Update

---

**A. Introduction**

As you will recall, the above noted Transportation Plan was presented to City Council on June 14, 2004 and was tabled for two weeks to allow Council, stakeholders, and the public time to review and consider the report. At the June 28 Council meeting, Mr. Dean Cooper of Stantec Consulting will again be available to answer questions. Council will also have an opportunity to hear directly from stakeholders and interested members of the public before debating and considering acceptance of the report. Council may also direct City Administration to undertake additional study or amend the Plan recommendations.

Attached for your reference are copies of the Transportation Plan Executive Summary, our last Council report dated May 31, 2004, and Stantec's presentation slides. These documents provide an overview of the study methods, findings, public participation, recommendations, and comments related to various improvement options.

**B. Public Concerns**

Appended to the Council Agenda are copies of correspondence from various stakeholders and members of the public. The issues primarily identified by the public relate to concerns about widening 32 Street or extending Molly Banister Drive. There is also concern with respect to additional traffic on Spruce Drive and alternative transportation issues (e.g. walking/bicycling).

**C. 32 Street and Molly Banister Drive Improvement Options**

Based on Stantec's traffic modeling, traffic volumes on 32 Street are nearing capacity and are projected to grow by about 20% over the next 20 to 30 years (i.e. by the 115,000 population horizon). The existing four lanes on Delburne Road provide more than adequate capacity for current traffic volumes and widening Delburne Road will not



Legislative & Administrative Services Manager

June 23, 2004

Page 2

significantly improve traffic conditions on 32 Street. Two improvement options considered in the Study are outlined below:

1. If 32 Street is widened to 6 lanes, traffic capacity is projected to be adequate to meet traffic demands for the next 20 to 30 years. Beyond that period, either the Delburne Road or Molly Banister Drive may need to be improved/extended.
2. If Molly Banister Drive is extended across Piper Creek, a significant amount of traffic will be diverted from 32 Street. Again, the Molly Banister extension would not be required for 5 to 10 years. Under this scenario, widening of 32 Street could be delayed, although in the longer term, congestion is expected to increase to the point where widening may still be needed.

Under the first option, widening of 32 Street would be done in two stages. Depending on the rate of population growth, the section between 40 Avenue and Spruce Drive would be widened in 5 to 10 years, while the section between Spruce Drive and Gaetz Avenue would be widened in 10 to 20 years. Widening of 32 Street will reduce boulevard widths by about 4 m along each side of the road, which may affect existing boulevard trees. The noise and visual impact on the adjacent neighbourhoods can be partially mitigated by the use of noise walls, landscaping, road alignment, and other details. Such details would be developed during the functional design stage of the project and would involve significant public participation.

Extension of Molly Bannister Drive will affect Piper Creek and the natural environment in that area. This can be partially mitigated through environmentally sensitive design of the creek crossing (e.g. provision for pedestrian and animal crossing, seeking an alignment that minimizes the loss of large tree stands). Again, such details would be developed during the functional design stage of the project and would involve significant public participation.

It is difficult to balance the affect of traffic congestion on motorists, the human impact of reduced separation between traffic and the adjacent neighbourhoods, and natural environmental impacts of a creek crossing. The option recommended by Stantec is to widen 32 Street and reserve the ability to construct Molly Banister Drive in the future if necessary. This option is seen as the most effective method of accommodating the projected traffic volume.



Legislative & Administrative Services Manager  
June 23, 2004  
Page 3

**D. Spruce Drive**

With respect to Spruce Drive, Stantec's traffic model indicates that this road is nearing capacity for two-lane operation. Over the next 20 to 30 years, traffic volumes are expected to increase by approximately 25%. Removal of parking during peak hours would provide the needed capacity between 32 Street and 37 Street. Some widening and curve softening would be needed in the section from 37 Street to 43 Street to provide for 4-lane traffic. The need for these improvements is expected in 5 to 10 years. Approximately 30% of the traffic on Spruce Drive uses 43 Street, thus two-lane traffic operation is expected to be adequate on 48 Avenue, north of 43 Street.

**E. Alternative Transportation**

With respect to alternative modes of transportation, the Transportation Plan has considered other plans such as the 2004 Transit Study and the 2000 Bicycle Master Plan to ensure that it complements such studies and does not conflict with them. The intent of the Transportation Plan was not to duplicate these studies, but to support them.

It should be understood that relatively few people use alternative transportation in the City even though we have a very good transit system and virtually every neighbourhood in Red Deer has direct access to the bike path system, which includes routes to nearly every destination in the City.

Engineering Services will continue to support initiatives to encourage alternative transportation modes. Some City initiatives include continuation of the bike paths along all new arterial roads and designated collector roads, improvements to pathway standards, annual budget for pathway extensions, audible pedestrian signals, development of a Trails Master Plan, development of a pedestrian-friendly downtown promenade, etc.

**F. Environmental Advisory Board**

We support the Environmental Advisory Board (EAB) recommendations with respect to the Transportation Plan Update as noted below:

1. Appropriate environmental impact assessments be completed as part of the planning and design process for the major recommended improvements.



Legislative & Administrative Services Manager  
June 23, 2004  
Page 4

2. A key design criteria in the implementation of the recommended improvements be to limit the negative environmental impact related to the construction and operation.
3. Consideration be given to the human and natural environmental aspects.
4. The EAB continues to be involved, as these studies are being developed and carried out.

**G. Conclusions**

Most of the recommendations of the Transportation Plan appear to be relatively well accepted. As there is significant public concern with respect to the recommendation for 32 Street widening, perhaps further planning, preliminary design, and public consultation should be undertaken prior to making a final decision in this regard. Such planning and preliminary design could include:

- a) More detailed analysis of traffic volumes and capacity improvement alternatives, including intersection improvements along 32 Street, widening of 32 Street, and alternative traffic routing such as the extension of Molly Banister Drive.
- b) Further consideration of alternative transportation modes (e.g. transit, cycling) and the potential affect that this may have on 32 Street traffic volumes.
- c) Further evaluation and illustration of projected traffic congestion on 32 Street and assessment of levels of service that would be acceptable to the community.
- d) Evaluation of potential impacts of alternative improvement proposals relative to traffic noise, safety, natural environment, and visual aesthetics and illustration of alternative measures to mitigate such impacts.



Legislative & Administrative Services Manager

June 23, 2004

Page 5

**H. Recommendations**

1. We respectfully recommend that City Council approve the report as a guide for planning the City's transportation network. Note that each of the recommended transportation improvements will be included in future 5-year Capital Budget Plans and presented to City Council for budget approval prior to implementation.
2. We also recommend that further planning, preliminary design, and public consultation be undertaken prior to adopting a strategy for dealing with traffic growth on 32 Street, east of Gaetz Avenue and that such strategy be presented to City Council for approval prior to implementation.



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

TCW/ldr  
Attach.

- c. Director of Development Services  
Traffic Engineer  
Inspections and Licensing Manager  
Community Development and Planning Coordinator  
Brian Reid, Alberta Transportation  
Dean Cooper, Stantec  
Russ Wlad, Stantec





Date: May 31, 2004

To: Legislative & Administrative Services Manager

From: Engineering Services Manager

Re: 2003/2004 Transportation Plan Update

---

1. Introduction

We are forwarding herewith 15 copies of the Executive Summary for the 2003/2004 Transportation Plan Update prepared by Stantec Consulting. The full report is available for review in the Engineering Services Department if desired. This year-long study included review of existing data, over 80 traffic counts, creation and calibration of a traffic model, projection of traffic volumes to the 85,000 and 115,000 population horizons, analysis of various improvement alternatives, and extensive public consultation. The Study has considered the needs of motorists, pedestrians, cyclists, and transit.

The Plan Update has been guided by a Steering Committee comprised of the following individuals:

- Bryon Jeffers, Director of Development Services
- Ken Haslop, Past Engineering Services Manager
- Tom Warder, Engineering Services Manager
- Paul Meyette, Parkland Community Planning Services
- Dave Mathews, Community Development and Planning Coordinator
- Chi Lee, Traffic Engineer
- Brian Reid, Alberta Transportation

Mr. Dean Cooper, a Senior Transportation Planner with Stantec will be available to present the findings and recommendations of the study and answer City Councillor questions at the June 14 meeting. We suggest that the report then be tabled for two weeks to provide Council, stakeholders, and the public time to review and consider the report.

At the June 28 Council meeting, Stantec will again be available to answer questions. Council may also wish to hear from stakeholders and interested members of the public before debating, amending, and adopting the report.



Legislative & Administrative Services Manager  
 May 31, 2004  
 Page 2

## 2. Public Input

Public consultation included discussions with stakeholder groups such as Community Associations, the Environmental Advisory Board, Red Deer River Naturalists, and the Cycling Association. We also met with the general public on three occasions:

- first, a general information and issue identification meeting in September,
- then, a pair of focus meetings related to the 32 Street widening and Molly Banister Drive issues in April, and
- finally, a presentation of study findings in May.

The major focus of public concern relates to the environmental and human impact of extending Molly Banister Drive across Piper Creek, and the human impact of increasing traffic volumes on 32 Street and the potential reduced separation between traffic and housing if the road is widened.

## 3. Study Findings

Some of the key short and medium term road improvement recommendations are as follows:

- Short term (within 5 years):
  - Upgrade the Gaetz Avenue – 32 Street intersection,
  - Upgrade the Gaetz Avenue – Delburne Road intersection,
  - Construct or widen roads, such as 40 Avenue, 22 Street, Ross Street, 20 Avenue, 30 Avenue, and Delburne Road to serve new development areas,
  - Protect an alignment for Molly Banister Drive for potential creek crossing if deemed necessary in the future,
  - Modify the intersections along 32 Street between 55 and 57 Avenues,
  - Upgrade Gaetz Avenue (71 Street to Highway 11A) and improve service road configurations.
- Medium term (6 to 10 years):
  - Upgrade Gaetz Avenue (32 Street to Delburne Road) and improve service road configurations,
  - Improve the Ross Street – 40 Avenue intersection,
  - Modify Taylor Drive – Ross Street intersection,
  - Widen 32 Street from 40 Avenue to Spruce Drive,
  - Construct the initial two lanes of Northland Drive across the river.



Legislative & Administrative Services Manager  
May 31, 2004  
Page 3

Stantec measured traffic noise levels in six locations along arterial roads that were identified as areas of concern. None of the locations presented excessive noise levels. Current road standards for boulevard width and berm height are deemed to be adequate to mitigate traffic noise below the policy threshold level of 60 dBA.

Current posted speed limits within the City are deemed to be consistent with road classification and adjacent land use. Some changes will be required as development continues in the southeast. Further enforcement is recommended in a few areas where operating speeds were observed to be significantly higher than the posted speed limit.

#### **4. Issues Related to 32 Street, Delburne Road, and Molly Banister Drive**

Stantec spent a considerable amount of time evaluating improvement options related to traffic capacity concerns on 32 Street, east of Gaetz Avenue to 40 Avenue. Traffic volumes on 32 Street are increasing due to development in the southeast part of the City and are approaching capacity limits. Widening of 32 Street, extension of Molly Banister Drive across Piper Creek, widening of Delburne Road, and combinations of these were considered to alleviate the problem.

Attached is an excerpt from Section 6.2 of the Transportation Plan report discussing this issue. Some overview comments related to the improvement options considered are listed below:

1. While widening of Delburne Road has the lowest impact on the natural and human environment, it is the least effective option in drawing traffic away from 32 Street. Widening of Delburne Road will not defer or eliminate the need to widen 32 Street.
2. Extension of Molly Banister Drive across Piper Creek has the greatest effect on the natural environment, has a medium effect on the adjacent neighbourhood, and is somewhat effective in drawing traffic away from 32 Street. Widening of Molly Banister Drive will defer, but is not likely to eliminate the need to widen 32 Street in the long term.
3. Widening of 32 Street has the highest impact on the adjacent neighbourhood, a low impact on the environment, and is most effective in conveying the future traffic volume without congestion.



Legislative & Administrative Services Manager  
 May 31, 2004  
 Page 4

4. Although it is very difficult to balance traffic congestion, human, and natural environmental issues, widening 32 Street in stages (i.e. 40 Avenue to Spruce Drive in the medium term and Spruce Drive to Gaetz Avenue in the long term) and protecting an alignment for Molly Banister Drive is recommended as the most effective solution.

5. **Recommendation**

We respectfully recommend that City Council accept the 2003/2004 Transportation Plan Update Report for information, and table consideration of the report to the June 28, 2004 City Council meeting. On June 28, subject to Council requests for report amendments, we will recommend that Council approve the report for the purpose of guiding the planning of the City's transportation network.



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

TCW/ldr  
 Attach.

- c. Director of Development Services  
 Traffic Engineer  
 Paul Meyette, Parkland Community Planning Services  
 Community Development and Planning Coordinator  
 Brian Reid, Alberta Transportation  
 Dean Cooper, Stantec  
 Russ Wlad, Stantec



**6.2.1 32 Street / Spruce Drive / Molly Banister Drive / Delburne Road (Items 1, 2, 3, 4)**

The primary issue in southeast Red Deer is how to appropriately address congestion on 32 Street west of 40 Avenue. By upgrading the intersection of 32 Street - Gaetz Avenue (as described in Section 5.2.3), immediate congestion issues in the area are improved sufficiently to reach the 85,000 population horizon. To address capacity issues along 32 Street based on the 115,000 population horizon, four roadway network alternatives were considered. (See Appendix D for supporting exhibits.)

*Option A - 32 Street Widening + Delburne Road Widening + Abandon Alignment for Molly Banister Extension*

This option is illustrated in Figures C.8 and C.2, along with a summary of key impacts of widening 32 Street and Delburne Road.

This option requires residents to accept a somewhat lower level of service (higher V/C ratio) on 32 Street. With this option Delburne Road operates at a V/C of 64% and 32 Street operates at a V/C of 81%. At the 115,000 population horizon this level of service would likely be acceptable to the citizens of Red Deer. This option exhausts options for future roadway construction in this issue area by abandoning the Molly Banister alignment. As the City continues to grow past the 115,000 population horizon capacity constraints may continue to worsen in this area.

*OPTION B - 32 Street Widening + Construct Molly Banister Drive From Barrett Drive to 40 Avenue*

This option is illustrated in Figures C.8 and C.1, along with a summary of key impacts of widening 32 Street and constructing Molly Banister Drive.

This option reduces the V/C ratio on 32 Street west of 40 Avenue to 69%. With the construction of Molly Banister Drive the construction of Delburne Road to six lanes may be delayed. Constructing Molly Banister Drive provides options for future growth by providing greater overall roadway capacity in this area.

*OPTION C - 32 Street Widening + Protect the Molly Banister Drive Alignment for future consideration*

The protection of a suitable alignment (road right-of-way including land for a possible arterial four lane cross section and noise attenuation) to be integrated and protected in conjunction with the development of land between 40 Avenue and Piper Creek is a prudent option. The protection of the Molly Banister Drive alignment allows the option of constructing the Molly Banister creek crossing to be reevaluated at a later date once development and traffic patterns have been established. At this time the public can be consulted to determine if the delay experienced on 32 Street is substantial enough to outweigh the environmental and social impacts of constructing the Molly Banister Drive creek crossing.



*OPTION D - Construct Molly Banister Drive From Barrett Drive to 40 Avenue (No 32 Street Widening)*

This option is illustrated in Figure C.1, along with a summary of key impacts of constructing Molly Banister Drive.

This option requires residents to accept a significantly lower level of service and a higher V/C ratio on 32 Street. With this option, 32 Street operates at a V/C of 95%. At the 115,000 population horizon, it is conceivable that this level of service will be acceptable to the citizens of Red Deer, but it would likely be considered objectionable with current public expectations. Significant queuing and delays through the 32 Street corridor would be anticipated.

Conclusion

It should be noted that the public involvement for the 2003/2004 transportation plan update has identified significant levels of opposition to both the concept of widening 32 Street and the concept of extending Molly Banister Drive. It is acknowledged that both of these road network options have impacts on the established human and natural environments that they would affect. It is assumed that the design of any of the road network options would be undertaken to mitigate such impacts in an appropriate and acceptable manner.

The widening of 32 Street to six lanes addresses congestion issues in the vicinity in the most direct and effective manner. The recommended improvements for the 115,000 population horizon are based on Option C above. The first stage of 32 Street widening (from 40 Avenue to Spruce Drive) should be scheduled in the first few years after the 85,000 population horizon is reached.

The second stage of 32 Street widening (from Spruce Drive to Gaetz Avenue) will be needed prior to reaching 115,000 population<sup>3</sup>. On Spruce Drive, banning parking from 32 Street to 37 Street in the peak periods, and improvements from 37 Street to 43 Street to develop four travel lanes will provide adequate capacity to accommodate travel demand at the 115,000 population horizon.

To maintain a prudent range of options for managing traffic congestion in the long term, Option C includes the protection of an alignment for Molly Banister Extension (40 Avenue to Barrett Drive) as a possible four lane urban arterial, and protection of right-of-way along Delburne Road (40 Avenue to Highway 2) for possible widening to six lanes. It will be necessary to reach a decision on whether construction of either of these additional capacity improvements will be required in the long term prior to the City reaching the 115,000 population horizon.

---

<sup>3</sup> The west end of the 32 Street widening (at Gaetz Avenue) would include a transition section west of Gaetz Avenue, the extent of which would be determined at the design stage. At the time the design is undertaken, the configuration of the transition section should recognize the impacts of Red Deer College expansion as identified in traffic studies completed for the College. Though not identified as a network improvement in this city-wide plan, there may be future intersection expansion at 32 Street - Taylor Drive that would logically be tied-in with the 32 Street widening transition at Gaetz Avenue.





## **City of Red Deer 2003/2004 Transportation Plan Update**

### **Presentation to City Council**

Dean Cooper, P.Eng.  
Stantec Consulting Ltd.  
June 14, 2004



## **Stantec Core Project Team**

- Russ Wlad, Project Manager
- David Brown, Local Coordinator
- Dean Cooper, Transportation Plan Team Lead
- Kelly Sizer, Transportation Plan Consultant





## Steering Committee



### City of Red Deer

- Bryon Jeffers, Director of Development Services
- Ken Haslop, Past Engineering Services Manager
  - Tom Warder, Engineering Services Manager
- Paul Meyette, Parkland Community Planning Services
- Dave Matthews, Community Development and Planning Coordinator
  - Chi Lee, Traffic Engineer

### Alberta Transportation

- Brian Reid, Infrastructure Manager



## Presentation Outline



- City-Wide Transportation Plan Scope
- Existing Network & Concern Areas
- Transportation Analysis & Modeling
- Public Involvement Process & Feedback
- Long-Term Roadway Network Improvements (115,000 Population Horizon)
- Staged Roadway Network Improvements (85,000 Population Horizon)
- Other Plan Components
- Key Questions



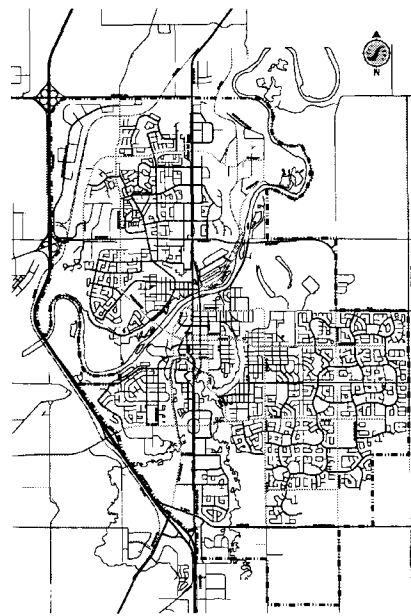


## Transportation Plan Scope

- City-wide, strategic transportation “master” plan
- Transportation Master Plan has been maintained since 1970's
- Need for updated transportation plan:
  - population has increased 18% since last plan in 1996
  - reflect planning for residential & employment growth to 85,000 and 115,000 population horizons (approx. 2011 & 2030)
  - integrate all modes of transportation

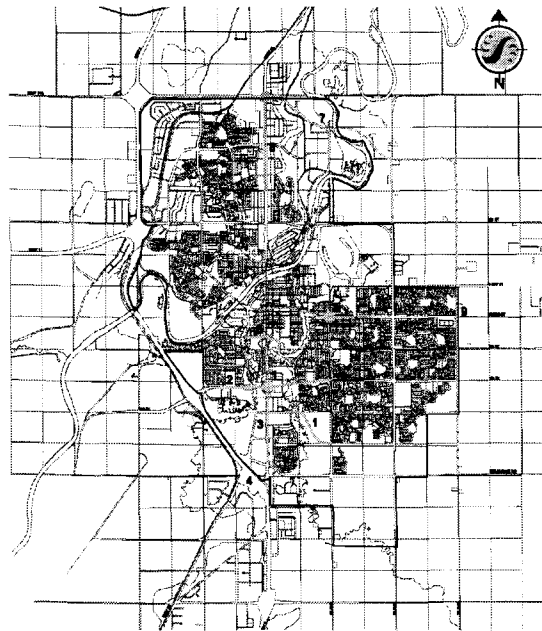


## Existing Network

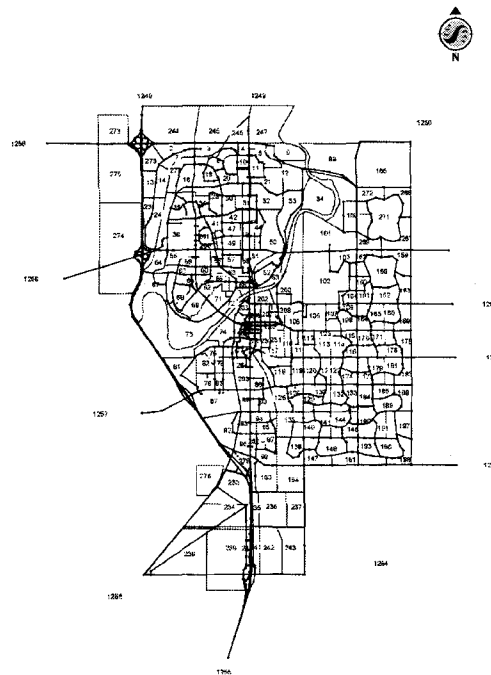




## Concern Areas



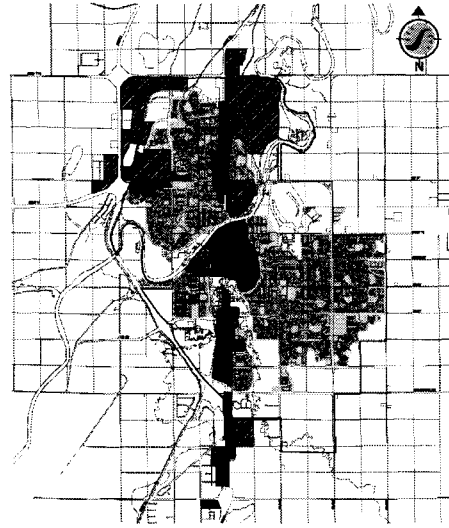
## Transportation Modeling





## Current Land Uses

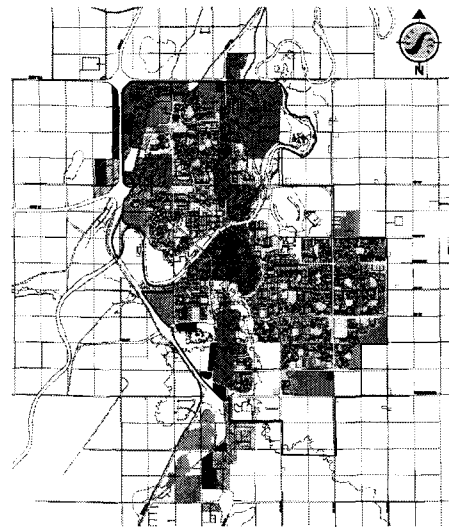
- existing population & employment areas (2003 census)



City of Red Deer  
2003/2004 TRANSPORTATION PLAN UPDATE  
Page No.  
3.2  
Existing Land Use  
1st to 3rd  
1st to 3rd

## Land Uses (85,000)

- growth areas shown in purple
- represents approximately year 2011
- percentages refer to increases in employment compared to existing

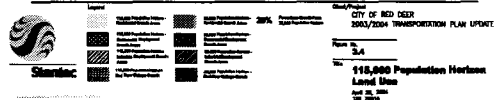
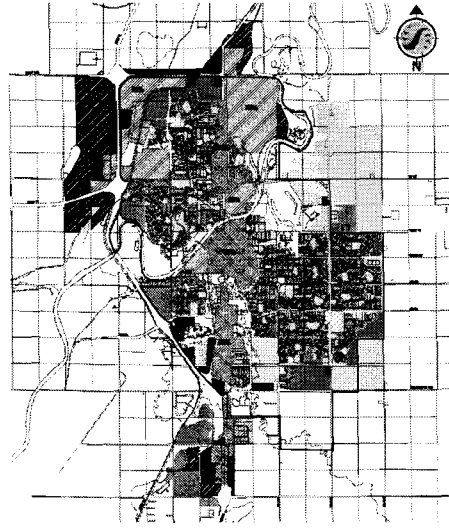


City of Red Deer  
2003/2004 TRANSPORTATION PLAN UPDATE  
Page No.  
3.3  
85,000 Population Horizon  
Land Use  
1st to 3rd  
1st to 3rd



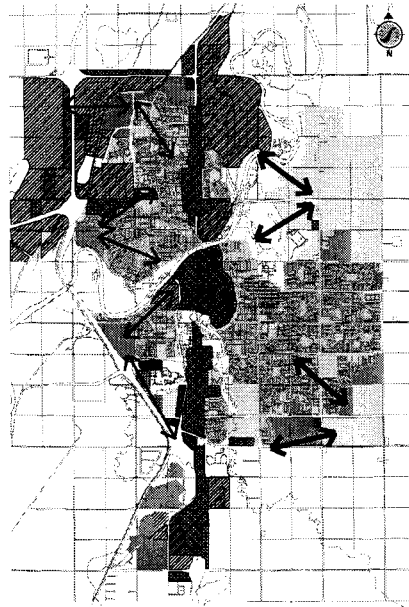
## Land Uses (115,000)

- additional growth areas shown in blue
- represents approximately year 2030
- percentages refer to increases in employment compared to existing



## “Desire Lines” (115,000)

- desire lines connect areas of population & employment between which people want to travel
- broad patterns of wanting to get from “point A” to “point B”
- traffic volumes forecasted to increase by 25% to 35% on main roads, by >50% in developing areas





## Public Involvement Process



### Roles / Process:

- Stantec - provide technical information and recommendations
- Public - receive information, get clarification, provide feedback
- Stantec & Administration - include feedback in report to City Council
- Public - can present views directly to City Council

- Initial Open House (September, 2003)
  - sign-in sheet recorded 142 people in attendance
  - 71 feedback forms returned to the City
  - 60 feedback forms expressed opposition to Molly Banister Drive
  - 51 signatures on a petition opposing widening of 32 Street



## Public Involvement Process

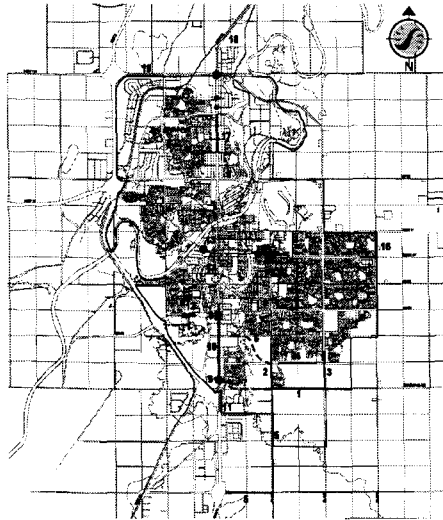


- Focused Public Meeting (April 2004)
  - 207 attendees, 170 questionnaires returned
  - strong concerns about 32 Street widening & Molly Banister Extension
  - responses diverge by neighborhood
- Final Open House (May 2004)
  - 66 attendees, 46 feedback forms
  - most feedback opposed to 32 Street widening
  - some feedback opposed to Molly Banister Extension
- Other Discussions (Community Associations, Environmental Advisory Board, Red Deer River Naturalists, Red Deer Cycling Association)





### Staged Roadway Network Improvements (85,000 population – approx. 2011)



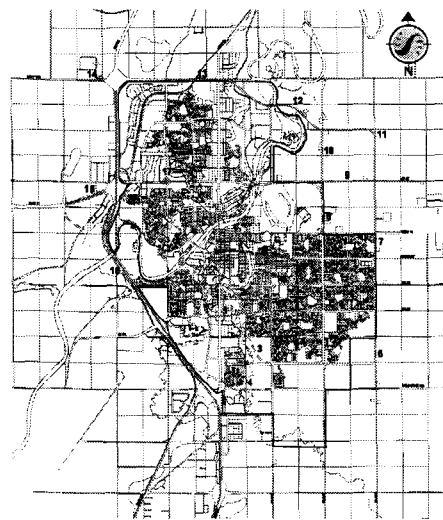
By 85,000 population:

- protect alignment for Molly Banister & protect for widening Delburne Road
- Gaetz Ave widen / intersection upgrades
- widen provincial hwy's
- roadway and intersection construction to accommodate growth

Just beyond 85,000 population:

- Northland Drive bridge (2 lanes), linked to 30 Ave
- widen 32 Street (1<sup>st</sup> stage)
- other options?

### Long-Term Roadway Network Improvements (115,000 population – approx. 2030)



By 115,000 population:

- widen 32 Street
- protect alignment for Molly Banister & protect for widening Delburne Road; decide later whether to build Molly Banister across Piper Creek
- Northland Drive bridge (6 lanes), linked to 30 Ave & 20 Ave
- widen provincial hwy's
- intersection upgrades



## Other Plan Components



- Traffic Noise Analysis
  - compiled & reviewed recent noise analyses
  - calculations & measurements at six locations
  - no locations above City's threshold of 60 dBA
  - continue to monitor
- Speed Limits
  - posted speed limits consistent with road classification & adjacent land uses
  - changes required as development continues in SE Red Deer
  - enforcement recommended in a few locations where operating speeds significantly greater than posted speed limits



## Other Plan Components



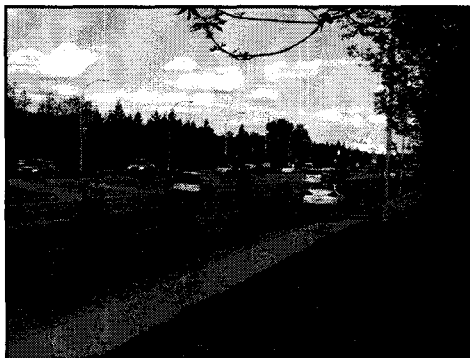
- Integration with Other Plans
  - transportation plan update has considered implicitly the needs of motorists, pedestrians, cyclists, and public transit
  - intent is to complement trails plan, transit study, bicycle master plan, and avoid conflict with them (not intended to re-do these other plans)
  - in developing recommendations, project team mindful of impacts on non-automobile modes, environmental & quality-of-life issues
  - future municipal plans and transportation plans should continue coordination and integration among land use and all modes of transportation





## Key Questions

- • • • •
- Is a six-lane road appropriate through an area with residential land uses?
- What about noise attenuation?
  - following are some slides showing examples from Edmonton, just for illustration and discussion purposes

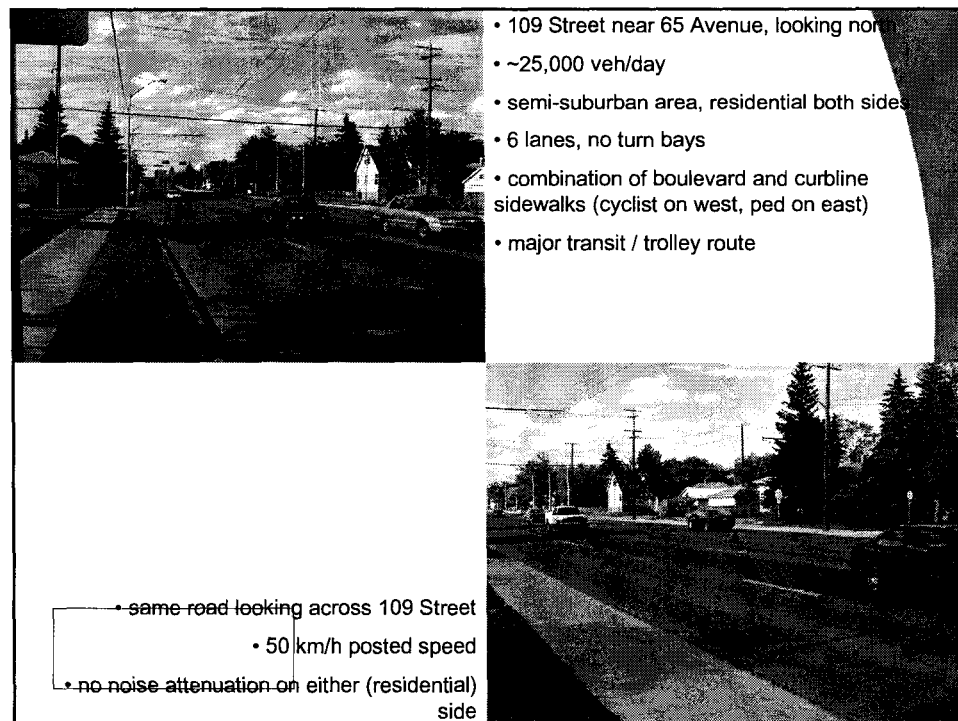
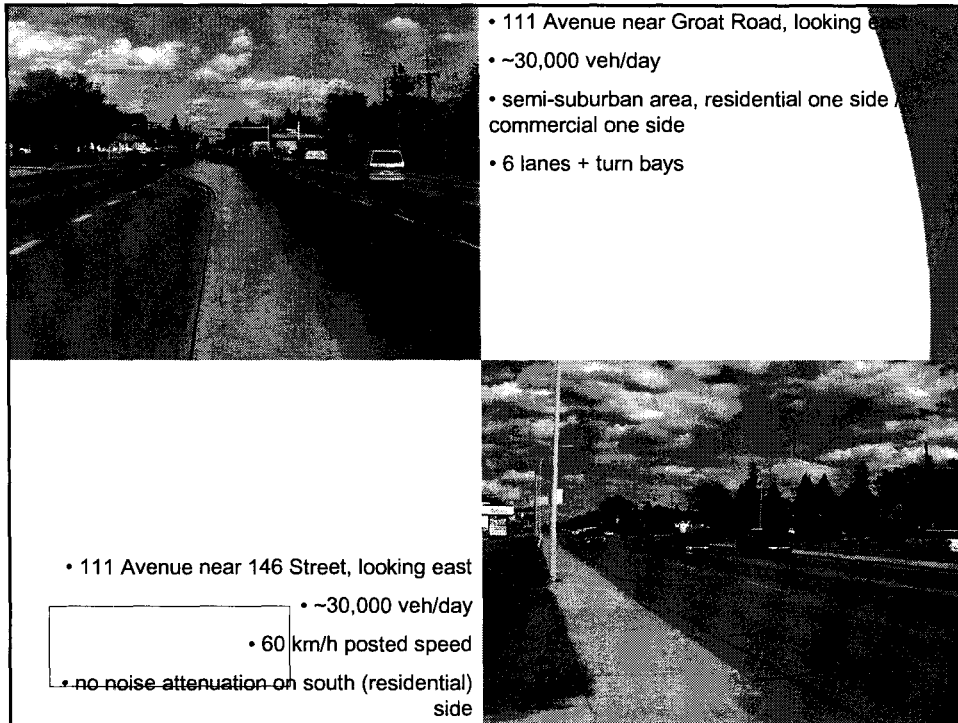


- 23 Avenue near 118 Street, looking east
- ~20,000 veh/day
- suburban area, residential both sides
- 5 lanes + turn bays (future stage: 6 lanes)
- earth berms for noise attenuation

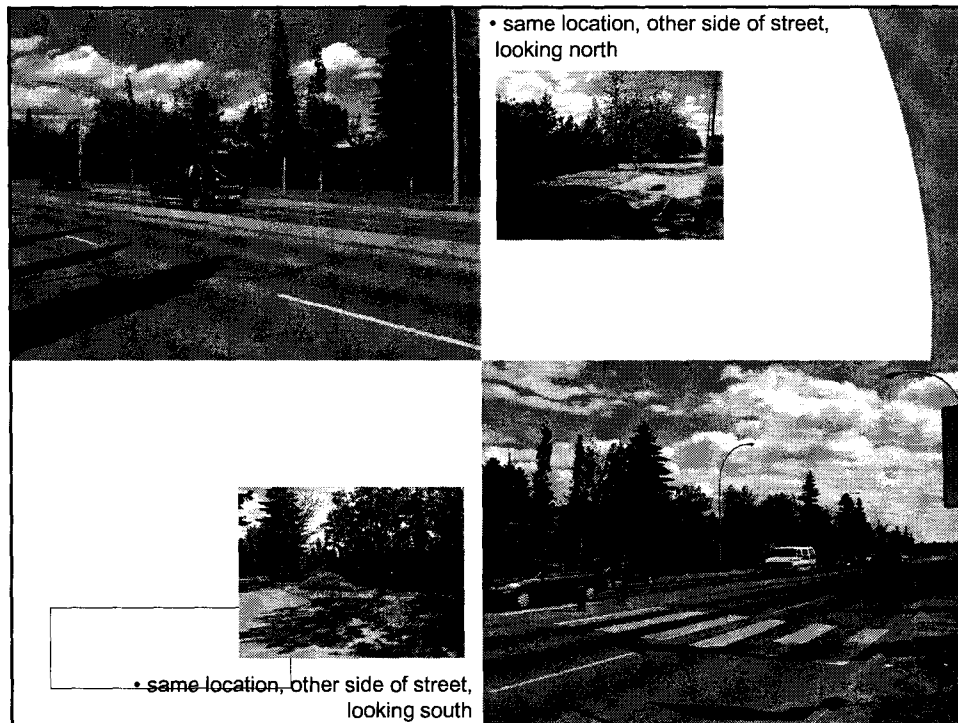
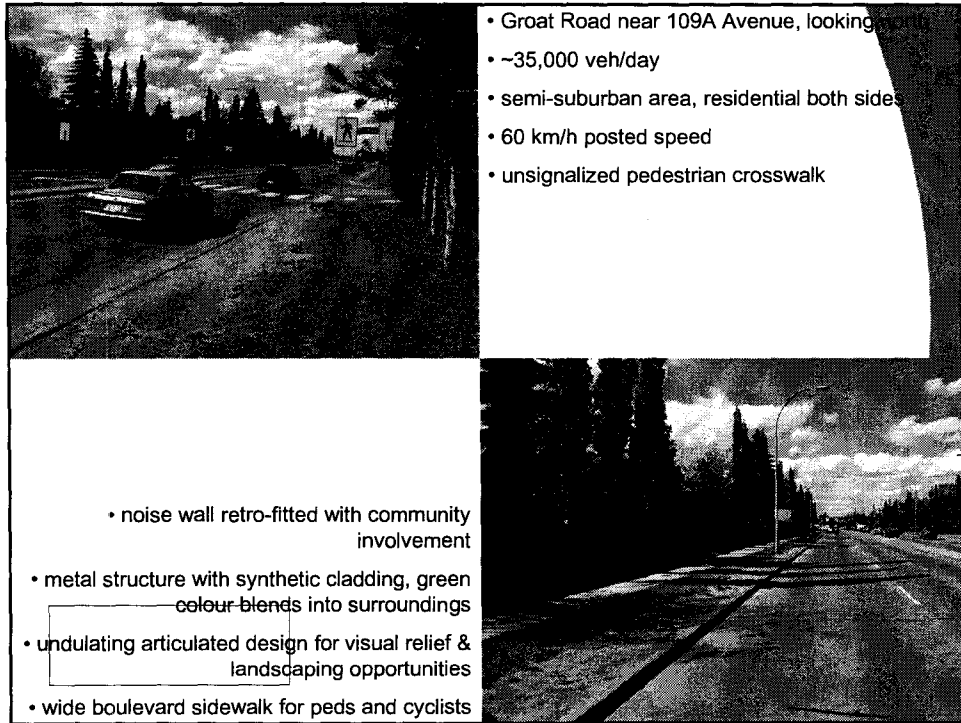
- 111 Street near 23 Avenue, looking north
- ~30,000 veh/day
- suburban area, residential one side / commercial one side
- 5 lanes + turn bays (future stage: 6 lanes)
- 60 km/h posted speed
- wide boulevard sidewalk for peds & cyclists
- combination earth berm / retaining wall for noise attenuation on west (residential) side













## Key Questions



- What is a suitable level of detail and public consultation regarding the specifics of recommended road improvements?
  - this is a city-wide strategic plan, which has dealt with specific road options (i.e. 32 Street, Molly Banister) in much greater detail than typical for an overall transportation plan
  - it is logical to decide the big-picture network issues first, then work on addressing the more-detailed design issues that are important to affected stakeholders
  - the next step is “functional planning” which involves more extensive public consultation and design specifics, focused directly on mitigating impacts and establishing how to deal with all the trade-offs involved in roadway design



## Key Questions



- Is the transportation plan “sustainable”?
  - “sustainable” is a subjective term, with numerous definitions and interpretations
  - RD Strategic Plan: “sustainable refers to the ability to carry a decision forward ... in a fiscally sound, environmentally responsible, and socially healthy manner”
  - the transportation plan (a) supports choice of modes and supports active & motorized transportation, and (b) has road network recommendations based on reasonable assumptions, not wishful thinking





## Key Questions



- What if the planning assumptions in the model / analysis are wrong, but there are all these road expansions in the plan?
  - at a detailed level, the planning assumptions probably won't match perfectly; at a broader sector or city-wide level, they probably won't be "way off"
  - based on current information and our best "anticipation of the future", the plan prepares Red Deer for what probably will happen to traffic volumes
  - if traffic volumes or population/employment levels don't grow as projected, key road expansion projects can be delayed or re-evaluated in future
  - updates to transportation plan on 6-8 year cycle



## Key Questions



- Why are we assuming that traffic volumes will keep growing? Why are we not making bolder assumptions about changing historical trends?
  - the planning assumptions are based more on current land use and travel patterns than on major changes in the behaviour and expectations of Red Deer as a community
  - it would be unwise to plan that road expansion won't be necessary based on a bolder set of assumptions, abandoning planning for right-of-way and construction work that will most likely be appropriate
  - this doesn't mean that bold changes shouldn't be pursued, but it may be unwise to "bank on" how quickly or how extensively such changes would alter the need for recommended road improvements





## Key Questions



- Does Red Deer want / need more vehicle capacity to serve growth in the southeast?
  - recall the basic “desire lines” and growth patterns
  - evaluate how serious congestion is perceived right now
  - decide if the transportation modeling and technical analysis seems to lead to sensible conclusions (does it help us to assess the future?)
  - judge how likely Red Deer residents are to decrease their usage of private automobiles, and by how much



## Key Questions



- Is there an easy answer that we're overlooking?
  - there is no “popular” answer ... both of the main options for additional capacity (32 Street widening and Molly Banister Extension) are opposed by different communities and stakeholders ... and there are many people who feel current congestion levels are a problem
  - there is no “silver bullet” solution ... much is driven by existing urban form of Red Deer that is not going to change radically even if appropriate strategic directions are aggressively pursued





## Key Questions



- To provide more vehicle capacity to serve the southeast, where should it be located?
  - improving the intersection of 32 Street - Gaetz Avenue addresses the issue for another ten years
  - Delburne Road is not a significant part of the solution
  - Molly Banister extension across Piper Creek could be important and desirable in the long term, and the option would be wise to protect
  - widening 32 Street is the most direct and effective location to add capacity to serve growth in southeast Red Deer



**Thank You**



**Questions / Comments**





## City of Red Deer 2003/2004 Transportation Plan Update Executive Summary

Prepared For:  
The City of Red Deer



### **Stantec Consulting Ltd.**

600, 4808 Ross Street  
Red Deer, AB T4N 1X5  
&  
10160 - 112 Street  
Edmonton, AB T5K 2L6

Project No. 128-70816  
June, 2004



**Stantec**



MAY 31 2004

## City of Red Deer 2003/2004 Transportation Plan Update Executive Summary



### Table of Contents

BACKGROUND.....	1
STUDY OBJECTIVES .....	1
STUDY PROCESS.....	1
85,000 POPULATION HORIZON RECOMMENDED IMPROVEMENTS .....	2
115,000 POPULATION HORIZON RECOMMENDED IMPROVEMENTS .....	4
NOISE RECOMMENDATIONS .....	7
SPEED RECOMMENDATIONS .....	7
INTEGRATION WITH OTHER PLANS .....	7



## BACKGROUND

As a key component of managing and planning for its continued growth, the City of Red Deer has historically updated its transportation plan every six to eight years. In recent years, Red Deer has been experiencing healthy population growth (averaging 2.75% per year) associated with the strength of economic activity in Central Alberta.

The last transportation plan for the city was completed by Stantec (formerly IMC Consulting) in 1996. It was based on population horizons of 68,000 (approximately a ten-year horizon), 85,000 (approximately a thirty-year horizon), and 115,000 (a fifty-plus year horizon). In fact, the 68,000 population horizon was reached within five years of the 1996 plan. The 85,000 population horizon is now considered to be approximately seven years into the future (2011) and the 115,000 population horizon is approximately twenty-six years into the future (2030).

## STUDY OBJECTIVES

As outlined in the Terms of Reference, there are four main objectives of this transportation plan update:

- ❖ To assess the current arterial and collector roadway network, prepare a fully calibrated computerized transportation model, and use the model to determine the arterial and collector network required for the two planning horizons, including annexation areas under consideration.
- ❖ To investigate and make recommendations for improvements to current network "bottlenecks" that are becoming a public concern. There are nine issue areas identified for evaluation.
- ❖ To determine the typical noise levels along segments of arterial network adjacent to residential areas with the existing and future traffic demand.
- ❖ To update the 85th percentile speed map and recommend necessary changes to posted speed limits.

## STUDY PROCESS

The major component of this transportation study was the development of a computerized transportation model using VISUM software. This model allows for the development and analysis of alternate growth scenarios. Models were created to estimate the traffic volumes for the existing conditions, 85,000 population horizon and 115,000 population horizon. In order to calibrate the existing model a significant amount of traffic volume data collection was required. A series of 24-hour, 7-day automatic traffic counts and peak hour manual intersection turning movement counts were conducted in the fall of 2003.



A public consultation process was undertaken and included three public meetings. The initial open house was held to detail the intent, scope, and process of the transportation study. The second meeting dealt specifically with the issue area of 32 Street / Molly Banister Drive / Delburne Road / Gaetz Avenue. The final open house was held to summarize the recommendations of the plan.

## 85,000 POPULATION HORIZON RECOMMENDED IMPROVEMENTS

Figure ES-1 illustrates the recommended improvements to accommodate the projected traffic volumes within the 85,000 population horizon. Table ES-1 summarizes the specific recommended improvements, their estimated cost, and an approximate timeframe suggested for implementation.

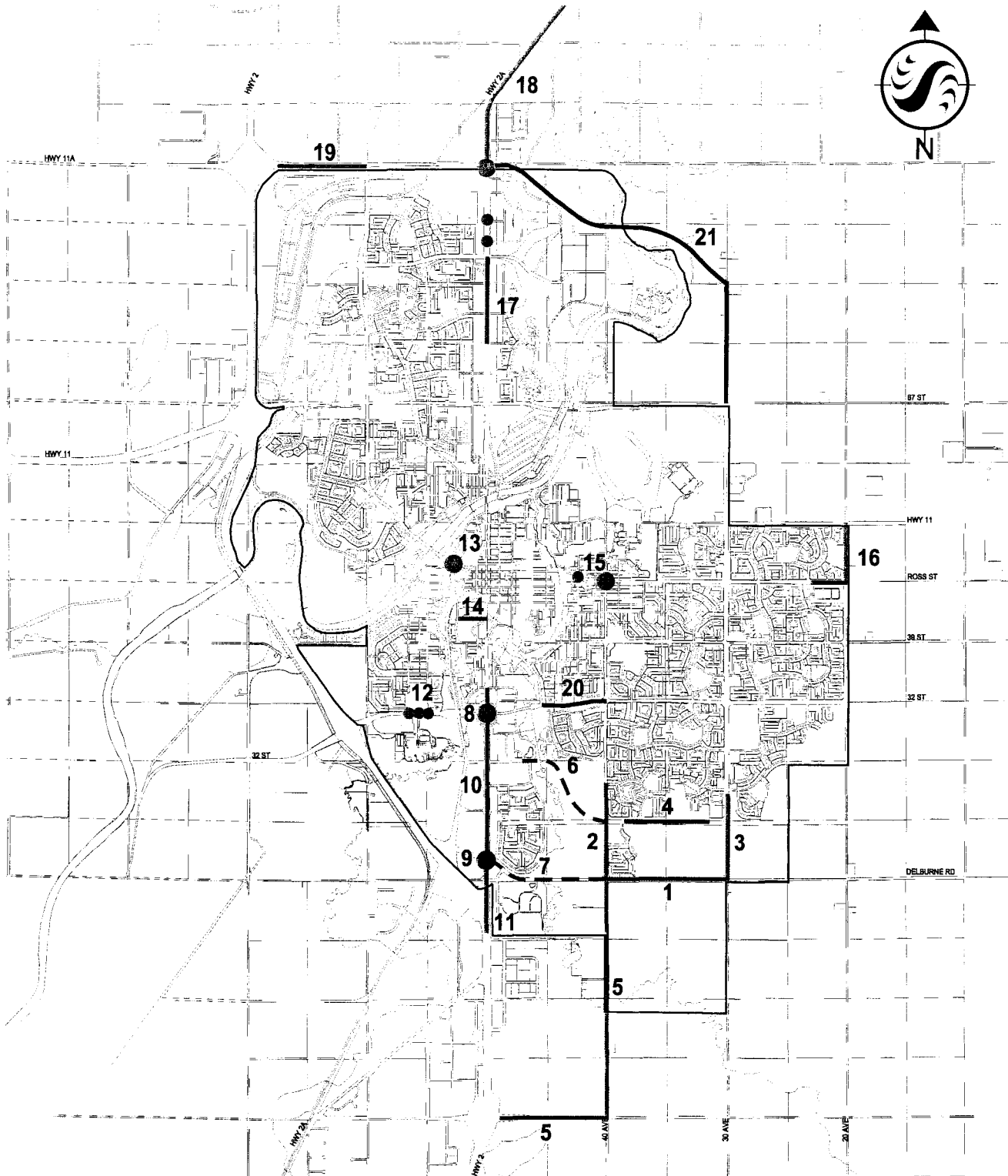
**Table ES-1**  
85,000 Population Horizon Roadway Recommended Improvements

Recommended Improvement <sup>1</sup>	Approx. Cost (\$2004)	Approx. Timeframe <sup>2</sup>
1. Upgrade Delburne Road (30 Avenue to 40 Avenue) to a four lane divided urban arterial cross-section as required by land development in the area.	\$3.0 M	1-5
2. Upgrade 40 Avenue (Delburne Road to terminus of existing four-lane section) to a four lane divided urban arterial cross-section as required by land development in the area.	\$3.0 M	1-5
3. Upgrade 30 Avenue (Delburne Road to terminus of existing four-lane section) to a four lane divided urban arterial cross-section as required by land development in the area.	\$1.5 M	1-5
4. Complete construction of 22 Street (from west of 30 Avenue to east of 40 Avenue) to a four lane undivided urban arterial as required by land development in the area.	\$2.3 M	1-5
5. Complete the paving of 40 Avenue (Mackenzie Road to Delburne Road) and Mackenzie Road (40 Avenue to Highway 2).	\$0.65 M	1-5

<sup>1</sup> Figure ES-1 shows location of each numbered item.

<sup>2</sup> The 85,000 population horizon is currently estimated to be about 7 years away, in 2011. For convenience, the suggested timeframes in this table are based on 5-year ranges. The 1-5 year range suggests that the item would be implemented in the first part of the timeframe between today and the 85,000 population horizon. The 6-10 year range suggests the item would be implemented in the latter part (or even slightly beyond) the timeframe leading to the 85,000 population horizon. The timeframes are approximate and may be subject to change depending on the pace of population growth in Red Deer.





## Legend

- Intersection Improvement
- Roadway Improvement (City of Red Deer Jurisdiction)
- - - Roadway Improvement (Alberta Transportation Jurisdiction)
- ... Protection of Alignment Only
- Improvements in Early Portion of 115,000 Horizon
- Roadway Improvement (Red Deer County Jurisdiction)

## Client/Project

CITY OF RED DEER  
2003/2004 TRANSPORTATION PLAN UPDATE

## Figure No.

**ES-1**

## Title

**85,000 Population Horizon  
Roadway Network  
Recommended Improvements**

June, 2004  
128 70816



**Stantec**



6. Protect alignment for Molly Banister Extension (40 Avenue to Barrett Drive) as a possible four lane urban arterial.	N/A	N/A
7. Protect right-of-way along Delburne Road (40 Avenue to Highway 2) for possible widening to six lanes.	N/A	N/A
8. Upgrade 32 Street - Gaetz Avenue intersection, including six-lanes north/south through the intersection, and higher capacity left-turns (e.g. double left turn lanes, or left turns re-routed through "jug handle" circulation roads).	\$1.0 - \$2.0 M	1-5
9. Upgrade Delburne Road - Gaetz Avenue intersection, including north/south double left-turns and additional capacity southbound through the intersection, using recommendations from relevant traffic impact assessments to assist in determining geometric requirements and appropriate cost-sharing.	\$0.8 M	1-5
10. Upgrade Gaetz Avenue (Delburne Road to 32 Street) to accommodate projected traffic volumes and rationalize service road traffic operations. Upgrade likely involves widening to six lanes in most or all of this section. Geometric requirements and appropriate right-of-way setbacks to be established by functional planning study (underway in 2004).	\$7.2 M	6-10
11. Coordinate with Alberta Transportation regarding redesign of Gaetz Avenue - Highway 2 interchange to provide additional capacity for southbound on-ramp.	N/A	6-10
12. Combine 32 Street intersections at 55 Avenue and 57 Avenue to create single intersection aligned with main Red Deer College access, as per recommendations of Red Deer College master plan and traffic study.	\$0.8 M	1-5
13. Modify Taylor Drive - Ross Street - 54 Avenue intersection to increase capacity for critical movements. Possible reconfiguration to re-route southbound through and left turn movements away from 54 Avenue toward 51 Avenue.	\$0.6 M	6-10
14. Modify traffic laning and parking configuration on 43 Street (Gaetz Avenue to Taylor Drive). Implement other traffic operations recommendations as per Red Deer Regional Hospital traffic and parking impact assessment (December 2002, Earth Tech).	\$0.2 M	1-5



City of Red Deer 2003/2004 Transportation Plan Update  
Executive Summary

15. Construct east/west left turn bays at Ross Street - 40 Avenue. Monitor congestion on Ross Street (40 Avenue to Waskasoo Creek) and consider implementing capacity improvement measures such as access management (e.g. right-in/right-out configuration) if justified by level of service declines.	\$0.3 M	6-10
16. Construct first two lanes of arterial roadway on Ross Street (current east terminus to 20 Avenue) and 20 Avenue (Ross Street to Highway 11).	\$1.9 M	1-5
17. Upgrade Gaetz Avenue (71 Street to Highway 11A) to accommodate projected traffic volumes. Upgrade involves widening to six lanes (71 Street to 77 Street) and intersection improvements and service road configuration changes north of 77 Street. Geometric requirements and appropriate right-of-way setbacks established by functional planning study (completed in 2004).	\$8.6 M	1-5
18. Twin Highway 2A north of Highway 11A. Geometric requirements and timing to be established by Alberta Transportation highway functional plan (underway in 2004).	N/A	6-10
19. Twin Highway 11A from Highway 2 to Taylor Drive.	\$2.0 M	1-5

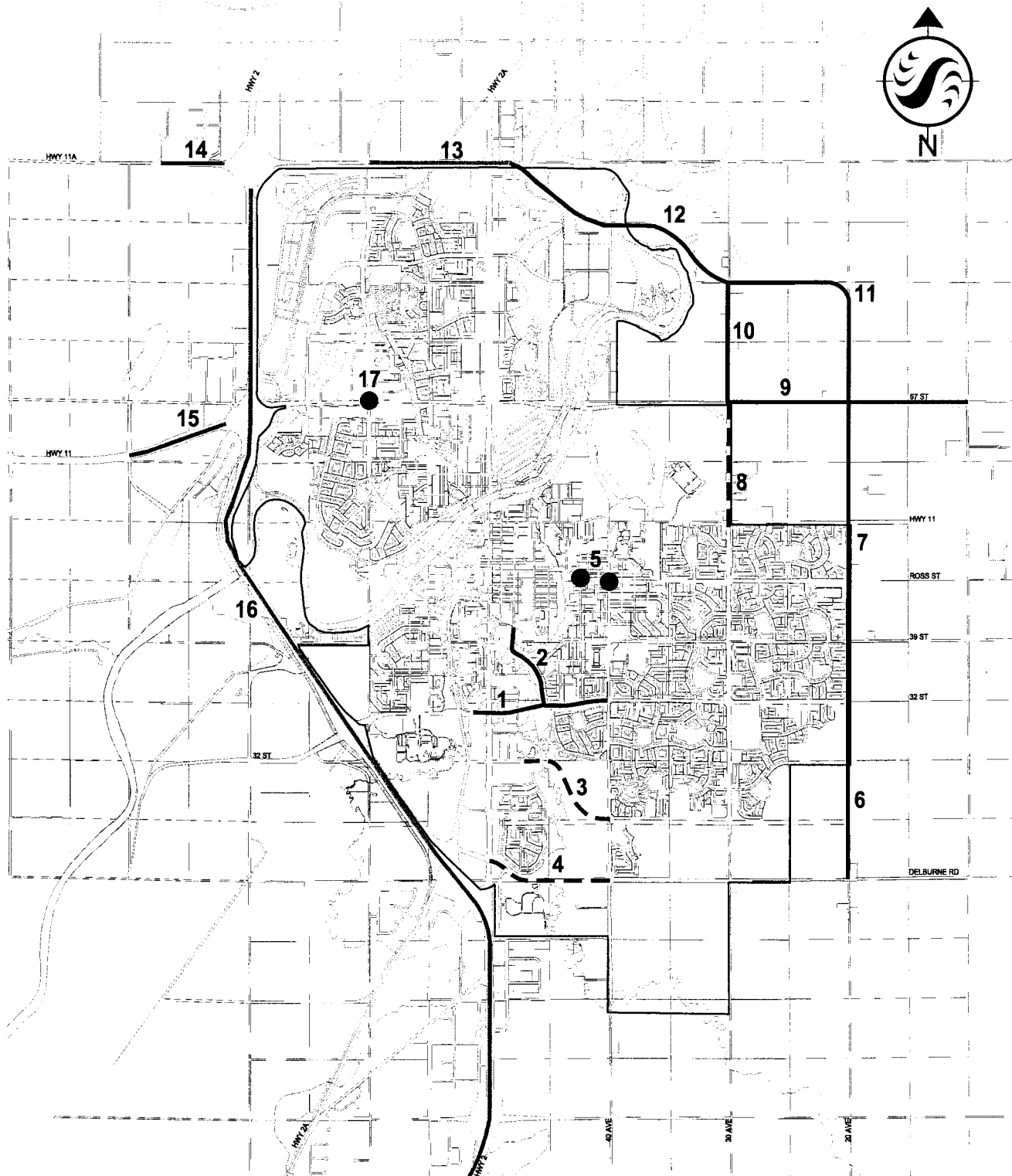
In addition to the recommended improvements listed above within the 85,000 population horizon, Figure ES-1 illustrates two additional improvements which will likely be required just beyond the 85,000 population horizon. Although these are technically components of the 115,000 population horizon recommendations, they are key road facilities that should be kept in mind during programming of the later stages of the 85,000 population horizon, and could be considered within a 10-year timeframe.

20. Widen 32 Street (40 Avenue to Spruce Drive) to a six lane divided urban arterial cross-section.
21. Construct the Northland Drive river crossing as a two lane divided urban arterial cross-section. Construct 30 Avenue (67 Street to Northland Drive) as a two lane divided urban arterial cross-section. Reconfigure the 67 Street - 30 Avenue intersection to a 90-degree configuration.





## 115,000 POPULATION HORIZON RECOMMENDED IMPROVEMENTS

Figure ES-2 illustrates the recommended improvements to accommodate the projected traffic volumes within the 115,000 population horizon. Table ES-2 summarizes the specific recommended improvements, their estimated cost, and an approximate timeframe suggested for implementation.





## Legend

-  Intersection Improvement
-  Roadway Improvement (City of Red Deer Jurisdiction)
-  Roadway Improvement (Alberta Transportation Jurisdiction)
-  Protection of Alignment Only

## Client/Project

CITY OF RED DEER  
2003/2004 TRANSPORTATION PLAN UPDATE

## Figure No.

**ES-2**

## Title

**115,000 Population Horizon  
Roadway Network  
Recommended Improvements**

June, 2004  
128 70816



**Stantec**



**Table ES-2**  
115,000 Population Horizon Roadway Recommended Improvements

<b>Recommended Improvement<sup>3</sup></b>	<b>Approx. Cost (\$2004)</b>	<b>Approx. Timeframe<sup>4</sup></b>
1. Stage 1 - Widen 32 Street (40 Avenue to Spruce Drive) to six lanes. Stage 2 - Widen 32 Street (Spruce Drive to Gaetz Avenue) to six lanes.	\$1.6 M \$2.5 M	6-10 11-20
2. Widen / restripe Spruce Drive and ban parking as required during peak hours to increase capacity by providing four travel lanes from 32 Street to 43 Street. This improvement associated with Stage 2 of 32 Street Widening.	\$4.4 M	11-20
3. Protect alignment for Molly Banister Extension (40 Avenue to Barrett Drive) as a possible four lane urban arterial.	N/A	N/A
4. Protect right-of-way along Delburne Road (40 Avenue to Highway 2) for possible widening to six lanes.	N/A	N/A
5. Construct north/south left turn bays at Ross Street - 40 Avenue. Continue to monitor congestion on Ross Street (40 Avenue to Waskasoo Creek) and consider implementing capacity improvement measures such as access management (e.g. right-in/right-out configuration) if justified by level of service declines.	\$0.3 M	11-20
6. Upgrade 20 Avenue (Delburne Road to 32 Street) to a two lane urban arterial as required by land development in the area. Protect right-of-way for possible ultimate expressway standard roadway.	\$3.5 M	21-30
7. Upgrade 20 Avenue (32 Street to 67 Street) to a four lane divided urban arterial as required by land development in the area. Protect right-of-way for possible ultimate expressway standard roadway.	\$6.5 M	21-30

<sup>3</sup> Figure ES-2 shows location of each numbered item.

<sup>4</sup> The 115,000 population horizon is currently estimated to be about 26 years away, in 2030. For convenience, the suggested timeframes in this table are mainly based on 10-year ranges. The 11-20 year range suggests that the item would be implemented in the first part of the timeframe between the 85,000 and 115,000 population horizons. The 21-30 year range suggests the item would be implemented in the latter part (or even slightly beyond) the timeframe leading to the 115,000 population horizon. Two items (highlighted in the previous section) are suggested in the 6-10 year range, "just beyond" the 85,000 population horizon. The timeframes are approximate and may be subject to change depending on the pace of population growth in Red Deer.



City of Red Deer 2003/2004 Transportation Plan Update  
Executive Summary

8. Protect right-of-way for possible widening of 30 Avenue to six lanes (Ross Street to 67 Street). Review potential upgrades to intersection of 30 Avenue - 67 Street that may defer or eliminate need to widen 30 Avenue to six lanes.	N/A	N/A
9. Extend 67 Street from 30 Avenue to 20 Avenue as a four lane divided urban arterial cross-section concurrent with the future realignment planned for Highway 11 east of Red Deer by Alberta Transportation.	\$3.0 M	11-20
10. Stage 1 - Construct 30 Avenue (67 Street to Northland Drive) as a two lane divided urban arterial cross-section. Reconfigure the 67 Street - 30 Avenue intersection to a 90-degree configuration. Stage 2 - Expand 30 Avenue (67 Street to Northland Drive) to a four lane divided urban arterial cross-section	\$2.3 M  \$1.0 M	6-10  11-20
11. Construct 20 Avenue (67 Street to Northland Drive) and Northland Drive (20 Avenue to 30 Avenue) as a two lane undivided urban arterial cross-section. Protect right-of-way for a four lane divided urban arterial cross-section, as well as for a possible ultimate expressway standard roadway.	\$2.3 M	11-20
12. Stage 1 - Construct the Northland Drive river crossing as a two lane undivided urban arterial cross-section. Stage 2 - Expand the Northland Drive river crossing to a four lane divided urban arterial cross-section. Protect right-of-way for possible expansion to six lanes beyond the 115,000 population horizon, and for possible ultimate expressway standard roadway.	\$11.0 M  \$11.0 M	6-10  11-20
13. Twin Highway 11A (Taylor Drive to Gaetz Avenue) to a four lane cross-section.	\$5.0 M	11-20
14. Twin Highway 11A (Highway 2 to Burnt Lake north development access) to a four lane cross-section as required by land development in the Burnt Lake Business Park.	\$1.2 M	11-20
15. Widen Highway 11 (Highway 2 to Burnt Lake south development access) to a six lane cross-section as required by land development in the Burnt Lake Business Park.	\$1.2 M	11-20
16. Widen Highway 2 to a six lane cross section.	N/A	N/A



17. Upgrade Taylor Drive - 67 Street intersection to increase capacity on Taylor Drive through the intersection and to increase capacity of left turn movements (e.g. east/west double left turn lanes).	\$0.5 M	11-20
--	---------	-------

## NOISE RECOMMENDATIONS

The City requested that noise measurements be made at six locations adjacent to arterial roads within the City. Since none of the study locations currently experience noise levels above the City's threshold of 60 dBA, we recommend that no further noise mitigation measures be implemented at this time. We recommend that noise levels continue to be monitored at the study locations.

The current 60 metre arterial cross-section standard with 19 metre wide boulevards and 1.5 metre noise berms appears adequate to mitigate current traffic noise along arterials. This design also allows for the addition of a noise wall to be constructed on top of the berm should noise levels exceed 60 dBA in the future.

## SPEED RECOMMENDATIONS

While operating speeds exceed the posted speed limits at several locations in Red Deer, this alone may not be an appropriate reason to increase the posted speed. A review of the posted speed map shows that overall, the speed limits in Red Deer are consistent with the road classification and the adjacent land uses.

It is recommended that there should be further enforcement at the locations that have the greatest discrepancy between operating and posted speed. In addition, posted speed limits on 30 Avenue, 40 Avenue and Delburne Road should be readdressed as residential development proceeds in this area. Once construction is complete on 30 Avenue and 40 Avenue to four lane cross sections, the speed limit of 60 km/h should be extended to Delburne Road. At this time the speed limit on Delburne Road should be reduced to 70 km/h between 30 Avenue and 40 Avenue. This speed limit change will require that the speed transition zone from the posted highway speed of 100 km/h to 70 km/h will be relocated to an appropriate distance east of 30 Avenue.

## INTEGRATION WITH OTHER PLANS

This transportation plan update has endeavoured to extend beyond a focus on the road network exclusively, and has considered implicitly the needs of motorists, pedestrians, cyclists, and public transit throughout. All road network issues and alternatives have been addressed in a broad technical approach that is cognizant of impacts and effects on these "other modes".

It is recommended that future transportation plans continue to increase the level of coordination and integration among all modes of transportation.



To: The Mayor and Members of City Council  
City of Red Deer, Alberta.

From: Dorothy Dickson,  
30, 2821, Botterill Crescent,  
Red Deer, Alberta.  
T4R 2E5

CC: City Manager  
Dir. of Development  
Services

Eng Services Manager

June 28 agenda file  
sent council  
04/07/09

7th. July 2004

Your Worship and Councillors,

I am sending this letter with considerable reluctance because I felt you made it very clear at the Council meeting on June 28th. that you did not wish to spend time considering the public's concerns about the social and environmental impacts of extending Molly Banister Drive across the Piper Creek wildlife corridor.

I am writing now because the depressing atmosphere in Horizon Village makes me feel I must try again and not just give up. I was also encouraged when I was approached by an acquaintance and four times by complete strangers at the farmers' market who thanked us for defending the Piper Creek corridor and/or said they felt we deserved the same consideration for our quality of life as had been shown to the communities near 32nd Street. As one gentleman said, at least they knew there was a major road near them when they bought in the area.

There were also some parts of Council's decision that puzzle us.  
So I hope you can take time to read this letter.

Some of our residents had said from the time we started work last September, that Council would not pay any attention to a bunch of old folk who no longer have any influence on City affairs. However, I and others had more faith in Red Deer as a City which cared about its citizens and the natural environment.

While I have only lived in Red Deer for little over a year, I have had connections with the City since the early 70's (hearings on the status of the Gaetz Lake Sanctuary) and later, after retiring to near Innisfail in 1985, as a member of the Board and President of the Red Deer River Naturalists, I joined discussions on the Vision 2020 and other City documents - documents I now find are, apparently, shall we say, "flexible" in their application and not necessarily equally applied to all City communities or all parts of the parks system.

In spite of the fact that our resident cynics said Council would have decided what they were going to do before the hearing and nothing we told them would make any difference, we worked hard to make our concerns for our community, for other communities and our City's future clear to you in our presentation in a factual, non-emotional way and, as usual before any hearing, I went over it for possible questions and prepared background information on them for you.

I realised the cynics were probably right when the first thing we were told was that the Administration had already made their recommendation to Council that the consultant's report be adopted, except for the widening of 32nd Street. How could they make such a recommendation before the social and environmental impacts had been discussed? That Council had indeed already made their decisions was made even clearer by the proposal that a motion of acceptance of the administration's recommendation be put on the table immediately. We appreciated the Mayor saying that Council had better hear the presentations first - but it really made no difference anyway, did it?



The ones from 32nd. Street and Spruce Drive were unnecessary as that decision was already made - although they did support preserving the integrity of, not just their own, but *all other established communities* too. The four presentations that specifically said the Molly Banister Drive extension across Piper Creek should be deleted from further planning were ignored and the reasons for their opposition never even discussed. (The other three presentations were on different subjects.)

In her preamble the Mayor also said that the public had opportunities for input throughout the transportation planning process. In fact they were minimal. We had explained this in a section of our presentation that we decided to delete on the assumption that Council would have already found out about it. As you apparently had not, I will insert that section here -

Re. public input 1) At the first "workshop" on September 30th. 2003, we were given information on why the review was needed, the process, deadline dates etc. and maps of the "hotspots" etc were displayed. We put in a request that the public be given longer notice of future meetings and that assessment of social and environmental impacts be included in the Terms of Reference. We were asked to put our concerns on comment sheets and told they would be addressed at the "Focused Community Outreach meetings" scheduled for November/December.

We sent in a paper outlining our concerns as a basis for discussion in our community meeting.

NO meetings were ever held.

2). When we made enquiries in February, we were told they were instead planning a meeting with only two representatives from each of the affected communities, groups and businesses. We and, I gather, all other communities contacted did not feel this was a suitable substitute format and would only lead to arguments so that meeting was not held either.

3) At rather short notice, a second "workshop" was arranged for April 14th, focusing on the 32nd. Street and Molly Banister Drive issues. This meeting was attended by about 300 by now rather anxious and frustrated citizens, including over half the residents of Horizon Village and many from Bower, but very few from 32nd. Street or Spruce Drive. All those who attended were still seeking answers to the social and environmental impact issues. We were given a presentation and maps illustrating several traffic engineering options and told which the consultants were recommending. They said they would take questions from the public only on the technical aspects. Other comments were again only accepted on comment sheets and we were also given a questionnaire about what issues were important to us and which options we would prefer. We were pleased to see one Council member came.

4) A final "workshop" was held on May 4th. (again at very short notice) with virtually the same presentation and a final list of recommendations. There were far fewer attendees this time as many felt they were unlikely to receive any more satisfaction on issues that mattered to them than they had last time. There were, however more from 32nd Street and Spruce Drive than at any previous meeting. Three Councillors also attended. We were again asked to confine our questions to technical matters. At first some angry residents of the 32nd. Street communities demanded that Stantec recommend the development of Molly Banister Drive instead of the widening of 32nd. Street. Dean Cooper explained that it was not an "either/or" situation and would not work because Molly Banister would funnel off so little of the traffic using 32nd. that the latter would still reach 95% of its capacity by the 115,000 population level or sooner if not widened. (I assume it was because of that discussion that Stantec added Option D i.e to develop Molly Banister only, before their presentation to Council so that they could explain why they did not recommend it).



Thereafter, the public rather took over the "workshop", staying more than an hour longer than scheduled to discuss ways of preventing traffic congestion, protecting both quality of life and the environment by better planning etc..

It was then, for the first time in so many words, that Mr. Cooper clearly stated that he was sorry but, while he recognised our concerns, he could not discuss social and environmental issues with us as they were not in their mandate. He assured us that we would get our chance to discuss them with our elected members in June.

And we certainly looked forward to, and pinned our hopes on that. Finally, we thought, someone was going to listen and take us seriously enough to discuss our concerns.

Perhaps you will now understand how bitterly disappointed, disillusioned, frustrated and, perhaps most of all, let down we feel.

At the end of my presentation, I paused at the podium expecting questions and (at last) discussion of the issues we had raised. I then assumed that must be going to happen after all presentations had been made. When I asked to intervene later I had not realized that Council did not allow even the representatives of those citizens "directly affected" to respond to statements or new proposals from members of the hearing committee. (Frankly, when the Mayor said you could not take the time because Council had so many other important issues to discuss and make decisions on, I could not help thinking of the long session we had sat through while you discussed the apparently much more vital issue of the design of downtown garbage cans).

I felt then, and from 'phone calls I have had since, it is clear others think the same, that the premise put forward by Councillor Pim - i.e. that not building the Molly Banister extension would mean "sacrificing" 32nd. Street - as the basis of his decision to protect the alignment for future development, was unfounded. Nowhere in any of their documents or recommendations did the consultants suggest that this was an either/or situation. They only ever recommended the extension (or the protection of the alignment for it) as a possible, comparatively small future "add-on" to the widening of 32nd. and explicitly stated (April 14th. update, p.17) that "Extending Molly Banister does not resolve road link V/C issues at 85,000 horizon on its own". As I had pointed out, the consultants seem to have added Option "D" - i.e. developing only Molly Banister - only *after* the idea of *not* widening 32nd. was put forward, and then only in order to make clear that they did NOT consider "D" a useful option and did not recommend it.

It was surprising to me that, with the information they already had, no other Council member pointed this out.

I was also rather puzzled (but not sure at the time that I had the wording right) by the wording of the resolution you passed. I now have a copy of it and am still unclear about whether the wording supports what Council seemed to be saying. Does not saying you approve of the updated Transportation Plan mean that (with the noted exception of those options containing the widening of 32nd. St.) you are accepting all the consultant's other recommendations? Yet the consultant did *not recommend* the development of the Molly Banister link or protection of its alignment, other than as a possible future addition to the widening of 32nd. St. as in Option "C" - i.e. the Option they recommended but you rejected. You also presumably accepted their recommendation *not* to adopt Option "D". All but one of Council spoke in favour of protecting the alignment for Molly Banister but it does not seem clear that that is what you voted for and so could be challenged.

Could you please clarify these seeming contradictions for us?



Perhaps it would make your intentions absolutely clear if you added an amendment or made a separate resolution to protect the alignment for future development.

It would also be more fair to any member of Council who was in agreement with not widening 32nd. St. but opposed to retaining the Molly Banister link in the Plan, if a separate vote were taken on the latter. It would also make it clearer to citizens which Councillors support or oppose the Molly Banister link across the Piper Creek wildlife corridor, a subject of City-wide interest because protecting the alignment for future development sets a precedent by removing protection from part of our parks system.

Members of the Transportation Steering Committee with whom I discussed the matter some time ago agreed with me that extending Molly Banister across Piper Creek would necessitate rescinding or amending some City by-laws.

Protecting the alignment for future development will also necessitate some changes. Examples include:

By-law 3214/98 Municipal Development Plan

Re: (p.1) "..... ensuring that the high quality of life valued by City residents *is maintained* as new growth occurs" This would no longer apply to the Bower community residents, including those in Horizon Village, because, with the approval of a protected alignment for a road and bridge, their quality of life would immediately be affected (indeed it already is being) whether or not the development eventually occurs.

Re: Objectives. (p. 20) "Preserve escarpments and natural areas and maximize the provision of green space ...." would have to make an exception of the Piper Creek corridor and adjoining green space that would be removed by a road and bridge as the intent of protecting the alignment is NOT to preserve the escarpments etc.

Re: 7.2 (p.21) "The City will review the Natural Area/Ecospace Classification and Prioritization System to ensure that wildlife corridors are identified and protected" - an amendment would have to be added to exclude the Piper Creek corridor which will no longer be protected if an alignment for development is put in place. N.B. #11 in the Plan Actions (p.51) also states the above and would have to be rescinded or amended

Re: 7.4 (p.21) "The City shall continue to require that all escarpments, ravines, creeks, riverbank lands, wetlands along with setbacks appropriate for preserving these features,..... be dedicated as environmental reserve" an amendment would need to be added removing the Piper Creek corridor from this requirement.

As I was leaving the hearing, several Councillors cheerfully said not to worry, it will probably never happen.

Had they not understood when I explained that as long as the possibility of the development of a major road and a bridge so close to us is there, our quality of life, the value of our homes and, therefore, the standard of living we can choose in the future are being affected? Do we have to plead with you every few years to relieve the stress and worry this uncertainty causes?

Perhaps, understanding our problem is why Stantec recommended that "construction across Piper Creek [be] *explicitly delayed for future Council direction, construction timeframe [to be] in the order of 20 years or more*". (April Plan Update, p.17) If that was one of the recommendations you (intentionally or not) accepted in the resolution you passed, (or if you make it a separate resolution) it would greatly help current residents, although not those 20 years hence unless, hopefully, the whole idea has been abandoned before then.



However, drawing on my experience of 35 years of public hearings that I have attended in various capacities from observer to chair, and others I have read about, I cannot feel hopeful because I cannot think of one occasion where, when the hearing committee decided not to give full protection to somewhere - be it land, water or property - but chose to "keep the option open for possible future development" that the development has not soon taken place.

I fully believe that is what will happen if the Molly Banister extension alignment is kept open.

I am told that Dean Cooper agrees as, in answer to a direct question from a Bower resident about how long he thought it would really be before the road and bridge are constructed if the alignment is protected, he said 5 to 10 years at most, presumably when houses are built.

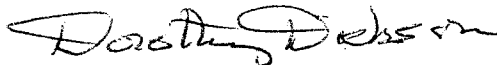
I don't know what your timetable is for a whole new subdivision (again without its own amenities, I suppose) east of the creek, but do you think the developers will want to leave an unpaved swath wide enough for a 4-lane road, noise barriers etc. winding through the middle of it from 22nd. Street (only 3 blocks from the Delburne Road) going nowhere?

I suppose it would make a nice, even if temporary, park for the people, but I think it far more likely that it immediately becomes yet another feeder road for more vehicles to be funnelled over to Gaetz Avenue. with, as Stantec has said all along, not much effect on the traffic volume on 32nd. Street.

Please think this through again, and be very sure that you really believe it is worth "sacrificing" the Bower Community, Horizon Village, the very popular Bower to Westerner trail and the Piper Creek wildlife corridor so that some commuters and shoppers can get to and from downtown a few minutes faster twice a day.

Thankyou for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dorothy Dickson".

(Mrs.) Dorothy Dickson.



*Comments:*

I concur with the recommendations of the Engineering Services Manager with respect to the Transportation Plan. The Plan is the result of intensive study and community consultation over the past year . This Plan, as well as previous Transportation Plans, provides key direction to the future transportation systems in the City of Red Deer. The public input which has been received provides an opportunity for further study and analysis of the main issue identified by the community that being the widening of 32<sup>nd</sup> Street. A further process over the next 2 to 3 years would allow further examination of the issues concerning traffic in this part of the city and it would be important to frame that discussion with the community in terms of levels of service. Whether a motorist can proceed from one part of the city to another part of the city in 5 minutes or 20 minutes is representative of the level of service that is built into the road system and intersection systems along the way. It would be important for us to obtain a better understanding of the level of service that the community expects or can live with and the implications of different levels of service before further consideration of the widening of 32<sup>nd</sup> Street.

If City Council proceeds with and supports the recommendations outlined then Administration will bring forward, as part of the 2005 Business Plan, a process and budget to undertake the further planning and consultation.

“N. Van Wyk”  
City Manager



BACKUP

Transportation  
Study

**Christine Kenzie**

**To:** Linda Rehn

**Subject:** RE: Transportation Study - Letter

No I have not sent any letters to those on your list regarding the Transportation Study. The only letters I sent out were to Mr. & Mrs. D. McDonell, Marlene vanHaren, and Jim Lyman ( 32<sup>nd</sup> Street Citizens for Quality of Life). Copies of these letters were sent to Tom.

**Christine Kenzie**

**Legislative & Administrative Services**

**City of Red Deer**

**403.342.8201**

**christine.kenzie@reddeer.ca**

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

**From:** Linda Rehn

**Sent:** June 07, 2004 12:58 PM

**To:** Christine Kenzie

**Subject:** Transportation Study - Letter

Christine – Tom has asked me to send letters out to a few of the stakeholders – we are going to include:

Bower Community Association – C/O Lois Hornung

Bower Community Association – C/O Laura Rumohr

Horizon Village – C/O Joyce Kuharchuk

Cyclist Club – Bob Johnstone

Dan Hachy – Bower Mall

Jan Fisher – Red Deer Chamber of Commerce

Margaret Coutts – Red Deer River Naturalist

Shelley DeMaere – Mountview and Sunnybrook Community Association

Mike Znak – Red Deer Runners

Have you already sent a letter to any of the above?

Thanks

Linda

8184





LEGISLATIVE & ADMINISTRATIVE SERVICES

June 1, 2004

Mr. & Mrs. R. D. McDonell  
3313 Spruce Drive  
Red Deer, AB T4N 3N7

Dear Mr. & Mrs. McDonell

*City of Red Deer Transportation Study - Council Presentation and Public Participation*

Thank you for your recent letter concerning this Study. The following is a schedule of when the City of Red Deer's Transportation Study will be presented to Council:

- |               |   |
|---------------|---|
| May 31, 2004  | The Executive Summary of the Transportation Study will be available on The City's Web Site at <a href="http://www.reddeer.ca">www.reddeer.ca</a> . Full copies of the report will be available for viewing at City of Red Deer Engineering Services Department. |
| June 14, 2004 | Findings of the Transportation Study to be presented to Council for information and questions. No <i>public</i> presentations or questions will be entertained at this time. The public is welcome to attend and listen.  |
| June 28, 2004 | Transportation Study comes back to Council for public presentations, Council debate and report approval and/or amendment scheduled for 7:00 p.m.  |

If you would like to comment on the Study, this can be done as follows:

1. Sending a letter to: Red Deer City Council  
c/o Legislative & Administrative Services Manager  
Box 5008, Red Deer, AB T4N 3T4  
Fax: (403) 346-6195  
Deadline: **Wednesday, June 16, 2004**
2. E-mailing Council at: [legislativeservices@reddeer.ca](mailto:legislativeservices@reddeer.ca)

.../2





LEGISLATIVE & ADMINISTRATIVE SERVICES

Mr. & Mrs. R.D. McDonell

June 1, 2004

Page 2

3. Attending and speaking at the Monday, June 28, 2004 Council meeting at 7:00 p.m. in Council Chambers, 2<sup>nd</sup> Floor, City Hall (access through west, park-side City Hall doors). Letters can also be submitted at the Council Meeting.

Please call if you have any questions.

Sincerely,

Kelly Kloss  
Manager

c Engineering Services Manager





LEGISLATIVE & ADMINISTRATIVE SERVICES

June 8, 2004

Marlene vanHaren  
27 Armitage Close  
Red Deer, AB T4R 2K5

Dear Ms vanHaren:

***City of Red Deer Transportation Study - Council Presentation and Public Participation***

Thank you for your recent letter concerning this Study. The following is a schedule of when the City of Red Deer's Transportation Study will be presented to Council:

- |               |   |
|---------------|---|
| May 31, 2004  | The Executive Summary of the Transportation Study will be available on The City's Web Site at <a href="http://www.reddeer.ca">www.reddeer.ca</a> . Full copies of the report will be available for viewing at City of Red Deer Engineering Services Department. |
| June 14, 2004 | Findings of the Transportation Study to be presented to Council for information and questions. No <i>public</i> presentations or questions will be entertained at this time. The public is welcome to attend and listen.  |
| June 28, 2004 | Transportation Study comes back to Council for public presentations, Council debate and report approval and/or amendment scheduled for 7:00 p.m.  |

If you would like to comment on the Study, this can be done as follows:

1. Sending a letter to: Red Deer City Council  
c/o Legislative & Administrative Services Manager  
Box 5008, Red Deer, AB T4N 3T4  
Fax: (403) 346-6195  
Deadline: **Wednesday, June 16, 2004**
2. E-mailing Council at: [legislativeservices@reddeer.ca](mailto:legislativeservices@reddeer.ca)

.../2



Ms vanHaren  
June 8, 2004  
Page 2

3. Attending and speaking at the Monday, June 28, 2004 Council meeting at 7:00 p.m. in Council Chambers, 2<sup>nd</sup> Floor, City Hall (access through west, park-side City Hall doors). Letters can also be submitted at the Council Meeting.

Please call if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Kelly Kloss" with a stylized flourish at the end.

Kelly Kloss  
Manager

c Engineering Services Manager





FILE

LEGISLATIVE & ADMINISTRATIVE SERVICES

June 8, 2004

Mr. J. Lyman, Chair  
32 Street Citizens for Quality of Life  
4434 – 33A Street  
Red Deer, AB T4N 0N8

Dear Mr. Lyman:

***City of Red Deer Transportation Study - Council Presentation and Public Participation***

Thank you for your recent letter concerning this Study. The following is a schedule of when the City of Red Deer's Transportation Study will be presented to Council:

- |               |   |
|---------------|---|
| May 31, 2004  | The Executive Summary of the Transportation Study will be available on The City's Web Site at <a href="http://www.reddeer.ca">www.reddeer.ca</a> . Full copies of the report will be available for viewing at City of Red Deer Engineering Services Department. |
| June 14, 2004 | Findings of the Transportation Study to be presented to Council for information and questions. No <i>public</i> presentations or questions will be entertained at this time. The public is welcome to attend and listen.  |
| June 28, 2004 | Transportation Study comes back to Council for public presentations, Council debate and report approval and/or amendment scheduled for 7:00 p.m.  |

If you would like to comment on the Study, this can be done as follows:

1. Sending a letter to: Red Deer City Council  
c/o Legislative & Administrative Services Manager  
Box 5008, Red Deer, AB T4N 3T4  
Fax: (403) 346-6195  
Deadline: **Wednesday, June 16, 2004**
2. E-mailing Council at: [legislativeservices@reddeer.ca](mailto:legislativeservices@reddeer.ca)

.../2



Mr. J. Lyman  
32 Street Citizens for Quality of Life  
June 8, 2004  
Page 2

3. Attending and speaking at the Monday, June 28, 2004 Council meeting at 7:00 p.m. in Council Chambers, 2<sup>nd</sup> Floor, City Hall (access through west, park-side City Hall doors). Letters can also be submitted at the Council Meeting.

Please call if you have any questions.

Sincerely,

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

Kelly Kloss  
Manager

c Engineering Services Manager



cc: Mayor  
Councillors  
City Manager  
Engineering Service Manager

April 28, 2004

04/05/06

City of Red Deer  
Mayor and Councillors  
City Hall  
RED DEER

Your Worship and Councillors:

Re: Proposed 32 Street Widening

We are residents of south-east Red Deer who are concerned about the proposal to widen 32 Street to six lanes.

This is a currently four-lane arterial road connecting the residential areas of south-east Red Deer with Gaetz Avenue, with Red Deer College, and ultimately with Highway 2. It is also a street in our neighbourhoods, and we look with great anxiety upon the prospect of it becoming a virtual highway. We believe that widening it by 50% will have consequences far beyond simply expediting vehicular traffic flow.

At six lanes, 32 Street will become one of the widest roads in Red Deer; larger than 67 Street, 40 Avenue, 30 Avenue, and in fact greater than either Gaetz Avenue or Taylor Drive in many places. This is proposed for a road that runs between two residential areas, and through a park.

The neighbourhoods of Mountview and Sunnybrook have for four decades enjoyed a close relationship. Elementary students in Sunnybrook attend French immersion classes at Mountview School, and some from Mountview attend G.W. Smith Elementary in Sunnybrook. Residents of Mountview patronize the Sunnybrook convenience store. Sunnybrook children skate at the Mountview rink. Can this interaction safely and practically continue if 32 Street is encouraged to become the busiest street in the city?

There is a sidewalk along the north side of 32 Street. It is used daily by cyclists and pedestrians going to work, by people simply out for a walk, and by runners and joggers. Many of these people continue down either Spruce Drive or the trails in Kin Canyon. That sidewalk will have to be torn up if the road is widened. There may well be room for a new sidewalk, but it would undoubtedly be closer to the road, and certainly far less attractive to users than the present walk. We don't know whether the trees parallel to the walk will disappear as well.

In terms of traffic movement, this proposal will at a minimum cause two problems for people in our neighbourhoods. Firstly it will make eastbound turns off 43 Avenue - the principal north-south collector road through Mountview - extremely difficult without additional control lights. Secondly it will put more traffic on Spruce Drive. With respect to the latter point, while Spruce Drive is officially classed as an arterial road, it bears no resemblance to other roads in the city with that designation. It has neither green buffer strips, trees, berms, fences,



service roads, nor back lanes separating it from the houses which front onto the street. Parking is permitted on both sides, and we note that your engineers propose to eliminate that, which leaves us questioning where visitors and guests to these houses would park. The homes on Spruce Drive do not have front drives. Can anyone tell us how much these properties would be devalued?


The widening of 32 Street would move heavy traffic that much closer to homes in Mountview, Sunnybrook, and South Hill. How do your engineers propose to segregate the residents from the noise and pollution of a six-lane highway? Berms (would there be enough room?), concrete walls, or just leave it alone? In any case there would be, as with Spruce Drive, a substantial, if at this point undetermined, loss of value.


There is no question that traffic on 32 Street is heavy, and growing. We can say to you however that opening this street up to six lanes will increase that traffic even more - in effect a self-fulfilling prophecy. In the words of W.P. Kinsella, "Build it and they will come." This step will have a severe, deleterious impact upon the residents of the adjoining neighbourhoods. Our quality of life will be diminished. We will live with more, traffic, more noise, more pollution, and less access than before.

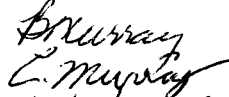
We respectfully suggest to Council that your decision on this matter will be of far broader importance than just the fate of three neighbourhoods. Your decision will set a precedent for the direction and the nature of the future growth of our city. By determining whether or not a city of just over 70,000 needs a six-lane thoroughfare running through parks and residential areas, you will announce where Red Deer's priorities lie. Do we favour the maintenance of liveable communities, or must those be sacrificed in the all-consuming accommodation of the automobile? Albeit on smaller scale, your decision on this matter is comparable to that made by the City Council of Toronto in the early 1970s when it halted the extension of the Spadina Expressway. After much debate, that Council decided that it simply had to find a better way of moving people; one that did not involve ruining neighbourhoods. In taking the decision they did, those councillors set the pattern for Toronto's future growth. Since then, their city has more than doubled in population.

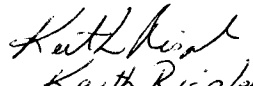
We have faith that Red Deer City Council will make the right decision in the matter of 32 Street, and we would appreciate an opportunity to address your meeting and answer any questions you might have.

Signed,  
**32 Street Citizens for Quality of Life**

  
Jim Lyman 347-8197  
4434-33A ST

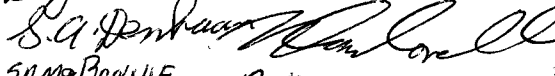
  
3516 44th Avenue  
358-4210


  
Charles Murray  
4205-33 ST.  
346-8459


  
Keith Rispler  
83 Andrews Close  
341-5177

2

  
B.J. Denhaan

  
S.A. Denhaan  
S.A. & BONNIE  
DENHAAN  
3314-44A AVE.  
403-41-5491

  
R.D. McDONNELL 347-6567  
3313 SPRUCE DRIVE

  
Phyl Nesom  
4201-38 ST



## *Signees*

<i>Sam and Bonnie Denhaan</i>	<i>3314 44a Ave</i>	<i>341-5491</i>
<i>R.D. McDonell</i>	<i>3313 Spruce Dr</i>	<i>347-6567</i>
<i>Phyl Nesom</i>	<i>4221 38 St</i>	
<i>Charles/Bev Murray</i>	<i>4205 33 St</i>	<i>346-8459</i>
<i>Keith Risplen</i>	<i>83 Anders Cl</i>	<i>341-5177</i>
<i>Jim Lyman</i>	<i>4434 33a St</i>	<i>347-8197</i>
<i>Keith Martin</i>	<i>3516 44a Ave</i>	<i>358-4210</i>

*32 Street Citizens for Quality of Life is a community group formed after the last Stantec Engineering presentation about the future of 32 Street. The April 22 meeting was attended by 35 people on short notice with no advertising. The above are members of a steering committee of volunteers who attended the meeting. Jim Lyman is the current chair.*



**FILE**

cc: Mayor  
Councillors  
City Manager  
Engineering Services Manager

JK  
04/04/20

3313 Spruce Drive  
Red Deer  
T4N 3N7

April 17, 2004

Stantec Consulting  
600  
4808 Ross St.  
RED DEER

ATTENTION: David Brown

Dear Sir:

We attended your workshop at the Capri Hotel Thursday evening. Thank you for providing an opportunity to view and to comment on your various proposals.

Enclosed are our completed questionnaires. You will note that we have favoured neither of your proposed options A, B, or C, but rather have added Option D, *Delburne Road*. We have a number of reasons for this, some positive, and others simply a rejection of the 32 Street widening proposal:

1. While much of the traffic on 32 Street, particularly that heading to and from RDC and the Highway 2 interchange, logically belongs there, much of it is turning south on Gaetz towards the many shopping facilities lying between 32 Street and the Westerner (this can be verified on any Saturday when it routinely takes two lights to make a southbound left turn onto Gaetz). As one gentleman at your evening meeting suggested, couldn't that traffic better access its destination coming from the south off Delburne Road?
2. At a proposed six lanes, you will be turning 32 Street in a wider artery than either Gaetz Avenue or most of Taylor Drive. This through residential and park areas.
3. We have great difficulty in understanding your second map on page 11 – "widen Delburne Road (6 lanes)," wherein you calculate that traffic on 32 Street would fall by only 2%. If you are suggesting that motorists would en masse forsake a six lane Delburne Road, a virtual highway fed by arterial roads 20<sup>th</sup>, 30<sup>th</sup>, and 40 Avenues, in favour 32 Street to access south-central Red Deer, we respectfully disagree with your vision.
4. A widening of 32 Street would substantially increase traffic volumes on our residential street, Spruce Drive. You acknowledge this on your various maps, and propose to deal with it by eliminating parking on our street. On the entire east side of Spruce Drive, there are just four houses with front drives. Where do our guests park? This would have a major,



degenerative effect on our street, our property values, and our quality of community life.

5. Why is it necessary to use Spruce Drive as a major traffic artery? In east Red Deer, a ten-block spacing of north-south arterial roads appears to have been planned - Gaetz (50<sup>th</sup>), then 40<sup>th</sup>, 30<sup>th</sup>, and now being planned, 20<sup>th</sup>. Why do we need one half-way between 40<sup>th</sup> and 50<sup>th</sup>?
6. Spruce Drive is not designed as major arterial road. It has no green buffer strip, no berms, no high fences, and no back lane separator. It in no way resembles either 30 Avenue, 40 Avenue, Taylor Drive through Oriole Park, or 43 Street through West Park. But if you force more vehicles onto it, you are asking it do the same work as those roads.
7. Our homes front onto a street - opposite a wildlife corridor - for which you are proposing a major increase in traffic count, with all the negative implications that holds. On the other hand, with Delburne Road, you have an opportunity to plan far in advance. By taking a minor highway which already feeds the biggest single people-draw in the City, and giving it greater capacity, you will disturb no one, nor will you devalue anyone's property, nor alter any established neighbourhoods. The road allowances are already there.
8. The widening of 32 Street, and effectively Spruce Drive, will limit access and egress for both Mountview and Sunnybrook.

We trust you will give these concerns your serious attention. Thank you.

Yours truly,



Richard D. McDonell

Diane E. McDonell

cc Mayor and City Councillors



Marlene vanHaren  
27 Armitage Close  
Red Deer, Alberta  
T4R 2K5

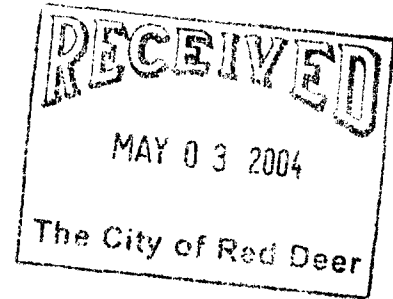
**FILE**

cc: Mayor  
Councillors  
Engineering Services  
Manager

KE 04/05/03

April 29, 2004

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



Dear Representatives of the Citizens of the City of Red Deer,

RE: ROAD EXPANSION OF 32 STREET AND/OR MOLLY BANNISTER DRIVE

Enclosed is a letter written by Garfield Marks and published in the Red Deer Express on April 22. His letter expresses many of my sentiments on the issue of expanding roadways to meet the needs of the people of Red Deer. I would ask that you review the letter and note his valid points regarding fuel usage and wasted travel time.

I attended Stantec's presentation at the Capri Centre earlier this month. The Engineer suggested that the citizens of Red Deer do not tolerate backups of traffic and this is one of the reasons for expanding 32 Street to six lanes. I would agree with this point but would argue that more importantly, we do not tolerate living next to six lane thoroughfares! It is imperative that you consider the hardships of the residents living near the proposed road changes rather than focus on the feelings of motorists traveling through this area enroute elsewhere.

At best, the Engineers' Report is a guesstimate, no one truly knows how Red Deer motorists will react to the different proposals he has brought forward.

I would like to see 32 Street remain at four lanes of traffic. I feel extending Molly Bannister Drive (or even Bell Street??) to meet up with 40 Avenue is a very logical solution. I understand the seniors at Horizon Village are against this and vocal about it. (Just a reminder that seniors, as a rule, have a difficult time with change in any aspect of their lives.) To me, four lanes of traffic at this location are no different than four lanes of traffic at 32 Street. But to ask the residents near 32 Street to accept an expansion to six lanes of traffic behind their homes and then allow others to forego any additional traffic in their area is very biased and unfair.

I would ask that you shelve the expansion of 32 Street and proceed with the extension of either Molly Bannister Drive or Bell Street (if viable).

Sincerely,

Marlene vanHaren



# Transportation Plan has him upset

The recent city of Red Deer 2003/2004 Transportation Plan Update is revealing and upsetting to those of us who live near 32 Street and/or 40 Avenue.

The emphasis seems to be on *not* extending Molly Banister Drive and *does* emphasize increasing the traffic on 32 Street and Delburne Road.

Thirty-second Street will then be 14 feet closer to my back fence. Thirty-second Street will go from four lanes with a volume/capacity (V/C) of 79 per cent to six lanes with a volume/capacity of 74 per cent without the Molly Banister extension.

But if they built the Molly Banister extension, the volume/capacity would decrease to 63 per cent. Either way it is still a big increase in traffic.

If they extend Molly Banister the traffic by my fence will increase 20 per cent and if they don't the traffic will increase 40 per cent.

Delburne Road will go from a V/C of 91 per cent without Molly Banister to 78 per cent with Molly Banister with four lanes or if Delburne Road went to six lanes the V/C would fall to 64 per cent.

Molly Bannister would have a volume/capacity of 44 per cent if was built with four lanes.

If 79 per cent of four lanes means 33,000 cars per day, then 44 per cent must mean around 18,000 cars per day.

Let us look at this from

another angle. Eighteen thousand cars could mean that 10,000 of those cars will have to detour north to 32 Street or south to Delburne Road without Molly Banister. Ten thousand cars a day driving one, two, three or four kilometres extra on a daily basis.

Now if all 10,000 cars were highly fuel-efficient four cylinders, (30-50 miles per gallon) and traffic problems and the weather were never an issue then they would burn an extra eight cents worth of fuel or 0.10 litres of fuel.

Ten thousand cars, trucks, vans and buses burning 0.10 litres equates to a 1,000 litres of fuel burned every day for the next 20 years until they realize the need to extend Molly Banister.

Seven point three million litres of fuel burned, plus the oil and rubber, carbon monoxide and carbon dioxide and all the other pollutants produced between 40 Avenue and Gaetz, and 32 Street and the Delburne Road.

I am sure all the animals and the environmentalists are all jumping for glee.


If they extend Molly Banister then the traffic behind my house would decrease 11 per cent, and there would be seven million litres of fuel saved and the air would be less polluted.

Then if there was a short cut from Anders, Inglewood, Lancaster, Bower, and Sunnybrook, it might be more conducive to

pedestrians and cyclists, than a busy six lane 32 Street.

There is a strong upside to extending Molly Bannister than has been given credence and I hope city councillors listen to all sides in this issue.

**Garfield John Marks**  
**Red Deer**



**Income  
Tax  
Returns**

from

**only \$24<sup>95</sup>**

**Sorensen's**

**LOANS-PAYDAY** Inc.

E-File for  
**CASH  
BACK  
NOW!**

5123 - 48 St.  
**Red Deer**  
**342-4131**

---

5023 - 50 St.,  
**Lacombe**  
**786-0011**

---

1-866-211-CASH (2274)

•Fax & Copy Service  
Available•

**Now in Rocky  
Mountain House!**  
**845-3319**



May 18, 2004

Mr. & Mrs. R. D. McDonell  
3313 Spruce Drive  
Red Deer, AB T4N 3N7

Dear Mr. & Mrs. McDonell

***City of Red Deer Transportation Study - Council Presentation and Public Participation***

Thank you for your recent letter concerning this Study. The following is a tentative schedule of when the City of Red Deer's Transportation Study will be presented to Council:

- |               |  |
|---------------|--|
| May 31, 2004  | The Executive Summary of the Transportation Study will be available on The City's Web Site at <u><a href="http://www.city.red-deer.ab.ca">www.city.red-deer.ab.ca</a></u> Full copies of the report will be available for viewing at City of Red Deer Engineering Services Department. |
| June 14, 2004 | Findings of the Transportation Study to be presented to Council for information and questions. No <i>public</i> presentations or questions will be entertained at this time. The public is welcome to attend and listen.   |
| June 28, 2004 | Transportation Study comes back to Council for public presentations, Council debate and report approval and/or amendment scheduled for 7:00 p.m.   |

If you would like to comment on the Study, this can be done as follows:

1. Sending a letter to: Red Deer City Council  
c/o Legislative & Administrative Services Manager  
Box 5008, Red Deer, AB T4N 3T4  
Fax: (403) 346-6195  
Deadline: **Monday, June 21, 2004**
2. E-mailing Council at: [legislativeservices@reddeer.ca](mailto:legislativeservices@reddeer.ca)
3. Attending and speaking at the Monday, June 28, 2004 Council meeting at 7:00 p.m. in Council Chambers, 2<sup>nd</sup> Floor, City Hall (access through west, park-side City Hall doors). Letters can also be submitted at the Council Meeting.



Mr. & Mrs. R.D. McDonell

May 18, 2004

Page 2

Please call if you have any questions.

Sincerely,

Kelly Kloss  
Manager

c      Engineering Services Manager



**Christine Kenzie**

**To:** Tom Warder  
**Cc:** Frieda McDougall  
**Subject:** RE: May 18, 2004 to Mr. & Mrs. McDonell re Transportation Study\_v1.DOC

I discussed the "letters to be presented to Council" sentence in the letter with Kelly. The reason we put that there is that, in the past, people have complained if they missed the deadline they were not able to submit anything. Usually what is submitted is copies of presentations made to Council. I will leave that sentence in the letters but will add our fax number so people have that option to submit letters as well.

This letter should go out no later than the first week of June, 2004. I will be on holidays from May 24<sup>th</sup> to June 7<sup>th</sup>. I will pass this on to Frieda to see that the letters go out in my absence.

Thanks.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Tom Warder  
**Sent:** May 18, 2004 4:25 PM  
**To:** Christine Kenzie; Jilaire Wagner  
**Subject:** RE: May 18, 2004 to Mr. & Mrs. McDonell re Transportation Study\_v1.DOC

Hi Christine,

This is still the plan, but I haven't received the Executive Summary yet. Can you hold off sending the letter until next week? I can then be more confident that we will have the information updated on the web.

The letter looks good, although I wouldn't suggest that letters be presented at the Council meeting (last sentence under point 3). If we get several letters, Council won't have time to digest them.

Tom Warder, P. Eng.  
Engineering Services Manager  
The City of Red Deer  
403-342-8168  
tomw@city.red-deer.ab.ca

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

**From:** Christine Kenzie  
**Sent:** May 18, 2004 9:48 AM  
**To:** Jilaire Wagner; Tom Warder  
**Subject:** May 18, 2004 to Mr. & Mrs. McDonell re Transportation Study\_v1.DOC

Attached is a sample of a letter we will be sending out to people who have submitted letters to Council regarding the Transportation Study. Before I send these letters out – I want to confirm that May 31<sup>st</sup> is still the date for the News



Release to be issued and the Executive Summary will be on the Web Page. June 14<sup>th</sup> and June 28<sup>th</sup> are still the dates when this study will be presented to Council. This item was discussed at the "Topics for Discussion" meeting on May 17<sup>th</sup>.

The letter will be sent to the following:

Mr. & Mrs. R.D. McDonell  
Marlene vanHaren  
32<sup>nd</sup> Street Citizens for Quality of Life (Jim Lyman – Chair)

I understand that no ad will be placed in newspapers – just the news release at this time.

Please confirm.  
Thanks.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**  
<< File: May 18, 2004 to Mr. & Mrs. McDonell re Transportation Study\_v1.DOC  
>>



**Christine Kenzie**

**From:** Tom Warder  
**Sent:** May 18, 2004 4:25 PM  
**To:** Christine Kenzie; Jilaire Wagner  
**Subject:** RE: May 18, 2004 to Mr. & Mrs. McDonell re Transportation Study\_v1.DOC

Hi Christine,

This is still the plan, but I haven't received the Executive Summary yet. Can you hold off sending the letter until next week? I can then be more confident that we will have the information updated on the web.

The letter looks good, although I wouldn't suggest that letters be presented at the Council meeting (last sentence under point 3). If we get several letters, Council won't have time to digest them.

Tom Warder, P. Eng.  
Engineering Services Manager  
The City of Red Deer  
403-342-8168  
tomw@city.red-deer.ab.ca

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

**From:** Christine Kenzie  
**Sent:** May 18, 2004 9:48 AM  
**To:** Jilaire Wagner; Tom Warder  
**Subject:** May 18, 2004 to Mr. & Mrs. McDonell re Transportation Study\_v1.DOC

Attached is a sample of a letter we will be sending out to people who have submitted letters to Council regarding the Transportation Study. Before I send these letters out – I want to confirm that May 31<sup>st</sup> is still the date for the News Release to be issued and the Executive Summary will be on the Web Page. June 14<sup>th</sup> and June 28<sup>th</sup> are still the dates when this study will be presented to Council. This item was discussed at the "Topics for Discussion" meeting on May 17<sup>th</sup>.

The letter will be sent to the following:

Mr. & Mrs. R.D. McDonell  
Marlene vanHaren  
32<sup>nd</sup> Street Citizens for Quality of Life (Jim Lyman – Chair)

I understand that no ad will be placed in newspapers – just the news release at this time.

Please confirm.  
Thanks.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**



<< File: May 18, 2004 to Mr. & Mrs. McDonell re Transportation Study\_v1.DOC >>



**Christine Kenzie**

**From:** Jilaire Wagner  
**Sent:** May 18, 2004 11:33 AM  
**To:** Christine Kenzie; Tom Warder  
**Subject:** RE: May 18, 2004 to Mr. & Mrs. McDonell re Transportation Study\_v1.DOC

This is still my understanding Christine, but Tom is closer to the process. He may know something that I don't.

Jilaire

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

**From:** Christine Kenzie  
**Sent:** May 18, 2004 9:48 AM  
**To:** Jilaire Wagner; Tom Warder  
**Subject:** May 18, 2004 to Mr. & Mrs. McDonell re Transportation Study\_v1.DOC

Attached is a sample of a letter we will be sending out to people who have submitted letters to Council regarding the Transportation Study. Before I send these letters out – I want to confirm that May 31<sup>st</sup> is still the date for the News Release to be issued and the Executive Summary will be on the Web Page. June 14<sup>th</sup> and June 28<sup>th</sup> are still the dates when this study will be presented to Council. This item was discussed at the "Topics for Discussion" meeting on May 17<sup>th</sup>.

The letter will be sent to the following:

Mr. & Mrs. R.D. McDonell  
Marlene vanHaren  
32<sup>nd</sup> Street Citizens for Quality of Life (Jim Lyman – Chair)

I understand that no ad will be placed in newspapers – just the news release at this time.

Please confirm.  
Thanks.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

<< File: May 18, 2004 to Mr. & Mrs. McDonell re Transportation Study\_v1.DOC >>



**Christine Kenzie**

**To:** Jilaire Wagner; Tom Warder

**Subject:** May 18, 2004 to Mr. & Mrs. McDonell re Transportation Study\_v1.DOC

Attached is a sample of a letter we will be sending out to people who have submitted letters to Council regarding the Transportation Study. Before I send these letters out – I want to confirm that May 31<sup>st</sup> is still the date for the News Release to be issued and the Executive Summary will be on the Web Page. June 14<sup>th</sup> and June 28<sup>th</sup> are still the dates when this study will be presented to Council. This item was discussed at the “Topics for Discussion” meeting on May 17<sup>th</sup>.

The letter will be sent to the following:

Mr. & Mrs. R.D. McDonell  
Marlene vanHaren  
32<sup>nd</sup> Street Citizens for Quality of Life (Jim Lyman – Chair)

I understand that no ad will be placed in newspapers – just the news release at this time.

Please confirm.  
Thanks.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**



May 18, 2004 to  
Mr. & Mrs. McD...



**Christine Kenzie**

**To:** Jilaire Wagner

**Subject:** May 10, 2004 to Mr. & Mrs. McDonell re Transportation Study\_v1.DOC

Attached is a draft of a letter to be sent to those who have submitted comments to Council re the Transportation Study. Kelly has asked that you review this letter – in particular the reference to a news release. Should this be mentioned to the public – or just inform them that copies of the Transportation Study would be available for viewing in Engineering on May 31<sup>st</sup>?

Let me know ASAP.

Thanks.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**



May 10, 2004 to  
Mr. & Mrs. McD...

*Do up on ad as  
well for Transportation  
Study? ? ?*

*→ hold off on letter  
till after Jopins meeting?  
on May 17/04*

*- 422*

*→ Who to advise - how?  
→ news release?*



Julian's Changes

May 10, 2004

Mr. & Mrs. R. D. McDonell  
3313 Spruce Drive  
Red Deer, AB T4N 3N7

Dear Mr. & Mrs. McDonell

***City of Red Deer Transportation Study - Council Presentation and Public Participation***

Thank you for your recent letter concerning this Study. The following is a tentative schedule of when the City of Red Deer's Transportation Study will be presented to Council:

- |               |  |
|---------------|--|
| May 31, 2004  | <del>A news release will be issued including the</del> <u>The Executive Summary of the Transportation Study will be available on The City's Web site at <a href="http://www.city.red-deer.ab.ca">www.city.red-deer.ab.ca</a>.</u> Full copies of the report will be available for viewing at City of Red Deer Engineering Services Department. |
| June 14, 2004 | Findings of the Transportation Study to be presented to Council for information and questions. No <i>public</i> presentations or questions -will be entertained at this time. The public is welcome to attend and listen.  |
| June 28, 2004 | Transportation Study comes back to Council for public presentations, Council debate and report approval and/or amendment scheduled for 7:00 p.m.   |

If you would like to comment on the Study, this can be done as follows:

1. Sending a letter to: Red Deer City Council  
c/o Legislative & Administrative Services Manager  
Box 5008, Red Deer, AB T4N 3T4  
Deadline: **Monday, June 21, 2004**
2. E-mailing Council at: [legislativeservices@reddeer.ca](mailto:legislativeservices@reddeer.ca)
3. Attending and speaking at the Monday, June 28, 2004 Council meeting at 7:00 p.m. in Council Chambers, 2<sup>nd</sup> Floor, City Hall (access through west, park-side City Hall doors). Letters can also be submitted at the Council Meeting.



Mr. & Mrs. R.D. McDonell

May 10, 2004

Page 2

Please call if you have any questions.

Sincerely,

Kelly Kloss  
Manager



DRAFT

IS THIS  
WHAT YOU WANT  
TO SEND TO THOSE  
WHO HAVE SUBMITTED  
LETTERS TO COUNCIL  
RE TRANSPORTATION STUDY?

GJK.

May 10, 2004

Mr. & Mrs. R. D. McDonell  
3313 Spruce Drive  
Red Deer, AB T4N 3N7

Dear Mr. & Mrs. McDonell

**City of Red Deer Transportation Study - Council Presentation and Public Participation**

Thank you for your recent letter concerning this study.  
The following is a tentative schedule of when the City of Red Deer's Transportation Study will be presented to Council:

- |               |   |
|---------------|---|
| May 31, 2004  | A press release will be issued including the Executive Summary of the Transportation Study. Full copies of the report will be available at City of Red Deer Engineering Services Department and may be checked out for a short period to review.  |
| June 14, 2004 | Findings of the Transportation Study to be presented to Council at approximately 4:30 p.m. and will be tabled for two weeks. Questions may be asked by Council for information and Council questions.   |
| June 28, 2004 | Transportation Study comes back to Council for public presentations, Council debate and report approval and/or amendment. Scheduled for 7:00 p.m. If you would like to comment on the study, this can be done in the any of the following manner: |
- You would be welcome to attend the June 28, 2004 Council Meeting to make a presentation to Council at approximately 7:00 p.m.

Please call if you have any questions.

Sincerely,

Kelly Kloss  
Manager

Study, this can be done in the any of the following manner:

Public welcome to attend and listen.



**Christine Kenzie**

**From:** Kelly Kloss  
**Sent:** May 06, 2004 3:47 PM  
**To:** Christine Kenzie  
**Subject:** FW: Transportation Study - Council Presentation and Public Participation

FYI

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

**From:** Tom Warder  
**Sent:** May 06, 2004 11:52 AM  
**To:** 'Dean Cooper'; 'David Brown'; 'Russ Wlad'; Paul Meyette; Bryon Jeffers; Dave Matthews; Chi Lee; Norbert Van Wyk; Jilaire Wagner; 'Brian Reid'  
**Cc:** Teresa Truant; Linda Rehn  
**Subject:** Transportation Study - Council Presentation and Public Participation

I just met with the City's Senior Management Team to discuss the process for Council presentation, Public participation, and Council debate/approval. I have developed the following process and schedule that we must meet to achieve the objectives outlined by SMT. Please review this information and let me know if you have any comments, questions, or concerns.

Date	Task/Event
May 6 to 14	Stantec to complete final draft report and executive summary and forward to Steering Committee.
May 17 to 21	Steering Committee to review final draft report and provide final comments to Stantec through Tom. A Steering Committee meeting can be convened if necessary.
May 25 to 28	Final tweaking of report if necessary and printing of final draft report (20 copies of the full report and 35 copies of the executive summary). Preparation of press release, web site, and Council report.
May 31	Press release. Issue Council report including executive summary of study. Issue web site including description of Council/Public process and executive summary on City web site (PDF). Send executive summary to identified stakeholders (e.g. Environmental Advisory Board, Horizon Village, Bower Community Association, Sunnybrook/Mountview Community Association, Chamber of Commerce, etc.) All parties to be advised that the full report is available at Engineering Services and may be checked out for a short period to review.
June 14	Noon presentation to Rotary (30 minutes including Q&A) 4:30 pm presentation to City Council (30 to 40 minutes), Question/Answer period (40 to 60 minutes), Table for two weeks.
June 28	Public presentations to City Council, Council debate, Report approval/amendment.
June 28 to July 2	Final amendments to report if necessary.



July 5 to 9	Printing of final report (subject to amendments)
July 12 to 16	Celebrate completion, include recommendations in budget process.

Tom Warder, P. Eng.  
 Engineering Services Manager  
 The City of Red Deer  
 403-342-8168  
[tomw@city.red-deer.ab.ca](mailto:tomw@city.red-deer.ab.ca)



Revised

May 10, 2004

Mr. & Mrs. R. D. McDonell  
3313 Spruce Drive  
Red Deer, AB T4N 3N7

Dear Mr. & Mrs. McDonell

***City of Red Deer Transportation Study - Council Presentation and Public Participation***

The following is a tentative schedule of when the City of Red Deer's Transportation Study will be presented to Council:

- |               |  |
|---------------|--|
| May 31, 2004  | A press release will be issued including the Executive Summary of the Transportation Study. Full copies of the report will be available at City of Red Deer Engineering Services Department and may be checked out for a short period to review. |
| June 14, 2004 | Transportation Study to be presented to Council at approximately 4:30 p.m. and will be tabled for two weeks.   |
| June 28, 2004 | Transportation Study comes back to Council for public presentations, Council debate and report approval and/or amendment.  |

You would be welcome to attend the June 28, 2004 Council Meeting to make a presentation to Council at approximately 7:00 p.m.

Please call if you have any questions.

Sincerely,

Kelly Kloss  
Manager



**Christine Kenzie**

**From:** Kelly Kloss  
**Sent:** May 06, 2004 3:47 PM  
**To:** Christine Kenzie  
**Subject:** FW: Transportation Study - Council Presentation and Public Participation

FYI

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

**From:** Tom Warder  
**Sent:** May 06, 2004 11:52 AM  
**To:** 'Dean Cooper'; 'David Brown'; 'Russ Wlad'; Paul Meyette; Bryon Jeffers; Dave Matthews; Chi Lee; Norbert Van Wyk; Jilaire Wagner; 'Brian Reid'  
**Cc:** Teresa Truant; Linda Rehn  
**Subject:** Transportation Study - Council Presentation and Public Participation

I just met with the City's Senior Management Team to discuss the process for Council presentation, Public participation, and Council debate/approval. I have developed the following process and schedule that we must meet to achieve the objectives outlined by SMT. Please review this information and let me know if you have any comments, questions, or concerns.

Date	Task/Event
May 6 to 14	Stantec to complete final draft report and executive summary and forward to Steering Committee.
May 17 to 21	Steering Committee to review final draft report and provide final comments to Stantec through Tom. A Steering Committee meeting can be convened if necessary.
May 25 to 28	Final tweaking of report if necessary and printing of final draft report (20 copies of the full report and 35 copies of the executive summary). Preparation of press release, web site, and Council report.
May 31	Press release. Issue Council report including executive summary of study. Issue web site including description of Council/Public process and executive summary on City web site (PDF). Send executive summary to identified stakeholders (e.g. Environmental Advisory Board, Horizon Village, Bower Community Association, Sunnybrook/Mountview Community Association, Chamber of Commerce, etc.) All parties to be advised that the full report is available at Engineering Services and may be checked out for a short period to review.
June 14	Noon presentation to Rotary (30 minutes including Q&A) 4:30 pm presentation to City Council (30 to 40 minutes), Question/Answer period (40 to 60 minutes), Table for two weeks.
June 28	Public presentations to City Council, Council debate, Report approval/amendment.
June 28 to July 2	Final amendments to report if necessary.



July 5 to 9	Printing of final report (subject to amendments)
July 12 to 16	Celebrate completion, include recommendations in budget process.

Tom Warder, P. Eng.  
Engineering Services Manager  
The City of Red Deer  
403-342-8168  
[tomw@city.red-deer.ab.ca](mailto:tomw@city.red-deer.ab.ca)



# TRANSPORTATION STUDY

**Christine Kenzie**

**From:** Tom Warder  
**Sent:** May 04, 2004 3:46 PM  
**To:** Christine Kenzie  
**Cc:** Bryon Jeffers; Chi Lee; Frank Colosimo; L  
'Russ Wlad'; 'Dean Cooper'; 'David Brown'  
**Subject:** RE: Transportation Study - Formal Presen

*Copy of News  
Release to  
the writing in  
the Transp. Study*

Christine,

As discussed, the plan is now to take the Transport (6pm would be great). We would expect to present this for two weeks and return on June 28 for debate and 14 should allow time to present, hear from the public

Tom Warder, P. Eng.  
Engineering Services Manager  
The City of Red Deer  
403-342-8168  
tomw@city.red-deer.ab.ca

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

**From:** Christine Kenzie  
**Sent:** May 04, 2004 9:04 AM  
**To:** Tom Warder  
**Subject:** Transportation Study - Formal Presentation to Council on May 17th

Just wanted to confirm that you still plan on bringing the Transportation Study report to Council on May 17<sup>th</sup>. Were you planning to present this at 4:30 pm? (i.e. before the supper break) or would after 7:00 p.m. work better for you. Please let me know.

I have scheduled a supper break for Council that may take longer than the hour. Council would have to leave City Hall at approximately 5:45 p.m. on May 17<sup>th</sup>.

Thanks.

**Christine Kenzie**  
**Administrative Assistant**  
**City of Red Deer**  
**Legislative & Administrative Services**  
**403.342.8201**  
**chrisk@city.red-deer.ab.ca**



*PACKED***Christine Kenzie**

**From:** Lorne and Cathy Hallet [lorneandcathy@shaw.ca]  
**Sent:** June 02, 2004 11:13 AM  
**To:** LASMailbox  
**Subject:** Transportation Plan Update

Sir - I have read the Stantec Consulting report listing the 4 options to address roadway network requirements for southeast Red Deer. I live in Eastview and have for many years. I utilize 32nd street as the primary route to access services and shopping along Gaetz Avenue, south of 32nd street.

My personal opinion is that Option D - construct Molly Bannister Drive from Barrett Drive to 40th Ave (NO 32nd street widening), is the best option.

I believe that using current day dollars to construct the necessary roadway through the Kin Canyon will be most cost-efficient and best dollar value. I also believe this may allow some of the anticipated improvements to the Gaetz Ave/32nd street intersection to be postponed - although not negated. I believe the people who live in any of the subdivisions on the southeast area of Red Deer will determine for themselves which traffic route option will best meet their needs and as such, will choose routes that result in the total traffic requirements being spread over three primary east-west roadways (Delburne Road, 22nd street to M.Bannister Drive, and 32nd street), rather than just two. Otherwise I believe we are funnelling this traffic onto two roadways and compounding the overall problem, rather than addressing it from a fundamental view - i.e. people want to take the shortest route and will do so given that opportunity. I believe drivers coming from Eastview, Grandview, Mountview, and Morrisroe will primarily utilize 32nd street if their destination remains the vicinity of the Capri, Red Deer College, and to some extent Bower Place Shopping Centre. Travelling further to Gaetz Avenue Crossing etc. would remain a viable option for this traffic via 32nd street. However, traffic originating in Deer Park, Rosedale, Lancaster, Victoria Park, Inglewood, etc. would then have three options (32nd Street, Delburne Road, and 22nd - M.Bannister) to proceed to services in the areas I just mentioned previously. I believe they would choose to proceed west as quickly as possible rather than north to 32nd before going west. The other aspect to this is that widening 32nd street from 40th Ave to Gaetz (whether in one stage or two is irrelevant) may not be sufficient if future incremental increases in traffic along 32nd street do not originate in the Eastview, Morrisroe, Grandview, Mountview areas, but instead come from Deer Park, Rosedale, etc.. We will then be required to widen 32 street EAST from 40th Ave. Access and turning off 32nd onto Spruce Drive, 43rd Ave and any of the other collector roadways connecting to 32nd Street will be impacted adversely also by widening 32nd Street. Do subsequent improvements or restrictions then have to be made at these intersections?? Sounds to me like it's a way to continue the requirement of spending money to manage traffic flows.

I believe there are many people living along the south edge of Sunnybrook who do not want M.Bannister drive developed because it will impact the quality of life they have. Access will open up development and the "feel" of the neighborhood will change. I believe some of this sentiment is cloaked in the embracement of protecting the Kin Canyon green space. While I understand this possibility, I also believe the quality of life concerns would be the same for the people whose homes back onto 32 st. Yet they are under some pressure to acquiesce if in fact widening 32nd street proceeds.

In summary - considering present day dollars, moving services and widening 32nd street now does not seem as viable as developing the M. Bannister roadway across Kin Canyon and Piper Creek. If redevelopment of 32nd now equals 60% of cost of new construction for M.Bannister Drive, then I believe M.Bannister Drive should be built now, using current day dollars, rather than having inflation escalate this inevitable cost in however many years it takes to reach projected population targets of 115,000. This would also encourage a greater portion of the vehicular traffic to proceed west to utilize Taylor Drive for any subsequent north-south travel and perhaps mitigate the re-development of the Gaetz/32nd street intersection somewhat. Does this not also tie back into the 1996 report proposing the M.Bannister development? Also - I believe the plan to improve access to Red Deer College was not hinging primarily on 32nd street, but was in fact considering very much an access off Taylor Drive. This would tie in very well with M.Bannister bringing east-west traffic on a road system capable of handling it with less impact on established neighborhoods as along 32nd street.

Respectfully submitted

Lorne D. Hallet  
4422-35 Ave.  
Red Deer, AB

2004/06/02



---

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



**Kelly Kloss**

---

**From:** Donna Hamel on behalf of Mayor  
**Sent:** June 03, 2004 7:54 AM  
**To:** Tom Warder; Kelly Kloss  
**Subject:** FW: Sustainable 32 Street - Conclusions

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

**From:** case hard [mailto:sustainable32street@yahoo.ca]  
**Sent:** June 03, 2004 6:59 AM  
**To:** Mayor  
**Subject:** Sustainable 32 Street - Conclusions

We will be delivering a written submission in response to the Stantec Consulting 2003/2004 Transportation Plan proposals, probably the week before the public hearing at the end of the month. This written submission will consist of four sections followed by a conclusion section. These four sections in the submission will consist of:

1. We are both residents and motorists
2. Roads are Free
3. Sustainable Transportation
4. The Perceived Need to Widen 32 Street to Six Lanes

The recommendations contained in the Conclusion section of our report will be as follows:

- Reject the transportation consultants proposed recommendations regarding the widening of 32 Street to six lanes and Spruce Drive to four lanes. Place a moratorium on all non-safety 32 Street and Spruce Drive proposals until they have been examined from a sustainable transportation perspective. Remove the proposed widening of 32 Street to six lanes and Spruce Drive to four lanes as a future option in the transportation plan.
- Reinforce The City of Red Deer Strategic Plan and instruct that transportation study updates be undertaken using sustainable transportation principles.
- Full public participation in the transportation planning process. The solutions to many of our most pressing problems does not lay in inventing new mechanisms of control and policing, but rather in inventing new mechanisms for handing back the responsibility to the citizens.
- Refrain from planning roads on the basis of projected demand. Current demand for the transportation network contains high levels of inefficient use. To plan the future based on current use patterns is to reward and encourage even higher levels of inefficient choice by individuals (making two trips rather than one, not using closest destination, driving alone etc) and systematic inefficiencies (for instance, parents drive their children to school because there is too much traffic on the roads which creates more traffic which forces other parents to drive).
- Downgrade the importance of computer modeling in making decisions about road capacity. Most modeling considers three scenarios: trend; no change; and some shift to alternate modes. However, these three scenarios all overlook the importance of existing levels of inefficiency in the transport system. The "trend" scenario assumes that people will not only be permitted to keep their current inefficient choices but will also be encouraged to expand them further (through an initial oversupply of the resource) and that existing systemic inefficiencies will be supported and expanded. The "no change" scenario generally ignores how congestion actually helps reduce overall inefficiency in the system by forcing people to make efficient choices. The computer modeling therefore overestimates



the potential problems caused by not increasing the road capacity.

- Make individual transport decisions subordinate to Red Deer ' s long term strategic objectives. Transportation planning decisions can become self-fulfilling prophecies; increasing road capacities can stimulate automobile dependant transport and land use patterns, while investments in transit, pedestrian and bicycle facilities can help create multi-modal transportation systems.

A recent City of Toronto study recognized sustainable transportation as an **emerging opportunity** with the following quote:

*"Recent World Bank findings that cities that invest in sustainable transportation infrastructure (including Toronto) are more internationally competitive, more equitable, attract more businesses and residents, enjoy higher quality of life, and spend the least per capita on transportation. "*

Thank you for your attention.

Keith Martin – 3516 44a Avenue  
Keith Rispler – 83 Anders Close  
Krista Dellert – 4436 33 Street

---

Post your free ad now! **Yahoo! Canada Personals**

---

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





**Legislative & Administrative Services**

**DATE:** June 1, 2004

**TO:** Mayor  
Councillors  
City Manager  
Directors

**FROM:** Legislative & Administrative Services Manager

**SUBJECT:** 2003/2004 Transportation Plan Update

---

The attached report and executive summary will be appearing on the June 14, 2004 Council agenda. To provide you additional time to review it, we are delivering this report to you now.

The full report is approximately 200 pages and is available for your perusal at the Engineering Department should you wish more detail.

Please keep your copy of the executive summary and bring it to the June 14<sup>th</sup> Council meeting.

Thanks.

Kelly Kloss  
Manager

Enc.



Thank you for your comments regarding 32<sup>nd</sup> Street widening. Your comments have been forwarded to members of Council and will be on the agenda for the Monday, June 28<sup>th</sup> Council Meeting. You are invited to attend the Monday, June 28, 2004 Council Meeting at 7:00 p.m. in Council Chambers, 2<sup>nd</sup> Floor of City Hall.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Rita Wells [mailto:tcrrwell2@telus.net]

**Sent:** June 24, 2004 8:38 AM

**To:** Gail Surkan

**Subject:** Proposed Widening of 32nd St

We want to express our opposition to the widening of 32nd st. Having lived in Red Deer area for 60+++ years we have often seen these quick fixes that run amuck down the road in a few years. It seems logical that with some improved left and right turn lanes at the key intersections 32nd st. will serve the needs for many years. Yes there is a need to focus on the east west traffic, and extending the Molly Banister link would serve the south east section of the city even better, also the Delburne road would be considered for a major connector road, as these areas at the moment do not have residential houses in the way to impede future development. Red Deer has always taken pride in it's green areas and I have no doubt that Molly Banister link could be made into a park area and yet serve the growing traffic demands, nature/animals are important but I am sure we can serve and keep our city moving.

respectfull  
Tom and Rita Wells  
Sunnybrook, subdivision

---

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



Thank you for your comments regarding 32<sup>nd</sup> Street. Your comments have been forwarded to Councillors and will be included on the Monday, June 28, 2004 Council Agenda. You are invited to attend the Monday, June 28<sup>th</sup> Council Meeting at 7:00 p.m., in Council Chambers, during Council's regular meeting.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Sharon /Tim MacNeill [mailto:tmacneill2@shaw.ca]  
**Sent:** June 23, 2004 10:15 PM  
**To:** Mayor  
**Subject:** 32nd St

Dear Councillors,

Over the past 15 years we have watched our city grow, especially in the southeast areas of Anders, Victoria Park, Lancaster, Deer Park, and Rosedale. These are all beautiful communities and the city should be proud. Our city grows larger and the cities Tax Base also increases, however, the only new route to these areas is the 67th Street bridge to the 30th Ave route. The only other route to these new areas is 32nd Street and we residents of 32nd Street and Spruce Drive are suffering the consequences!! Why should we pay the price for our cities expansion? Also, when you look at the map of the area the east-west streets (i.e.: Ross St, 39th St, 32 St) are at reasonable regular intervals to help access these areas, but, there are no more routes east-west after 32nd St until you get to the Delbourne Highway. The Molly Banister extension across the creek to 22nd St is the next logical expansion. Perhaps city council should face the inevitable - this is progress - you can't have your head in the sand just because a few environmentalists think you could damage our natural surroundings! Did anyone complain when 32nd St was built across the nature area? Also, how many people actually live on Molly Banister Drive? The future of our great city is in your hands! Make the right decision! The concerned voters of 32nd St and Spruce Drive await your decision.

Concerned voter, Tim MacNeill

---

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



Thank you for your comments regarding 32<sup>nd</sup> Street and Spruce Drive. Your comments have been forwarded to members of Council and will be on the agenda for the Monday, June 28, 2004 Council Meeting. You are invited to attend the June 28<sup>th</sup> Council Meeting at 7:00 pm. in Council Chambers, 2<sup>nd</sup> Floor of City Hall.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Walter Kubanek [mailto:walter\_kubanek@hotmail.com]  
**Sent:** June 23, 2004 10:17 PM  
**To:** Mayor  
**Subject:** six lanes on 32nd street and widening Spruce Drive

Hello Mayor Surkan

A brief note on what may be a contentious topic on city council agenda June 28.

May I express my concern with the proposal to wide 32<sup>nd</sup> to six lanes, and to make Spruce Drive 4-lane down the south hill to Rotary Park?

I can see that Red Deer needs a ring road along the Delburne Road, and eventually might find the need for six lanes on Gaetz Avenue up the south hill to the Westerner. These may someday make sense and be useful because we already have six lanes on that short stretch of Gaetz through downtown.

But how many other major arteries would you think will need more than 4 lanes. If the beautiful Elbow Drive and Memorial Drive in Calgary can remain at 4 lanes, and still service a million people safely, I think Red Deer need not be concerned our city will suffer, during this century, from keeping its major arteries at four lanes.

There may be immediate problems with encouraging traffic to take Spruce Drive rather than Gaetz. What happens at the bottom of the South Hill, at the intersection serving Rotary Park and 48 Avenue? Aside from the very popular playground, all that traffic at Rotary Park must funnel into a 2 lane roadway or turn left at a heavily used intersection. Increasing the size of Spruce, and feeding more traffic from 32<sup>nd</sup> will only exacerbate the danger to the kids, and create a terrific bottleneck - and I see nothing in the plan to address that consequence.

My neighbours, of course, are upset about the potential loss of parking, the extra traffic that will be encouraged to use Spruce as a main artery, and so am I. But frankly, in the 20 years we have lived here, the only traffic slowdown I occasionally experience are at the bottom of the South Hill, or when trying to turn south from 32<sup>nd</sup> Street westbound onto Gaetz. The left turn problem on Gaetz means drivers occasionally wait until the second green light to make the turn - not my idea of a major snarl. Even so, once the fancy



solution to that left turn problem is built, the route west on 32<sup>nd</sup>, and north on Gaetz, will also be more palatable than hitting the Spruce Drive bottleneck at Rotary Park.

To reiterate my concern, it appears the plans to increase the flow of traffic onto Spruce Drive, and speed traffic down the South Hill, seem to ignore the fact that Spruce Drive becomes 48<sup>th</sup> Avenue, a two lane road, and any increase in traffic flow on Spruce will only exacerbate the problems now faced by the users of Rotary Park (mostly children) and all the Saturday Farmers Market traffic trying to cross or enter 48 Avenue, as well as travellers using 48<sup>th</sup> Avenue.

Sure, the Delburne Road and the Molly Bannister plans will not be a complete solution. No final solution is ever likely. But turning picturesque, tree lined 32<sup>nd</sup> into a walled traffic fortress will downgrade the commuters quality of life as well as the quality of life of the residents of Mountview and Sunnybrook, two of the finest neighbourhoods in Red Deer. And encouraging more drivers to travel down Spruce Drive will not enhance our quality of life or children safety, particularly when increased traffic becomes a regular occurrence at that intersection and north on 48<sup>th</sup> Avenue to City Hall.

Please consider encouraging your fellow counsellors to vote this down on June 28<sup>th</sup>.

May we extend our appreciation for your years serving our city well, and our best wishes for you and Roger in your future endeavours. Sorry you are not considering provincial or federal politics.

Walter and Diane Kubanek

---

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



**Christine Kenzie**

**From:** on behalf of LASMailbox  
**To:** Mayor; Councillors; City Manager; Tom Warder  
**Subject:** FW: Transportation Plan

See below for further comments on the Transportation Plan. I have replied to Mr. Baugh to inform him he is welcome to attend the June 28<sup>th</sup> Council Meeting at 7:00 p.m.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**[christine.kenzie@reddeer.ca](mailto:christine.kenzie@reddeer.ca)**

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

**From:** Ron Baugh [<mailto:SSC@Telus.net>]  
**Sent:** June 22, 2004 8:27 PM  
**To:** LASMailbox  
**Subject:** Transportation Plan

Dear Madam or Sir:

I strongly object to Stantec's plan to widen 32 Street and postpone the Molly Banister Extension. I believe that this would only add to the traffic problems on 32 Street and further degrade the peaceful nature of this area. The Molly banister Extension should go ahead NOW for the greater good of the citizens of Red Deer. If you continue to defer this much needed extension you could set a precedent that will end up creating the same kind of massive congestion now being suffered by the City of Calgary. The City of Calgary has repeatedly abandoned long range traffic plans to preserve wild areas, all because a vocal regional minority. This minority who live in the area near where the extension would go wants to try and maintain pristine park conditions near their homes. An understandable desire but not reasonable when it is the majority of the population who will suffer.

Regards,

Ron Baugh ,ISP President Phone (403)  
343 - 3927  
Superior Systems Consulting Ltd.  
5824 - 44 Avenue E-mail: [SSC@Telus.net](mailto:SSC@Telus.net)  
Red Deer, Alberta Canada T4N 3J5

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



**Christine Kenzie**

**From:** on behalf of LASMailbox  
**To:** Ron Baugh  
**Subject:** RE: Transportation Plan

Thank you for your comments regarding the Transportation Plan. Your comments have been forwarded to the Mayor and Councillors and will be included on the agenda for the Monday, June 28<sup>th</sup> Council Meeting. You are invited to attend the June 28<sup>th</sup> meeting at 7:00 p.m., Council Chambers, 2<sup>nd</sup> Floor of City Hall.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Ron Baugh [mailto:[SSC@Telus.net](mailto:SSC@Telus.net)]  
**Sent:** June 22, 2004 8:27 PM  
**To:** LASMailbox  
**Subject:** Transportation Plan

Dear Madam or Sir:

I strongly object to Stantec's plan to widen 32 Street and postpone the Molly Banister Extension. I believe that this would only add to the traffic problems on 32 Street and further degrade the peaceful nature of this area. The Molly banister Extension should go ahead NOW for the greater good of the citizens of Red Deer. If you continue to defer this much needed extension you could set a precedent that will end up creating the same kind of massive congestion now being suffered by the City of Calgary. The City of Calgary has repeatedly abandoned long range traffic plans to preserve wild areas, all because a vocal regional minority. This minority who live in the area near where the extension would go wants to try and maintain pristine park conditions near their homes. An understandable desire but not reasonable when it is the majority of the population who will suffer.

Regards,

Ron Baugh ,ISP President Phone (403)  
343 - 3927  
Superior Systems Consulting Ltd.  
5824 - 44 Avenue E-mail: [SSC@Telus.net](mailto:SSC@Telus.net)  
Red Deer, Alberta Canada T4N 3J5

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



Attached is an e-mail received regarding the Transportation Study for your information. This e-mail will be included in the June 28<sup>th</sup> Council Agenda. A reply has been forwarded to the writer informing them that their comments would appear on the June 28<sup>th</sup> Council Agenda.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Kelly Kloss  
**Sent:** June 07, 2004 8:10 AM  
**To:** Christine Kenzie  
**Subject:** FW: Sustainable 32 Street We are both Residents and Motorists

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

**From:** case hard [mailto:sustainable32street@yahoo.ca]  
**Sent:** June 04, 2004 6:35 AM  
**To:** Mayor  
**Subject:** Sustainable 32 Street We are both Residents and Motorists

Humans are sociable creatures. We like being around others – meeting them, or simply watching them go by. We like the unpredictability of human encounters, where any moment is never the same as the previous. Throughout history, we've formed ourselves into neighborhoods, and created public spaces in which to share experiences. These spaces have served several purposes. They've been our market places, goods and services are bought and sold; our meeting places, for neighbors to meet and talk; and also our traffic spaces, for moving people and goods.

However we've slid towards public spaces created around the needs of machines – automobiles - rather than people. The insatiable desire for these machines to go further and faster has distorted our priorities. They've been allowed to take over. Many streets and public spaces today are simply traffic corridors, where the people's need for social exchange has been edged out. The consequence: neighborhoods that are unwelcoming, where people don't linger, and neighbors have been replaced by residents. Good public spaces attract people. Uninviting, mono-purpose streets frighten them away.



A sustainable transportation system is the mechanism to rectify the problems being caused by us as a society catering to the fast movement of the automobile to the detriment of our neighborhoods.

#### Legitimate Contradictory Needs

**A newspaper article in the Red Deer Advocate (dated 20 April 2004) titled "Opposition organizes against expansion of 32<sup>nd</sup> Street – Noise, traffic fears". A couple of paragraphs in the article that demonstrates the dichotomy of the current debate surrounding the potential 32 Street widening to six lanes:**

***Former city councillor Bob Schnell, who lives near 32<sup>nd</sup> Street in Sunnybrook, said the city is making good decisions because traffic must keep moving efficiently. Schnell said expanding 32<sup>nd</sup> Street is a logical choice because he understood the street was built with the idea it could be widened someday.***

***But Mountview resident Shelly DeMaere said she feels sorry for her neighbors who live along 32<sup>nd</sup> Street. DeMaere can only imagine the noise and traffic congestion they will face. She lives three closes away from 32<sup>nd</sup> Street and hears noise from that street, Spruce Drive and even Gaetz Avenue.***

**This dichotomy is the result of a tension created when legitimate contradictory needs get out of balance. Traffic only becomes a problem if we as a society allow our need for movement and speed to ride roughshod over our needs as residents. However, most of us are both motorists and residents; as motorists we value speed, but as parents and residents other peoples speed is a curse. In current society the predominant view is that of the motorist, and the subordinate view is that of the residents. We often resolve disputes between dominant and subordinate views by ignoring one of these contradictory voices; generally ignored is the subordinate view.**

#### Public Participation

**Traffic problems cannot be satisfactorily dealt with by simply attacking and trying to reduce the power of the need or desire that has taken the dominant position. This simply evokes a negative reaction from the motorist that has legitimate needs and desires. Significant social change only happens when we amplify the paradoxical subordinate**



**position as opposed to tearing down the dominant position. It is only when the motorist and the resident have equal status at the negotiating table, that we can find truly creative ways to satisfy what are both legitimate but contradictory desires and needs.**

**Most residents see the traffic problems on their street as being caused by “those bad motorists” and it is someone else’s responsibility (usually the city) to fix this problem. These same residents rarely stop to think that every time they drive they are doing the same damage to the livability of other peoples neighborhoods as is being done to theirs. Until residents accept responsibility for their part in the total traffic problem, including the damage they are doing to other neighbourhoods each time they drive, traffic solutions will only treat symptoms rather than tackling the core issues. The City of Red Deer, promising residents a solution (such as the proposed widening 32 Street to six lanes) that does not require residents to face their own contradictory needs, actually makes the problem worse in the long run.**

**The following is an extract from “The Metropolitan Transportation Planning Process: Key Issues - A Briefing Notebook for Transportation Decisionmakers Officials and Staff” published under the auspices of the US Department of Transportation. (“MPO” is defined as Metropolitan Planning Organization).**

***As the agency responsible for coordinating the regional transportation planning process, the MPO must actively involve all affected parties in an open, cooperative, and collaborative process that provides meaningful opportunities to influence transportation decisions. Transportation has a profound influence on the lives of people. Decisionmakers must consider fully the social, economic, and environmental consequences of their actions, and assure the public that transportation programs support adopted land use plans and community values.***

To conclude, it would appear in the current deliberations in the transportation plan update, that solutions are being based on the dominant position perspective of the motorist. It would appear in the case of the proposed 32<sup>nd</sup> Street widening, the resident’s contradictory subordinate view is being ignored. It is predictable that the affected residents of the proposed widening of 32<sup>nd</sup> Street will challenge the motorist-based solutions. Now is the time to fully engage the subordinate resident view in meaningful dialogue in order to find a mutually agreeable solution, where everybody wins. Traditionally public involvement in conventional transportation planning is rated as modest where the public is invited to comment at specific points in the planning process. Public involvement in sustainable



transportation planning is rated as high with the public involved at many points in the planning process.

**Thank you for your attention.**

**Keith Martin – 3516 44A Avenue  
Keith Rispler – 83 Anders Close  
Krista Dellert - 4436 33 Street**

**Carol Van Overloop - 4444 33 Street**

---

**Post your free ad now! [Yahoo! Canada Personals](#)**

---

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



Attached is an e-mail received regarding the Transportation Study for your information. This e-mail will be included in the June 28<sup>th</sup> Council Agenda. A reply has been forwarded to the writer informing them that their comments would appear on the June 28<sup>th</sup> Council Agenda.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Kelly Kloss  
**Sent:** June 07, 2004 8:09 AM  
**To:** Christine Kenzie  
**Subject:** FW: Sustainable 32 Street - Conclusions

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

**From:** case hard [mailto:sustainable32street@yahoo.ca]  
**Sent:** June 03, 2004 6:59 AM  
**To:** Mayor  
**Subject:** Sustainable 32 Street - Conclusions

We will be delivering a written submission in response to the Stantec Consulting 2003/2004 Transportation Plan proposals, probably the week before the public hearing at the end of the month. This written submission will consist of four sections followed by a conclusion section. These four sections in the submission will consist of:

1. We are both residents and motorists
2. Roads are Free
3. Sustainable Transportation
4. The Perceived Need to Widen 32 Street to Six Lanes

The recommendations contained in the Conclusion section of our report will be as follows:

- Reject the transportation consultants proposed recommendations regarding the widening of 32 Street to six lanes and Spruce Drive to four lanes. Place a moratorium on all non-safety 32 Street and Spruce Drive proposals until they have been examined from a sustainable transportation perspective. Remove the proposed widening of 32 Street to six lanes and Spruce Drive to four lanes as a future option in the transportation plan.
- Reinforce The City of Red Deer Strategic Plan and instruct that transportation study updates be undertaken using sustainable transportation principles.
- Full public participation in the transportation planning process. The solutions to many of our most pressing problems does not lay in inventing new



mechanisms of control and policing, but rather in inventing new mechanisms for handing back the responsibility to the citizens.

- Refrain from planning roads on the basis of projected demand. Current demand for the transportation network contains high levels of inefficient use. To plan the future based on current use patterns is to reward and encourage even higher levels of inefficient choice by individuals (making two trips rather than one, not using closest destination, driving alone etc) and systematic inefficiencies (for instance, parents drive their children to school because there is too much traffic on the roads which creates more traffic which forces other parents to drive).
- Downgrade the importance of computer modeling in making decisions about road capacity. Most modeling considers three scenarios: trend; no change; and some shift to alternate modes. However, these three scenarios all overlook the importance of existing levels of inefficiency in the transport system. The "trend" scenario assumes that people will not only be permitted to keep their current inefficient choices but will also be encouraged to expand them further (through an initial oversupply of the resource) and that existing systemic inefficiencies will be supported and expanded. The "no change" scenario generally ignores how congestion actually helps reduce overall inefficiency in the system by forcing people to make efficient choices. The computer modeling therefore overestimates the potential problems caused by not increasing the road capacity.
- Make individual transport decisions subordinate to Red Deer's long term strategic objectives. Transportation planning decisions can become self-fulfilling prophecies; increasing road capacities can stimulate automobile dependant transport and land use patterns, while investments in transit, pedestrian and bicycle facilities can help create multi-modal transportation systems.

A recent City of Toronto study recognized sustainable transportation as an **emerging opportunity** with the following quote:



*"Recent World Bank findings that cities that invest in sustainable transportation infrastructure (including Toronto) are more internationally competitive, more equitable, attract more businesses and residents, enjoy higher quality of life, and spend the least per capita on transportation."*

Thank you for your attention.

Keith Martin – 3516 44a Avenue  
Keith Rispler – 83 Anders Close  
Krista Dellert – 4436 33 Street

---

Post your free ad now! [Yahoo! Canada Personals](#)

---

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



## Christine Kenzie

---

**From:** Kelly Kloss  
**Sent:** June 14, 2004 10:43 AM  
**To:** Christine Kenzie  
**Subject:** FW: Sustainable 32 Street Check List

Please forward to Councillors

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

**From:** Donna Hamel **On Behalf Of** Mayor  
**Sent:** June 14, 2004 8:58 AM  
**To:** Kelly Kloss; Tom Warder  
**Subject:** FW: Sustainable 32 Street Check List

The following quote is a stated transportation goal from The City of Red Deer 2002-2005 Strategic Plan:  
Another chapter.....

Donna Hamel  
donna.hamel@reddeer.ca  
Phone: 403-342-8362  
Fax: 342-8365

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

**From:** case hard [mailto:sustainable32street@yahoo.ca]  
**Sent:** June 12, 2004 7:31 PM  
**To:** Mayor  
**Subject:** Sustainable 32 Street Check List

*To maintain an effective and sustainable transportation system that responds to the changing needs of citizens.*

The Strategic Plan states Council and staff organizational values, vision, purpose, and guiding principles and sets out goals and strategies.

The Centre for Sustainable Transportation defines a sustainable transportation system as one that:

- Allows the basic access needs of individuals and societies to be met safely and in a manner consistent with human and ecosystem health, and with equity within and between generations
- Is affordable, operates efficiently, offers choice of transport mode and supports a vibrant economy; and
- Limits emissions and waste with the planet's ability to absorb them, minimizes consumption of non-renewable resources, reuses and recycles its components and minimizes the use of land and the

2004/06/14



production of noise.

Criteria by which Council should evaluate the proposed widening of 32 Street to six lanes.

The following is a yes/no check list for Council to determine whether the widening of 32 Street to six lanes and Spruce Drive to four lanes meets the 13 criteria contained in the definition of sustainable transportation (the stated goal of the City of Red Deer Strategic Plan).

Criteria	Yes	No
Safety		
Consistent with human health		
Consistent with ecosystem health		
Equity within generations		
Equity between generations		
Affordable		
Offers choice of transport mode		
Supports a vibrant economy		
Limits emission and waste		
Minimizes consumption of non-renewable resources		
Reuses and recycles its components		
Minimizes the use of land		
Minimizes the production of noise		

Into the well that supplies thee with water, cast no stones.

Keith Martin - 3516 44A Avenue

Keith Rispler - 83 Anders Close

Krista Dellert - 4436 33 Street

Carol Van Overloop - 4444 33 Street

---

Post your free ad now! [Yahoo! Canada Personals](#)

---

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



More information regarding Sustainable 32<sup>nd</sup> Street: - see below

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Kelly Kloss  
**Sent:** June 14, 2004 10:44 AM  
**To:** Christine Kenzie  
**Subject:** FW: Sustainable 32 Street - The Perceived Need to Widen 32 Street to Six Lanes

Please forward to Councillors

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

**From:** Donna Hamel **On Behalf Of** Mayor  
**Sent:** June 14, 2004 9:01 AM  
**To:** Tom Warder; Kelly Kloss  
**Subject:** FW: Sustainable 32 Street - The Perceived Need to Widen 32 Street to Six Lanes

## The 1996 Transportation Plan

FYI

Donna Hamel  
donna.hamel@reddeer.ca  
Phone: 403-342-8362  
Fax: 342-8365

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

**From:** case hard [mailto:sustainable32street@yahoo.ca]  
**Sent:** June 11, 2004 6:15 AM  
**To:** Mayor  
**Subject:** Sustainable 32 Street - The Perceived Need to Widen 32 Street to Six Lanes

Transportation plans are powerful documents. The proof of this is the transportation consultant using the previous recommendation from the 1996 Transportation Plan to justify his recommendation to widen 32 Street to six lanes. The context was different eight years ago, parameters have changed, and sustainable transportation had yet to gain the wide acceptance it currently enjoys. Also the onus on the municipality to obtain public input in its deliberations had to meet lower standards than would be acceptable now (or the sustainable basic principle of the profound community involvement in planning deliberations).



Our opinion is that the proposed widening of 32 Street to six lanes should be judged on its own merits in a sustainable context, not based on conclusions from a dated previous transportation plan.

## The Transportation Model

The current proposal to widen 32 Street to six lanes, and the additional strain this will put on Spruce Drive, comes out of the transportation modeling process by the transportation consultants. The proposed transportation plan tries to anticipate two growth scenarios, being:

1. Population of 85,000 persons which "represents approximately year 2011" (seven years hence).
2. Population of 115,000 persons which "represents approximately year 2030" (twenty six years hence)

If one considers 32 Street as an east west traffic thoroughfare, the majority of residential communities which 32 Street serves have been built on the east side of Red Deer. The growth patterns for 85,000 person horizon (or the year 2011) show the remainder of vacant land in the east side of Red Deer developed.

The growth patterns for 115,000 person horizon (or the year 2030) show the development after 2011 will be at the south-east corner of the city along Delburne Road. The transportation consultant shows two desire lines for this south-east corner of the City for the 115,000 person horizon. One of the desire lines is east/west and approximates the location of Delburne Road and the second is NW/SE pointing from the south east corner of the city towards the downtown core (apart from government, none of the major employers in Red Deer are located downtown; unfortunately downtown is not a destination retail centre). The transportation consultant appears to be assuming that some substantial portion of traffic, that would be resident in the south east corner of the city that will be developed between the year 2007 and the year 2030, will want to access other parts of the city using Delburne Road, whilst another substantial portion of traffic will want to access other parts of the city generally in a north westerly direction.



The transportation consultant defines desire lines as lines that connect areas of population & employment between which people want to travel. There does not appear to us to be anything too scientific in deciding which way these desire lines should point, other than transportation consultants impression of where people in a given location want to travel to and from. The reason that the direction of these desire line is critical is that they affect the assumptions in the transportation model. The transportation model is only as good as the assumptions used to build it. If the impressions used to draw the desire lines are faulty, the model will be distorted (regardless of how good or detailed the other assumptions and projections are). Different assumptions and desire lines would yield a different result, and would lead to different conclusions regarding 32 Street.

For illustration two possible different assumptions that would alter the north west desire line are:

1. An off ramp for southbound traffic on Highway 2 to allow traffic to travel east on Delburne Road. This would effectively make Highway 2 the west part of a ring road system and further increase the amount of traffic in the south-east corner of the city presently envisioned by the transportation planner to use Delburne Road (for work related and shopping trips).
2. If the Northland Drive crossing recommendation is accepted, this will form the east part of the ring road system. There could thus be a third desire line due north along 30 Avenue.

We have the following reservations about the results of the transportation consultants modeling process:

- The 115,000 person horizon is used in the modeling process to justify the widening of 32 Street to six lanes but the implementation is advocated some 19 years earlier than anticipated to be required in this modeling process.



- The further out in time a modeler (transportation or otherwise) goes out, the more faulty assumptions can distort the model. The transportation consultant is making recommendations based on a model projection 26 years in the future.
- Arbitrary simplistic drawing of desire lines.
- The modeling process appears to anticipate the current dependence on the single occupant automobile (SOV), with no allowance for the benefits accruing from the integration of other modes of transportation (in either the 85,000 or 115,000 person horizons).
- The probability that new residential developments in north east and south-east residential developments designed to incorporate a mix of shopping, residential, recreational and work centers – sustainable land use planning (which would reduce the need for motor vehicle travel).

There is no inherent reason why 32 Street, with its present four lanes, should be chosen for use by new residents in the future south-east subdivisions. However if 32 Street is widened to six lanes as proposed, traffic from the future south-east subdivisions will be attracted to and funneled through it; in the words of W.P. Kinsella: build it and they will come.

What will happen if 32 Street is widened to six lanes as proposed?

The immediate change will be that traffic will speed up a bit in all lanes as traffic shifts to the new lanes. Additional traffic eats up much of this new capacity as motorists perceive congestion relief and (1) opt to take a trip they otherwise wouldn't have, (2) take a longer trip, (3) change to this road from another, (4) change mode (drive rather than carpool, transit, bike or walk), or (5) move farther from work (adding to sprawl), or choose a job farther from home.

The Transportation Plan Updated



It would appear that the transportation update planning process approach to the proposed 32 Street widening has been softened due to public opposition. The proposed widening of 32 Street has gone from immediate start of functional planning to a future project within a ten-year time frame. There is a certain attractiveness or even expediency to keeping this option open, without any apparent downside. Not only do we recommend rejection of the proposed widening of 32 Street, but we also suggest that this proposal not be included in the updated transportation plan. If the proposed widening of 32 Street is contrary to sustainable transportation principles now, it will be against sustainable principles in 10 years time. The inclusion of the proposed widening of 32 Street in the transportation plan update is not required for right of way protection as if necessary it can be accommodated largely in the present configuration.

As previously suggested, these transportation plans are powerful documents; the recommendations from which are used as the rationale for other planning decisions. If transportation plan updates occur approximately 5 years apart, there should be one more update before the 85,000 person horizon (or the year 2011). This future transportation plan update (5 years hence) should be, in accordance with the Strategic Plan, be based on sustainable transportation principles without being prejudiced by non-sustainable conclusions from previous transportation studies (the current proposed transportation plan update included).

Thank you for your attention.

Keith Martin - 3516 44A Avenue  
Keith Rispler - 83 Anders Close  
Krista Dellert - 4436 33 Street  
Carol Van Overloop - 4444 33 Street



---

Post your free ad now! [Yahoo! Canada Personals](#)

---

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



## Christine Kenzie

---

**From:** Kelly Kloss  
**Sent:** June 11, 2004 10:13 AM  
**To:** Christine Kenzie  
**Subject:** FW: Sustainable 32 Street Sustainable Transportation.

Please forward to Councillors

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

**From:** Donna Hamel **On Behalf Of** Mayor  
**Sent:** June 09, 2004 7:59 AM  
**To:** Tom Warder; Kelly Kloss  
**Subject:** FW: Sustainable 32 Street Sustainable Transportation.

Now is the time to leave yesterday and yesterday's ways of doing things, behind.

*FYI*

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

**From:** case hard [mailto:sustainable32street@yahoo.ca]  
**Sent:** June 09, 2004 6:31 AM  
**To:** Mayor  
**Subject:** Sustainable 32 Street Sustainable Transportation.

### *What is Sustainable Transportation?*

*The Centre for Sustainable Transportation defines a sustainable transportation system as one that:*

- *Allows the basic access needs of individuals and societies to be met safely and in a manner consistent with human and ecosystem health, and with equity within and between generations*
- *Is affordable, operates efficiently, offers choice of transport mode and supports a vibrant economy; and*
- *Limits emissions and waste with the planet's ability to absorb them, minimizes consumption of non-renewable resources, reuses and recycles its components and minimizes the use of land and the production of noise.*

*With slight changes, the above definition has been adopted as a working definition by the transport ministers of the 15 countries of the European Union.*

*The following is an extract from "The Metropolitan Transportation Planning Process: Key Issues - A Briefing Notebook for Transportation Decisionmakers Officials and Staff" published under the auspices of the US Department of Transportation:*

2004/06/14



*" Smart growth is a set of policies and programs designed by local governments to protect, preserve, and economically develop established communities and natural and cultural resources. Smart growth encompasses a holistic view of development. From a transportation perspective, smart growth includes building walkable communities and providing a variety of transportation choices by integrating land use planning and transportation planning. Smart growth policies link transportation projects with desired land use patterns in order to make more efficient use of infrastructure (assets such as roads, bridges, and equipment) and reduce environmental impact."*

*There appears to be a similarity between the principles of smart growth and the preceding definition of sustainable development.*

### *The City of Red Deer and Sustainability.*

*The following quote is a stated transportation goal from The City of Red Deer 2002-2005 Strategic Plan:*

*To maintain an effective and sustainable transportation system that responds to the changing needs of citizens.*

### *Stantec Consulting and Sustainability*

*In the City of Red Deer 2003/2004 Transportation Plan Update Executive Summary (June 2004- obtained off the City of Red Deer website 2 June 2004) under a heading titled "Integration with Other Plans" (page 7) is the following:*

*This transportation plan update has endeavoured to extend beyond a focus on the road network exclusively, and has considered implicitly the needs of motorists, pedestrians, cyclists and public transit throughout. All road network issues and alternatives have been addressed in a broad technical approach that is cognizant of impacts and effects of these "other modes".*

*It is recommended that future transportation plans continue to increase the level of coordination and integration among all modes of transportation.*

### *Sustainable Planning and the Integration of All Modes of Transportation*

*The Canadian Guide to Promoting Sustainable Transportation Through Site Design, Interim Research Report – Needs Assessment and Best Practices July 2003, published under the auspices of the Canadian Institute of Transportation Engineers, states under the heading "Sustainable Transportation Modes Defined":*

*" Clearly, achieving a fully sustainable transportation system is a goal that will not be met within a single generation; however, it can be achieved over time by improving*



*options for modes that are responsive to the principles of sustainable transportation, it is possible that significant progress can be made on reducing the impacts of current transportation systems.*

*For passenger travel, a single-occupant vehicle is by far the least sustainable mode. In one year, a typical automobile driven 17,000 km releases over 4 tonnes of greenhouse gas emissions, requires space for parking at home, work, the shopping mall, and numerous other locations and contributes to nearly 2,000 motor vehicle related fatalities in Canada. In many urban areas, occupants often spend more than one hour a day commuting to and from work.*

*In simplistic terms, a more sustainable transportation mode could be defined as any mode that provides an alternative to single occupant vehicles. This includes:*

- Walking;*
- Cycling;*
- Transit;*
- High occupancy vehicles like, carpooling and vanpooling; and*
- Other active modes such as in-line skating.*

*In developing an overall context for the guidelines, one of the objectives was to define a simple, clear term that was all encompassing to include pedestrian, bicycle, ridesharing and transit and other "non-SOV" travel modes. There was some concern that the term "alternative modes" may imply an unconventional or unorthodox mode of travel that is not considered viable by the population at large. The title chosen for the project reflects the view that these non-SOV modes of travel represent real opportunities to lessen our reliance on designing our transportation network primarily for the automobile, an approach that is not "sustainable" over time and that decisions made during the land development process heavily influence mode choice."*

*Further under the heading "Benefits of Sustainable Transportation Modes:*

*"The broader benefits of increasing the use of alternatives to Single Occupant Vehicles (SOV) and other less sustainable transportation modes are well documented and include:*

- Environment: Reduced use of motorized transport results in reduced greenhouse gas emissions and associated climate change impacts; reduced air pollution; reduced land consumption from roads and parking; reduced noise, and reduced impact on wildlife and vegetation;*
- Health: Improved health may result from reduced air pollution, reduced motor vehicle collisions and improved physical fitness;*
- Quality of Life: Reduced traffic results in calmer, safer streets; reduced crime; reduced traffic noise and congestion; and in turn increased opportunities for social interaction and a higher quality of life; and*
- Economy: The construction of new roads and related facilities consumes a substantial amount of public resources while health impacts result in increased healthcare costs.*

*Increasing congestion also is a burden on the economy. Use of alternative modes contributes to a vibrant economy.*

*Although these benefits are generally known, progress on increasing the use of sustainable modes has been slow or even negative. One of the main reasons for lack of progress is that individuals tend to underestimate the impacts of their personal decisions on overall societal goals. The other reason is that over the last 50-75 years, most cities in Canada have been developed in a manner which essentially creates a reliance on motorized travel for those other than community members who are highly committed to a non-SOV lifestyle. Only now is the development community beginning to acknowledge that decisions on land use and urban form need to recognize the importance of facilitating more sustainable transportation."*



*Are sustainable transportation principles incorporated into 2003/2004 Transportation Plan Update?*

*The recommended improvements to the transportation system in the City of Red Deer 2003/2004 Transportation Plan Update Executive Summary (June 2004) indicate that the traffic consultants appear to be providing single occupant vehicle focused solutions to single occupant vehicle created traffic problems. We understand that most engineers and transportation planners are eager to see change, but are uncertain as to how they can initiate specific change or alteration. Often there are conflicting local ideas. But what is the sense of planning to build "enhancements" to a transportation system whose only function is to move automobiles to the detriment of everything else. Sustainable transportation is not a new idea and its principles are being applied across Canada. Our opinion is that sustainable transportation principles have not been incorporated into 2003/2004 Transportation Plan Update. It is time to follow the City of Red Deer Strategic Plan, and build a sustainable transportation system; to leave the past behind.*

Thank you for your attention.

Keith Martin – 3516 44A Avenue  
Keith Rispler – 83 Anders Close  
Krista Dellert - 4436 33 Street  
Carol Van Overloop - 4444 33 Street

---

*Post your free ad now! [Yahoo! Canada Personals](#)*

---

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



## Christine Kenzie

---

**From:** Kelly Kloss  
**Sent:** June 18, 2004 11:28 AM  
**To:** Bev Hughes; Dennis Moffat; Diana Rowe; Jeffrey Dawson; Larry Pimm; Lorna Watkinson-Zimmer; Morris Flewwelling; Vesna Higham  
**Cc:** Christine Kenzie  
**Subject:** FW: Widening of 32nd Street

For your information.

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

**From:** Paul Mason [mailto:pmason@big105.fm]  
**Sent:** June 17, 2004 11:53 AM  
**To:** Mayor  
**Subject:** Widening of 32nd Street

Hi Mayor Gail:

We have some very serious concerns about the widening of 32nd Street. As our home backs onto this street we are fully aware of the noise created by an already unbelievable amount of traffic. Even though we are on Ayers Close we feel that traffic would increase heading west towards 40th Avenue.

We have invested a great deal in maintaining the value of our property, it is our belief this would have a major negative impact on the future value of our home. It is our hope that should some of the other options be implemented we would realize a reduction in the amount of vehicles on 32nd Street and thereby distribute the traffic more evenly throughout this mushrooming east side of our beautiful city.

Your consideration of our comments is greatly appreciated.

Respectfully,  
Paul & Bonnie Mason  
43 Ayers Close

---

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



Your comments have been forwarded to City Council and will be included on the June 28<sup>th</sup> Council meeting agenda. You are welcome to attend the meeting on Monday, June 28, 2004 at 7:00 p.m. in Council Chambers, 2<sup>nd</sup> Floor of City Hall.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Paul Mason [mailto:pmason@big105.fm]  
**Sent:** June 17, 2004 11:53 AM  
**To:** Mayor  
**Subject:** Widening of 32nd Street

Hi Mayor Gail:

We have some very serious concerns about the widening of 32nd Street. As our home backs onto this street we are fully aware of the noise created by an already unbelievable amount of traffic. Even though we are on Ayers Close we feel that traffic would increase heading west towards 40th Avenue.

We have invested a great deal in maintaining the value of our property, it is our belief this would have a major negative impact on the future value of our home. It is our hope that should some of the other options be implemented we would realize a reduction in the amount of vehicles on 32nd Street and thereby distribute the traffic more evenly throughout this mushrooming east side of our beautiful city.

Your consideration of our comments is greatly appreciated.

Respectfully,  
Paul & Bonnie Mason  
43 Ayers Close

---

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



## Christine Kenzie

---

**From:** Kelly Kloss  
**Sent:** June 18, 2004 11:31 AM  
**To:** Christine Kenzie  
**Subject:** FW: 32nd Street expansion

Agenda file

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

**From:** Carol Van Overloop [mailto:canadianchick\_43@hotmail.com]  
**Sent:** June 15, 2004 7:18 PM  
**To:** Mayor; Jeffrey Dawson; Morris Flewwelling; Vesna Higham; Bev Hughes; Dennis Moffat; Larry Pimm; Diana Rowe; Lorna Watkinson-Zimmer  
**Cc:** canadianchick\_43@hotmail.com  
**Subject:** Re: 32nd Street expansion

To Whom it Concerns:

This past monday evening i attended a portion of the question period of Stantec's presentation. It was very interesting. By sitting there and listening to what they had to say, it became more evident to me what kind of community Red Deer offers me. A community that is safe, small town feel, and a place where children feel like its a good place to live.

I have lived in Red Deer for 20 years of my life, enjoyed every minute of it. I love the fact how i can walk out of my backyard and i'm right on a sidewalk that is parallel to 32nd street. How it takes me about a minute to get down to Kin Canyon, and enjoy the awsome parks Red Deer has to offer.

When we were kids we used to hop on our bikes and go play in the creek, try and see some wildlife, or try and find the "secret horse" in the woods of Kin Canyon. I still to this day will get on my bike ride, or go for a run on 32nd street. I love the fact that i feel safe in my community, how there's enough traffic on the road, that as a female i feel safe enough to run at night. But not too much noisy or excess air pollution that it's a gross place to exercise.

I think of how every Wednesday night in early spring, 50 or more runners will use 32nd street as a place to train for their up coming marathon that happens on May long weekend. Or how many families will use 32nd street as a place to go for evening walks. More importantly, 32nd street is shared by every part of the community, the runners, walkers, cyclists, skateboarders, rollerblades, and even cars.

I love the fact when we were kids it was and still is safe enough to cross the street to head over the the corner store, or to Sunnybrook hill to go sledding on. Moreover how my parents knew that I would be safe crossing the lights at the fire hall.

I'd have to say that the greatest part of living so close to Kin Canyon is waking up in the morning and seeing 2 moose laying in your front lawn enjoying the morning sun.

However, if 32nd street was to be widened the majority of my lifestyle i have enjoyed for the past 20 years would be lost. No matter how much Stantec can promise a larger sidewalk next to the roadway.

2004/06/21



It will change the amount of people who will use the sidewalk. For the fact that safety will be their number 1 concern. How parents will re-think letting their kids cross a 6 lane road on their own, even if there is a light. How by increasing 32nd street to 6 lanes will impact the safety of the wildlife.

The parks of Red Deer is something Red Deer is known for not their traffic congestion. I agree i do drive a car, but i do make a conscious effort to use other means of transportation to get around. I think what it comes down to is what are WE as a community willing to sacrifice in order to make the 1km of roadway between 40ave and Spruce Dr. move a little faster. I have driven it many times, and had to stopped at every light, and at the worst of times it takes a maximum of 5 minutes to get through that stretch of road.

The next time you drive through the area being affected I challenge you to take a look around at the two communities that surround the area, the many trees that border the area, as well as the many people who enjoy it at all times of the day. Just think about what would be lost with 6 lanes of traffic plowing through some of the oldest neighborhoods in Red Deer.

Thank you kindly for your time.

Sincerely

Carol Van Overloop

4444 33St.

Most importantly what kind of legacy do we want to leave our children?

---

Share a single photo or an entire slide show right inside your e-mail [With MSN Premium Get 2 Months FREE\\*](#)

---

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



Thank you for your comments regarding 32<sup>nd</sup> Street Expansion. Your comments will be included on the June 28<sup>th</sup> Council meeting agenda. You are invited to attend the Council Meeting on Monday, June 28<sup>th</sup>, 2004 at 7:00 p.m., Council Chambers, 2<sup>nd</sup> Floor of City Hall.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Carol Van Overloop [mailto:canadianchick\_43@hotmail.com]

**Sent:** June 15, 2004 7:18 PM

**To:** Mayor; Jeffrey Dawson; Morris Flewwelling; Vesna Higham; Bev Hughes; Dennis Moffat; Larry Pimm; Diana Rowe; Lorna Watkinson-Zimmer

**Cc:** canadianchick\_43@hotmail.com

**Subject:** Re: 32nd Street expansion

To Whom it Concerns:

This past monday evening i attended a portion of the question period of Stantec's presentation. It was very interesting. By sitting there and listening to what they had to say, it became more evident to me what kind of community Red Deer offers me. A community that is safe, small town feel, and a place where children feel like its a good place to live.

I have lived in Red Deer for 20 years of my life, enjoyed every minute of it. I love the fact how i can walk out of my backyard and i'm right on a sidewalk that is parallel to 32nd street. How it takes me about a minute to get down to Kin Canyon, and enjoy the awesome parks Red Deer has to offer.

When we were kids we used to hop on our bikes and go play in the creek, try and see some wildlife, or try and find the "secret horse" in the woods of Kin Canyon. I still to this day will get on my bike ride, or go for a run on 32nd street. I love the fact that i feel safe in my community, how there's enough traffic on the road, that as a female i feel safe enough to run at night. But not too much noisy or excess air pollution that it's a gross place to exercise.

I think of how every Wednesday night in early spring, 50 or more runners will use 32nd street as a place to train for their up coming marathon that happens on May long weekend. Or how many families will use 32nd street as a place to go for evening walks. More importantly, 32nd street is shared by every part of the community, the runners, walkers, cyclists, skateboarders, rollerblades, and even cars.

I love the fact when we were kids it was and still is safe enough to cross the street to head over the the corner store, or to Sunnybrook hill to go sledding on. Moreover how my parents knew



that I would be safe crossing the lights at the fire hall.

I'd have to say that the greatest part of living so close to Kin Canyon is waking up in the morning and seeing 2 moose laying in your front lawn enjoying the morning sun.

However, if 32nd street was to be widened the majority of my lifestyle i have enjoyed for the past 20 years would be lost. No matter how much Stantec can promise a larger sidewalk next to the roadway. It will change the amount of people who will use the sidewalk. For the fact that safety will be their number 1 concern. How parents will re-think letting their kids cross a 6 lane road on their own, even if there is a light. How by increasing 32nd street to 6 lanes will impact the safety of the wildlife.

The parks of Red Deer is something Red Deer is known for not their traffic congestion. I agree i do drive a car, but i do make a conscious effort to use other means of transportation to get around. I think what it comes down to is what are WE as a community willing to sacrifice in order to make the 1km of roadway between 40ave and Spruce Dr. move a little faster. I have driven it many times, and had to stopped at every light, and at the worst of times it takes a maximum of 5 minutes to get through that stretch of road.

The next time you drive through the area being affected I challenge you to take a look around at the two communities that surround the area, the many trees that border the area, as well as the many people who enjoy it at all times of the day. Just think about what would be lost with 6 lanes of traffic plowing through some of the oldest neighborhoods in Red Deer.

Thank you kindly for your time.  
Sincerely  
Carol Van Overloop  
4444 33St.

Most importantly what kind of legacy do we want to leave our children?

---

Share a single photo or an entire slide show right inside your e-mail [With MSN Premium](#)  
Get 2 Months FREE\*

---

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



## Christine Kenzie

---

**From:** Kelly Kloss  
**Sent:** June 18, 2004 11:14 AM  
**To:** Christine Kenzie  
**Subject:** FW: 32 ST widening

agenda file

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

**From:** Donna Hamel **On Behalf Of** Mayor  
**Sent:** June 18, 2004 8:06 AM  
**To:** Tom Warder; Kelly Kloss  
**Subject:** FW: 32 ST widening

Donna Hamel  
donna.hamel@reddeer.ca  
Phone: 403-342-8362  
Fax: 342-8365

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

**From:** Linda Cassidy [mailto:lmccass@shaw.ca]  
**Sent:** June 17, 2004 8:29 PM  
**To:** Jeffrey Dawson; Morris Flewwelling; Vesna Higham; Bev Hughes; Larry Pimm; Diana Rowe; Lorna Watkinson-Zimmer; Dennis Moffat; Mayor  
**Subject:** 32 ST widening

Dear City Council,

As you will be voting in less than 10 days on the Stantac proposal, I would like to share my views with you regarding the proposed widening of 32 ST and the extension of Molly Bannister Road.

I have been a resident of Red Deer for almost 25 years and have seen the increase in population as well as the increase in traffic. There is a need to change roads and traffic flow as the population changes.

The proposal put forth by Stantac estimates volume to capacity rate at 85,000 people for rush hour only. This is a very small segment of the day. At the present time there is a one light wait during rush hour on 32 St. When the population increases there will be a longer wait. We all know that when we travel to Edmonton, Calgary, or Vancouver we find ourselves sitting in rush hour for much longer than we do in Red Deer. This is a simple fact of a growing city. I think of the days several years ago that I could travel from one end of the city to the other in less than 10 minutes. To do that now you would have to choose your time very carefully. Waiting for two lights during rush hour is not reason enough to widen 32 St.

It is somewhat confusing why the recommendation is only to widen from 40th Ave to Spruce Drive, then later extend it to Gaetz Ave. Although my background is not engineering, how does 4 lanes which becomes 6 then becomes 4 again solve traffic flow? It becomes even more confusing when they talk about widening Spruce Drive to the bottom of the hill which then ends in a single lane which turns west or goes north. The wait in traffic would be transferred from 32 St to the bottom of Spruce Drive.

Although it is not their opinion that a ring road out to Delburne Road would decrease the usage of 32 St, I disagree. People from the East corner would prefer the movement of traffic compared to 32 St if they were driving the south end of the city where more businesses are being built.

2004/06/21



I cannot understand the proposed extension of Molly Bannister Road when it would run parallel to Delburne Rd at a very short distance away. Delburne road has been set up to expand to 4 lanes because of the distance of the new subdivisions from Delburne road. It does not seem logical to build a 4 lane road through the parkway when there is a road running east-west less than a km away.

I believe that with rising gas prices and an increase in traffic, residents will begin to look at different modes of transportation. Public transport is certainly one option that is available now. There are more buses available during the rush hour than at other times during the day.

Advertising of car pooling is something that I have noticed on highway signs while traveling in Vancouver and Victoria. This would cut down on the number of vehicles on the road.

While I was in Victoria in April, I noticed the large number of bicycles on the road. It turns out that Victoria is the bike capital of Canada. I am not sure how that came to pass, but perhaps with work, Red Deer could become the bike capital of Alberta for six months of the year. I choose to ride my bike 6 months of the year to work. My health is better for it, I save on gas, maintenance costs, parking, and I am not contributing to the pollution of the environment.

If residents are not able to look at different methods of transportation then they will likely look at adjusting their work hours or their work week so they do not find themselves waiting in traffic at 8:00 or 5:00 every day. Residents in larger cities do this frequently to save time in their day.

It is time to look at creative solutions to controlling traffic flow rather than putting in 6 lanes to a segment of 32 St. If residents choose not to look at other solutions and continue to drive to work alone during rush hour, then waiting for 2 lights is the price that they will have to pay.

I look forward to your views on the Stantac proposal.

Sincerely,

Linda Cassidy

---

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



## Christine Kenzie

---

**From:** Christine Kenzie  
**Sent:** June 21, 2004 8:34 AM  
**To:** 'lmcass@shaw.ca'  
**Subject:** RE: 32 ST widening

Your comments will be included on the June 28<sup>th</sup> Council Agenda. You are invited to attend the Monday, June 28<sup>th</sup> Council Meeting at 7:00 p.m., Council Chambers, 2<sup>nd</sup> Floor of City Hall

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Linda Cassidy [mailto:lmcass@shaw.ca]  
**Sent:** June 17, 2004 8:29 PM  
**To:** Jeffrey Dawson; Morris Flewwelling; Vesna Higham; Bev Hughes; Larry Pimm; Diana Rowe; Lorna Watkinson-Zimmer; Dennis Moffat; Mayor  
**Subject:** 32 ST widening

Dear City Council,

As you will be voting in less than 10 days on the Stantac proposal, I would like to share my views with you regarding the proposed widening of 32 ST and the extension of Molly Bannister Road.

I have been a resident of Red Deer for almost 25 years and have seen the increase in population as well as the increase in traffic. There is a need to change roads and traffic flow as the population changes.

The proposal put forth by Stantac estimates volume to capacity rate at 85,000 people for rush hour only. This is a very small segment of the day. At the present time there is a one light wait during rush hour on 32 St. When the population increases there will be a longer wait. We all know that when we travel to Edmonton, Calgary, or Vancouver we find ourselves sitting in rush hour for much longer than we do in Red Deer. This is a simple fact of a growing city. I think of the days several years ago that I could travel from one end of the city to the other in less than 10 minutes. To do that now you would have to choose your time very carefully. Waiting for two lights during rush hour is not reason enough to widen 32 St.

It is somewhat confusing why the recommendation is only to widen from 40th Ave to Spruce Drive, then later extend it to Gaetz Ave. Although my background is not engineering, how does 4 lanes which becomes 6 then becomes 4 again solve traffic flow? It becomes even more confusing when they talk about widening Spruce Drive to the bottom of the hill which then ends in a single lane which turns west or goes north. The wait in traffic would be transferred from 32 St to the bottom of Spruce Drive.

Although it is not their opinion that a ring road out to Delburne Road would decrease the usage of 32 St, I disagree. People from the East corner would prefer the movement of traffic compared to 32 St if they were driving the south end of the city where more businesses are being built.

I cannot understand the proposed extension of Molly Bannister Road when it would run parallel to Delburne Rd at a very short distance away. Delburne road has been set up to expand to 4

2004/06/21



lanes because of the distance of the new subdivisions from Delburne road. It does not seem logical to build a 4 lane road through the parkway when there is a road running east-west less than a km away.

I believe that with rising gas prices and an increase in traffic, residents will begin to look at different modes of transportation. Public transport is certainly one option that is available now. There are more buses available during the rush hour than at other times during the day.

Advertising of car pooling is something that I have noticed on highway signs while traveling in Vancouver and Victoria. This would cut down on the number of vehicles on the road.

While I was in Victoria in April, I noticed the large number of bicycles on the road. It turns out that Victoria is the bike capital of Canada. I am not sure how that came to pass, but perhaps with work, Red Deer could become the bike capital of Alberta for six months of the year. I choose to ride my bike 6 months of the year to work. My health is better for it, I save on gas, maintenance costs, parking, and I am not contributing to the pollution of the environment.

If residents are not able to look at different methods of transportation then they will likely look at adjusting their work hours or their work week so they do not find themselves waiting in traffic at 8:00 or 5:00 every day. Residents in larger cities do this frequently to save time in their day.

It is time to look at creative solutions to controlling traffic flow rather than putting in 6 lanes to a segment of 32 St. If residents choose not to look at other solutions and continue to drive to work alone during rush hour, then waiting for 2 lights is the price that they will have to pay.

I look forward to your views on the Stantac proposal.

Sincerely,

Linda Cassidy

---

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



## Christine Kenzie

---

**From:** Kelly Kloss  
**Sent:** June 18, 2004 11:26 AM  
**To:** Tom Warder; Christine Kenzie  
**Subject:** FW: Traffic Flow, etc.

FYI

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

**From:** Char Rausch **On Behalf Of** Feedback

**Sent:** June 17, 2004 2:17 PM

**To:** 'Bill Christensen'

**Cc:** Kelly Kloss; Bryon Jeffers; Char Rausch; Colleen Jensen; Grant Howell; Norbert Van Wyk; Rodney Burkard; Bev Hughes; Dennis Moffat; Diana Rowe; Jeffrey Dawson; Larry Pimm; Lorna Watkinson-Zimmer; Morris Flewwelling; Vesna Higham

**Subject:** RE: Traffic Flow, etc.

Good Afternoon Mr. Christensen:

I have shared your e-mail message with members of Council, the City Manager and the Directors of both Community and Development Services.

Thank you for taking the time to contact us.

Charlaine L. Rausch, Assistant  
Corporate Planning & Communications

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

**From:** Bill Christensen [mailto:mrbillc@telusplanet.net]

**Sent:** Wednesday, June 16, 2004 3:34 PM

**To:** Feedback

**Subject:** Fw: Traffic Flow, etc.

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

**From:** Bill Christensen

**To:** [citycouncil@city.red-deer.ab.ca](mailto:citycouncil@city.red-deer.ab.ca)

**Sent:** Tuesday, June 15, 2004 4:51 PM

**Subject:** Traffic Flow, etc.

Members of Council:

At times, traffic on 32nd Street between Gaetz Avenue and 30th Avenue is very congested. At these times if traffic flow is not at maximum, it appears to be very near that. It appears the city should be looking at ways to ease this situation from both a service and safety point of view.

The solution? The City has/should have staff who can determine the most logical remedy from both an immediate and long term point of view. Make the decision and get on with it.

2004/06/21



Widen 32nd street? That may appear to be a short term solution. However, is it the logical one? It could appear it is not realistic to think there is not (and will never be) a need for access from Gaetz to 30th Avenue other than the present 32nd Street route and the Delburne Road/Coal Trail. Development in the south-east would seem to require a through road somewhere in between those two routes.

We are aware of the NIMBY (not in my back yard) attitude some people take. They may recognize a problem but want the solution applied somewhere else. That cannot always be done. The wishes of a very small % of the population cannot over ride the need of the many. There is not likely a solution that will please all. Forget the politics and recognize that.

Respectfully submitted,

Bill Christensen  
41 Selkirk Blvd.  
Red Deer, AB. T4N 0G3

---

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



**Christine Kenzie**

**From:** Kelly Kloss  
**Sent:** June 21, 2004 8:38 AM  
**To:** Christine Kenzie  
**Subject:** FW: widening 32 street

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

**From:** Donna Hamel On Behalf Of Mayor  
**Sent:** June 21, 2004 8:29 AM  
**To:** Tom Warder; Kelly Kloss  
**Subject:** FW: widening 32 street

Donna Hamel  
[donna.hamel@reddeer.ca](mailto:donna.hamel@reddeer.ca)  
Phone: 403-342-8362  
Fax: 342-8365

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

**From:** Ray Wakelin [<mailto:r-wakelin@shaw.ca>]  
**Sent:** June 19, 2004 12:27 PM  
**To:** Mayor  
**Subject:** widening 32 street

June 19, 2004

Members of city council

I am opposed to widening of 32 Street. This widening will destroy the trees and create a noise problem for those living on both sides of the street. The noise is bad enough where I live two blocks north of 32<sup>nd</sup>.

You should instead go back to your previous plan and cross Kin Canyon by extending Molly Bannister Dr. This will alleviate the traffic on 32<sup>nd</sup> street. You made an error in judgement by deciding not to make another crossing of Kin Canyon because of the disruption to wild life. Deer, moose, fox and other wild life can be seen in all parts of the city. They have no problem going wherever they please. Everyone makes a mistake. Admit the error and get back on track and make another crossing of the canyon. Making another error by widening 32 St. is not going to solve the problem especially since the widening narrows at Spruce Drive. this will create another danger for accidents.

Thank you

Ray A. Wakelin  
3409 42 Ave.  
Red Deer  
T4N 2Y7

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



**Christine Kenzie**

**To:** Councillors

**Subject:** FW: widening 32 street

Here are more comments regarding the widening of 32<sup>nd</sup> Street – for your information

**Christine Kenzie**

**Legislative & Administrative Services**

**City of Red Deer**

**403.342.8201**

**christine.kenzie@reddeer.ca**

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

**From:** Kelly Kloss

**Sent:** June 21, 2004 8:38 AM

**To:** Christine Kenzie

**Subject:** FW: widening 32 street

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

**From:** Donna Hamel On Behalf Of Mayor

**Sent:** June 21, 2004 8:29 AM

**To:** Tom Warder; Kelly Kloss

**Subject:** FW: widening 32 street

Donna Hamel

[donna.hamel@reddeer.ca](mailto:donna.hamel@reddeer.ca)

Phone: 403-342-8362

Fax: 342-8365

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

**From:** Ray Wakelin [<mailto:r-wakelin@shaw.ca>]

**Sent:** June 19, 2004 12:27 PM

**To:** Mayor

**Subject:** widening 32 street

June 19, 2004

Members of city council

I am opposed to widening of 32 Street. This widening will destroy the trees and create a noise problem for those living on both sides of the street. The noise is bad enough where I live two blocks north of 32<sup>nd</sup>.

You should instead go back to your previous plan and cross Kin Canyon by extending Molly Bannister Dr. This will alleviate the traffic on 32<sup>nd</sup> street. You made an error in judgement by deciding not to make another crossing of Kin Canyon because of the disruption to wild life. Deer, moose, fox and other wild life can be seen in all parts of the city. They have no problem going wherever they please. Everyone makes a mistake. Admit the error and get back on track and



make another crossing of the canyon. Making another error by widening 32 St. is not going to solve the problem especially since the widening narrows at Spruce Drive. this will create another danger for accidents.

Thank you

Ray A. Wakelin  
3409 42 Ave.  
Red Deer  
T4N 2Y7

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



**Christine Kenzie**

**To:** r-wakelin@shaw.ca  
**Subject:** RE: widening 32 street

Thank you for submitting your comments regarding the widening of 32<sup>nd</sup> Street. Your comments have been forward to members of Council and will appear on the June 28<sup>th</sup> Council Agenda. You are invited to attend the Monday, June 28<sup>th</sup> Meeting of Council at 7:00 p.m. in Council Chambers, 2<sup>nd</sup> Floor, City Hall.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

From: Ray Wakelin [mailto:r-wakelin@shaw.ca]  
Sent: June 19, 2004 12:27 PM  
To: Mayor  
Subject: widening 32 street

June 19, 2004

Members of city council

I am opposed to widening of 32 Street. This widening will destroy the trees and create a noise problem for those living on both sides of the street. The noise is bad enough where I live two blocks north of 32nd.

You should instead go back to your previous plan and cross Kin Canyon by extending Molly Bannister Dr. This will alleviate the traffic on 32nd street. You made an error in judgement by deciding not to make another crossing of Kin Canyon because of the disruption to wild life. Deer, moose, fox and other wild life can be seen in all parts of the city. They have no problem going wherever they please. Everyone makes a mistake. Admit the error and get back on track and make another crossing of the canyon. Making another error by widening 32 St. is not going to solve the problem especially since the widening narrows at Spruce Drive. this will create another danger for accidents.

Thank you

Ray A. Wakelin  
3409 42 Ave.  
Red Deer  
T4N 2Y7



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



## Christine Kenzie

---

**From:** Kelly Kloss  
**Sent:** June 21, 2004 8:38 AM  
**To:** Christine Kenzie  
**Subject:** FW: Proposed widening of 32 Street

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

**From:** Donna Hamel **On Behalf Of** Mayor  
**Sent:** June 21, 2004 8:28 AM  
**To:** Tom Warder; Kelly Kloss  
**Subject:** FW: Proposed widening of 32 Street

Donna Hamel  
donna.hamel@reddeer.ca  
Phone: 403-342-8362  
Fax: 342-8365

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

**From:** Greg & Kirsten [mailto:kgtadair@telus.net]  
**Sent:** June 19, 2004 9:46 PM  
**To:** Mayor; Morris Flewwelling; Jeffrey Dawson; Vesna Higham; Bev Hughes; Dennis Moffat; Diana Rowe; Lorna Watkinson-Zimmer; Larry Pimm  
**Subject:** Proposed widening of 32 Street

Mayor & Councillors:

I am writing to you to voice my opinion regarding the proposed widening of 32 Street to 6 lanes.

First off I would like to say that this will be a very interesting platform for any potential mayoral candidates who might presently be on city council. I, like many of my neighbours, will be keeping this issue in mind when election time arrives.

As a Mountview resident I am vehemently opposed to the idea of widening 32 Street for several reasons. The first reason is that this proposition is absolutely unnecessary. To widen 32 Street from 40 avenue west makes no sense at all. It is obvious that the traffic congestion is caused by the new subdivisions that continue to sprout up such as Lancaster, Aspen Ridge, Victoria Park, etc, all of which lie east of 40 avenue. Why not reroute this traffic over to 19 Street and make that into a 6 lane? There is very minimal residential along 19 Street therefore it would not have the same impact as if you widened along 32 Street. 32 Street is meant to be residential and should stay that way. We did not ask for the city to cram all these new subdivisions into the east end of town. Your lack of planning should not be our problem.

The second reason for my opposition is that if you build the proposed burms to filter out traffic noise which will be created by the 6 lane you will be harming our fragile ecosystem that exists in the Mountview/Sunnybrook areas. We often see moose, deer, fox etc wandering into our yards and back alleys as it is a natural route for these animals to be taking. If you erect these giant cement burms these animals will have no place to wander and will potentially end up dead in the middle of the 6 lane due to their panicked attempts to cross the road. I am certain that environmentalists would be up in arms if they heard of this proposition to destroy/infringe on animal habitat. We should strive to maintain the natural beauty of this area which cannot be paralleled anywhere else in the city; not destroy it with concrete and more traffic.

2004/06/21



I seem to recall previous talks by the city of extending Molly Bannister Drive to help solve traffic problems. I believe the reason this idea was quashed is because of the environmental impact on the ravine. This brings me to my 3<sup>rd</sup> point; doesn't widening 32 Street through Kin Canyon still have all the same problems/impact that extending Molly Bannister presented? Why does this seem okay now to tear up our beautiful landscape? We definitely need to think of alternatives other than widening 32 street. Have you thought of putting in advance left turn signals at Spruce Drive and 40 avenue? That would certainly help matters.

The final thought I'd like to share is that cities the size of Edmonton and Calgary have been dealing with traffic problems for a long time yet their solutions do not include turning streets in residential areas into 6 lanes. For example Memorial Drive in Calgary is still 4 lanes despite the fact that the road sees a lot of traffic (much more than 32 Street). Calgary would not jeopardize the river valley by expanding Memorial Drive nor would they want to destroy the beautiful residential areas that run along Memorial. If you think of Edmonton, Wayne Gretzky Drive (formally the Capilano **Freeway**) is primarily a 4 lane, once again due to residential areas and the beautiful river valley. Gaetz avenue and Taylor Drive in Red Deer have not even been turned fully into 6 lane thoroughfares. Why on earth would you consider the idea of widening 32 Street until Gaetz avenue and Taylor Drive are done?

I am not sure who the city hired to compile and interpret the statistics so that they came up with turning 32 Street into a 6 lane but I feel that the city should consult with another company, perhaps two. There are other options available to the city at a much reduced cost, financially and environmentally speaking. I realize that the city of Red Deer is growing in size but a beautiful area such as Mountview/Sunnybrook should not be made to suffer for the sake of "progress." If we are such a progressive city then perhaps you will be willing to hear our collective voice and say no to the idea of widening 32 Street to a 6 lane.

Thank you for your time and consideration

Sincerely Kirsten & Greg Adair  
4428 34 Street  
309-7380

---

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

---

Outgoing mail is certified Virus Free.  
Checked by AVG anti-virus system (<http://www.grisoft.com>).  
Version: 6.0.592 / Virus Database: 375 - Release Date: 2/18/2004

2004/06/21



Thank you for your comments regarding the proposed widening of 32<sup>nd</sup> Street. Your comments will be included on the Monday, June 28<sup>th</sup> Council Meeting Agenda. You are invited to attend this meeting at 7:00 p.m. in Council Chambers, 2<sup>nd</sup> Floor of City Hall.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Greg & Kirsten [mailto:kgtadair@telus.net]

**Sent:** June 19, 2004 9:46 PM

**To:** Mayor; Morris Flewwelling; Jeffrey Dawson; Vesna Higham; Bev Hughes; Dennis Moffat; Diana Rowe; Lorna Watkinson-Zimmer; Larry Pimm

**Subject:** Proposed widening of 32 Street

Mayor & Councillors:

I am writing to you to voice my opinion regarding the proposed widening of 32 Street to 6 lanes.

First off I would like to say that this will be a very interesting platform for any potential mayoral candidates who might presently be on city council. I, like many of my neighbours, will be keeping this issue in mind when election time arrives.

As a Mountview resident I am vehemently opposed to the idea of widening 32 Street for several reasons. The first reason is that this proposition is absolutely unnecessary. To widen 32 Street from 40 avenue west makes no sense at all. It is obvious that the traffic congestion is caused by the new subdivisions that continue to sprout up such as Lancaster, Aspen Ridge, Victoria Park, etc, all of which lie east of 40 avenue. Why not reroute this traffic over to 19 Street and make that into a 6 lane? There is very minimal residential along 19 Street therefore it would not have the same impact as if you widened along 32 Street. 32 Street is meant to be residential and should stay that way. We did not ask for the city to cram all these new subdivisions into the east end of town. Your lack of planning should not be our problem.

The second reason for my opposition is that if you build the proposed burms to filter out traffic noise which will be created by the 6 lane you will be harming our fragile ecosystem that exists in the Mountview/Sunnybrook areas. We often see moose, deer, fox etc wandering into our yards and back alleys as it is a natural route for these animals to be taking. If you erect these giant cement burms these animals will have no place to wander and will potentially end up dead in the middle of the 6 lane due to their panicked attempts to cross the road. I am certain that environmentalists would be up in arms if they heard of this proposition to destroy/infringe on animal habitat. We should strive to maintain the natural beauty of this area which cannot be paralleled anywhere else in the city; not destroy it with concrete and more traffic.

I seem to recall previous talks by the city of extending Molly Bannister Drive to help solve traffic problems. I believe the reason this idea was quashed is because of the



environmental impact on the ravine. This brings me to my 3<sup>rd</sup> point; doesn't widening 32 Street through Kin Canyon still have all the same problems/impact that extending Molly Bannister presented? Why does this seem okay now to tear up our beautiful landscape? We definitely need to think of alternatives other than widening 32 street. Have you thought of putting in advance left turn signals at Spruce Drive and 40 avenue? That would certainly help matters.

The final thought I'd like to share is that cities the size of Edmonton and Calgary have been dealing with traffic problems for a long time yet their solutions do not include turning streets in residential areas into 6 lanes. For example Memorial Drive in Calgary is still 4 lanes despite the fact that the road sees a lot of traffic (much more than 32 Street). Calgary would not jeopardize the river valley by expanding Memorial Drive nor would they want to destroy the beautiful residential areas that run along Memorial. If you think of Edmonton, Wayne Gretzky Drive (formally the Capilano **Freeway**) is primarily a 4 lane, once again due to residential areas and the beautiful river valley. Gaetz avenue and Taylor Drive in Red Deer have not even been turned fully into 6 lane thoroughfares. Why on earth would you consider the idea of widening 32 Street until Gaetz avenue and Taylor Drive are done?

I am not sure who the city hired to compile and interpret the statistics so that they came up with turning 32 Street into a 6 lane but I feel that the city should consult with another company, perhaps two. There are other options available to the city at a much reduced cost, financially and environmentally speaking. I realize that the city of Red Deer is growing in size but a beautiful area such as Mountview/Sunnybrook should not be made to suffer for the sake of "progress." If we are such a progressive city then perhaps you will be willing to hear our collective voice and say no to the idea of widening 32 Street to a 6 lane.

Thank you for your time and consideration

Sincerely Kirsten & Greg Adair  
4428 34 Street  
309-7380

---

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

---

Outgoing mail is certified Virus Free.  
Checked by AVG anti-virus system (<http://www.grisoft.com>).  
Version: 6.0.592 / Virus Database: 375 - Release Date: 2/18/2004



## Christine Kenzie

---

**From:** Kelly Kloss  
**Sent:** June 21, 2004 8:39 AM  
**To:** Christine Kenzie  
**Subject:** FW: 32nd St Expansion: A City to Come Home to

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

**From:** Donna Hamel **On Behalf Of** Mayor  
**Sent:** June 21, 2004 8:26 AM  
**To:** Tom Warder; Kelly Kloss  
**Subject:** FW: 32nd St Expansion: A City to Come Home to

Donna Hamel  
donna.hamel@reddeer.ca  
Phone: 403-342-8362  
Fax: 342-8365

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

**From:** Robin and AnnaMaria Pawlak [mailto:pawlaks5@shaw.ca]  
**Sent:** June 20, 2004 7:39 PM  
**To:** Mayor; Jeffrey Dawson; Morris Flewwelling; vensa.higham@reddeer.ca; Bev Hughes; Dennis Moffat; Larry Pimm; Diana Rowe; Lorna Watkinson-Zimmer  
**Subject:** 32nd St Expansion: A City to Come Home to

Dear Mayor Surkan and Council Members,

I have lived in Red Deer 19 years now, and can't imagine living anywhere else. My husband and I moved here in 1985, and are now raising three boys. Every summer we go on vacation and are usually away for about two weeks. We love this time of year. It's a time for making a few new memories as a family. As we journey home we always watch for signs that tell us how much closer we are to Red Deer. Finally we enter the city limits and I breathe a sigh of relief. "Aah, home at last!" We enter the city by Gaetz Ave, and take a right turn onto 32nd street. Every year I can't help but notice how green everything is, and how large and majestic the trees are. What a pretty city to come home to! We then turn left onto 43rd Ave. and pass through an archway of Dutch elm trees that line the street. Another few quick turns and we are home. It saddens me the think that this beautiful street might be turned into a mini highway with concrete walls instead of those large aged trees. To me Red Deer is a city with a small town feeling. Beautiful parks, a great trail system, friendly people, and our wonderful tree lined streets. Would you please consider these things when you make your decision, and keep Red Deer a city you love to come home to.

Annamaria Pawlak  
Red Deer

---

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

2004/06/21



Your comments will be included on the Monday, June 28<sup>th</sup> Council Agenda. You are invited to attend the Monday, June 28<sup>th</sup> Council Meeting at 7:00 p.m. in Council Chambers, 2<sup>nd</sup> Floor of City Hall.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Robin and AnnaMaria Pawlak [mailto:pawlaks5@shaw.ca]

**Sent:** June 20, 2004 7:39 PM

**To:** Mayor; Jeffrey Dawson; Morris Flewwelling; vensa.higham@reddeer.ca; Bev Hughes; Dennis Moffat; Larry Pimm; Diana Rowe; Lorna Watkinson-Zimmer

**Subject:** 32nd St Expansion: A City to Come Home to

Dear Mayor Surkan and Council Members,

I have lived in Red Deer 19 years now, and can't imagine living anywhere else. My husband and I moved here in 1985, and are now raising three boys. Every summer we go on vacation and are usually away for about two weeks. We love this time of year. It's a time for making a few new memories as a family. As we journey home we always watch for signs that tell us how much closer we are to Red Deer. Finally we enter the city limits and I breathe a sigh of relief. "Aah, home at last!" We enter the city by Gaetz Ave, and take a right turn onto 32nd street. Every year I can't help but notice how green everything is, and how large and majestic the trees are. What a pretty city to come home to! We then turn left onto 43rd Ave. and pass through an archway of Dutch elm trees that line the street. Another few quick turns and we are home. It saddens me the think that this beautiful street might be turned into a mini highway with concrete walls instead of those large aged trees. To me Red Deer is a city with a small town feeling. Beautiful parks, a great trail system, friendly people, and our wonderful tree lined streets. Would you please consider these things when you make your decision, and keep Red Deer a city you love to come home to.

Annamaria Pawlak  
Red Deer

---

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



**Christine Kenzie**

**From:** Kelly Kloss  
**Sent:** June 21, 2004 1:22 PM  
**To:** Christine Kenzie  
**Subject:** FW: Proposal to Widen 32nd Street and Spruce Drive

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

**From:** Donna Hamel On Behalf Of Mayor  
**Sent:** June 21, 2004 10:11 AM  
**To:** Tom Warder; Kelly Kloss  
**Subject:** FW: Proposal to Widen 32<sup>nd</sup> Street and Spruce Drive

Donna Hamel  
[donna.hamel@reddeer.ca](mailto:donna.hamel@reddeer.ca)  
Phone: 403-342-8362  
Fax: 342-8365

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

**From:** Van Overloop, Erin [<mailto:EVanOver@NRCan.gc.ca>]  
**Sent:** June 21, 2004 9:43 AM  
**To:** Mayor; Morris Flewwelling; Jeffrey Dawson; Vesna Higham; Bev Hughes; Dennis Moffat; Larry Pimm; Diana Rowe; Lorna Watkinson-Zimmer  
**Subject:** Re: Proposal to Widen 32<sup>nd</sup> Street and Spruce Drive

Dear Gail Surkan, Jeffery Dawson, Morris Flewwelling, Vesna Higham, Bev Hughes, Dennis Moffat, Larry Pimm, Diana Rowe, Lorna Watkinson-Zimmer,

I am writing to city council in order to convey my concern and dismay over the current proposal to widen 32<sup>nd</sup> Street and Spruce Drive.

Although I no longer live in Red Deer, I was born and raised in the same house for 20 years, which is located with the backyard facing 32<sup>nd</sup> Street, so the current proposal directly affects my (when I come back to visit), my family, my neighbors, and other resident's well-being if the changes are to take place.

I adamantly oppose the widening for several reasons.

Firstly, to my knowledge, there was no public "consultation" that took place. As far as public policy goes, I am at least aware of the fact that any event as major as this, affecting the number of people that it does, is required to undergo public consultation and input from the people that will directly be affected, and give them a chance to have input and to voice their concerns. This did not occur. Inviting residents to a meeting where they are given the chance to look at 3 different options for the widening plan and no other options is not a consultation. There was no input allowed by the residents and as such, the only option that they had was to form an action committee.

I currently reside and attend university in Edmonton. Edmonton has a population of over 660,000 people. Red Deer has not even reached 100,000. My second problem with the plan is this: since when does having a population of 70,000 justify a 6 lane road through a residential area? Having lived in Edmonton for the last 3 years, I know that most roads are 2 lanes through residential areas, with exceptions, although exceptions are justified due to the large population size.



I have experienced gridlocked traffic in Edmonton, especially in the University area between 7 and 9am, and 4 and 6pm during the week, and yes, the roads are all 2 lanes, but the fact that they all go through residential areas has meant that they are not going to be widened.

Red Deer does NOT have, what one councillor has referred to as, "gridlocked" traffic. I agree that it can and does get busy in Red Deer at certain hours of the day, but wanting to put in an extra 2 lanes just because people do not want to wait one light is absolutely unacceptable.

Ask any Edmonton, Calgary, or large-city driver how many lights they have to wait for in rush-hour, or what gridlocked really means, and I can assure you, the answer will be completely different.

Citizens of Red Deer, especially those living in suburban areas need to realize that the city is growing and along with increased population growth, comes more traffic, increased waiting in traffic, and more congestion. This cannot be avoided. If they absolutely cannot accept this, then they might try changing their driving routes, leaving earlier or later for work, or finding an alternate transportation source.

To choose to drive a car is to choose to deal with the inconvenience and delays that other cars on the road cause.

My third concern is regarding the amount of extra noise, pollution, and safety risks that the widening of 32<sup>nd</sup> street will pose to residents and citizens alike. I also have a concern over the additional depreciation in property values that those residents who have property near the street will experience, and who will not be compensated for that loss.

As it is now, the noise level of being next to 32<sup>nd</sup> Street is quite high, especially at night, even with windows and doors closed. Widening would only increase the noise level, as it would move the road closer to our backyard. A sound wall is unacceptable, since it would take away from the natural beauty of the area, turn it into a landscape of concrete, and cut off residents and the sense of community that is currently in place. If I wanted to live in a gated community, surrounded by concrete, I'd move out to the suburbs.

Widening the street would result in a higher traffic volume and more lanes to cross, which may pose a risk to students at Mountview Elementary, and G.W Smith, as well as residents in surrounding areas with children.

Addressing the issue from a non-anthropogenic viewpoint, 32<sup>nd</sup> Street and Spruce drive cuts directly through the Kin Canyon area, and widening it will pose an increased threat to wildlife, such as deer, raccoons, skunks, and moose who frequently cross the road. Habitat areas will also be lost by widening the streets.

My largest complaint though, is the seeming lack of regard for sustainable options or transportation alternatives that the city and developers have for the citizens of Red Deer who want alternatives.

Not everyone drives a car. Not everyone WANTS to drive a car. I don't have a car, not just because as a university student, I can't afford one, but because I DON'T want to wait in traffic for 40 minutes, I don't want to be gridlocked, I don't like contributing to global warming, I don't want to spend money on gas and insurance.

I know not everyone has the ability to not have a car. But alternatives such as encouraging carpooling, cycling, walking, and taking the bus to work are all alternatives that should be considered especially in light of Canada's commitment to Kyoto, or just in general regard for the environment. By not widening 32<sup>nd</sup> Street and Spruce Drive, and investing money in other sustainable alternatives, it may change people's driving habits, and force them to consider other modes of transportation.

I do believe that there are other alternatives to be considered such as re-routing traffic out to Delburne road, encouraging people to take alternate routes, putting more funding into improving Red Deer's Public Transit System, and encouraging cycling, walking, or carpooling to work, through incentives to those people who choose not to drive their car. I do not believe that adding



more lanes and increasing traffic and pollution is the ultimate answer. City Council has a responsibility to listen to the democratic voices of the people who want other viable alternatives, and not just the developers and drivers who are unwilling to look at other options. I hope you will consider my opinion and those of other residents in reaching a final decision.

Sincerely,

Erin Van Overloop

Forest Health Technician  
Natural Resources Canada  
Canadian Forest Service  
Northern Forestry Centre  
5320-122 Street, Edmonton, Alberta T6H-3S5  
ph: (780) 430-3832  
[evanover@nrcan.gc.ca](mailto:evanover@nrcan.gc.ca)

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



**Christine Kenzie**

**From:** Kelly Kloss  
**Sent:** June 21, 2004 1:21 PM  
**To:** Christine Kenzie  
**Subject:** FW: Proposed widening of 32nd Street

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

**From:** Char Rausch On Behalf Of Feedback  
**Sent:** June 21, 2004 11:37 AM  
**To:** 'Jane'  
**Cc:** Tom Warder; Kelly Kloss  
**Subject:** RE: Proposed widening of 32<sup>nd</sup> Street

Good Morning. Thank you for taking the time to write to The City about this issue.

I have forwarded your e-mail along to Mr. Tom Warder, Engineering Services Manager, as well as to Kelly Kloss, Manager of Legislative & Administrative Services. The City's Transportation Plan will be considered by City Council on Monday, June 28<sup>th</sup> at the Council meeting. Information on this meeting can be obtained by calling 342-8132.

Marianne Lee  
Communications & Corporate Planning

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

**From:** Jane [<mailto:igrenier-frank@telus.net>]  
**Sent:** Saturday, June 19, 2004 1:34 PM  
**To:** Feedback  
**Subject:** Re: Proposed widening of 32<sup>nd</sup> Street

This comes with concerns regarding the proposed widening of 32<sup>nd</sup> Street.

It was not that long ago that the City had the benefits of an external city planner offering suggestions regarding ways to address City "beauty", "support tourism" etc. Unfortunately I do not currently have the article or I would offer some recommended quotes. However, if memory serves me correct it was recommended that "more trees be planted", "we had too much cement", "the widening of 32<sup>nd</sup> street NOT be undertaken" as it would ultimately not address the concerns of traffic flow. In addition to this it would take away from the beauty that currently exists associated with the wide breath of "greenery" the length of 32<sup>nd</sup> street. Have you considered these recommendations as reported on the front page of the Advocate a few months prior.

I would support as a recent article in the Advocate suggests (June 19..letter to Editor..A. Chafekar) that alternate approaches be considered...e.g.

- re-evaluate traffic flow east, west and south of 32<sup>nd</sup> Street
- consider making Delburne Road into a 6-lane expressway ... Even now when with popular activity at the Westerner - traffic flow lanes east and west are negatively impacted.
- improve access from 40<sup>th</sup>, 30<sup>th</sup>, 20<sup>th</sup> avenues and
- utilize McKenzie Avenue as an entry to Gasoline Alley and Highway 2 south
- open an access to Red College from Taylor Drive

All excellent recommendations that would support maintaining the environmental beauty of the current 32<sup>nd</sup> street.



Regards

Jane Grenier-Frank

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



## Christine Kenzie

---

**From:** Kelly Kloss  
**Sent:** June 21, 2004 1:21 PM  
**To:** Christine Kenzie  
**Subject:** FW: Proposed widening of 32nd street to six lanes

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

**From:** Char Rausch **On Behalf Of** Feedback  
**Sent:** June 21, 2004 11:13 AM  
**To:** 'Dana'  
**Cc:** Kelly Kloss  
**Subject:** RE: Proposed widening of 32nd street to six lanes

Good morning. Thank you for your email. I have forwarded it along to all members of Council for their information.

I have also copied the Manager of Legislative & Administrative Services to let him know you would like at the Council meeting of June 28<sup>th</sup>. Should you wish to contact that office in the meantime for further information regarding the time of the item and process at Council meetings, please call 342-8132.

Marianne Lee  
Communications & Corporate Planning

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

**From:** Dana [mailto:danamarie@shaw.ca]  
**Sent:** Monday, June 21, 2004 10:16 AM  
**To:** Feedback  
**Subject:** Fw: Proposed widening of 32nd street to six lanes

Please note: This e-mail is addressed to City Council, but I could not find an e-mail address for all members of City Council.

ATTENTION: City Council

Dear City Council:

RE: Proposed Widening of 32nd Street to Six Lanes

I am opposed to the proposal of widening 32nd Street to six lanes. I am concerned about the negative impact this will have on the environment. Everyone knows that vehicles put carbon dioxide in the air. Most everyone knows that the leaves on trees absorb the gas, carbon dioxide. But the city is looking at cutting down trees simply to allow vehicles to have more lanes to drive on and of course, vehicles will still put gases into the air. Does this make sense? I say no, and I'm positive many others who care about the environment feel the same way. I am planning to attend the June 28th City Council meeting. I would like to address the environmental side of this issue if I have a chance to speak. The environment is more

2004/06/21



important than vehicles driving on more pavement. Think of the impact this proposal will have on the environment. Less trees means more polluted air. I am opposed to the widening of 32nd street to six lanes for this reason. I know others are opposed for this reason too.

A concerned citizen of Red Deer,  
Dana Friestadt

---

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



**Christine Kenzie**

**From:** on behalf of LASMailbox  
**To:** Wayne Kangas  
**Subject:** RE: Comments on the 2003/2004 Transportation Plan

Thank you for your comments regarding the 2003/2004 Transportation Plan. Your comments have been forwarded to the Mayor and Councillors and will appear on the Monday, June 28, 2004 Council Agenda. You are welcome to attend the June 28<sup>th</sup> Council Meeting at 7:00 p.m. when Council will hear from the public and debate this issue.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Wayne Kangas [mailto:wjkangas@hotmail.com]  
**Sent:** June 14, 2004 7:08 PM  
**To:** engineering@redeer.ca  
**Cc:** Larry Pimm; jefferyd@city.red-deer.ab.ca; LASMailbox  
**Subject:** Comments on the 2003/2004 Transportation Plan

<< File: Comments regarding the Transportation Study completed by Stantec Engineering in June.doc >> 5438 - 39 Street  
Red Deer, AB

June 10, 2004

Manger, Engineering Department,  
City of Red Deer

Dear Sir:

Attached for your information and possible response is a listing of some of my concerns regarding the Transportation Plan recently completed by Stantec Consulting.

I am particularly concerned regarding the plans of the Red Deer College for expansion of the college grounds at the expense of the sports facilities and public green space enjoyed by West Park residents and other citizens of Red Deer. The offer made by Red Deer College to provide alternative sports facilities somewhere else on the College grounds rings hollow given the deliberate moves made by the College to make access to the new library as difficult and dangerous as possible despite the input of funds by the City of Red Deer to construct the library facility.

I could find no indication in the Transportation Plan of any consideration of alternate roadway routings other than those included in the mandate given to the consultant when the current traffic study was started. It seems to me that those interest groups who initiated the study or parts of the study such as Red Deer College certainly received some value for the funds they spent, but I am not certain the the citizens of Red Deer benefited at all.



I look forward to reviewing my comments with you at your convenience.

Sincerely,

Wayne Kangas

---

Tired of spam? Get advanced junk mail protection with MSN Premium  
[http://join.msn.com/?pgmarket=en-ca&page=byoa/prem&xAPID=1994&DI=1034&SU=http://hotmail.com/enca&HL=Market\\_MSNIS\\_Taglines](http://join.msn.com/?pgmarket=en-ca&page=byoa/prem&xAPID=1994&DI=1034&SU=http://hotmail.com/enca&HL=Market_MSNIS_Taglines)

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



**FILE**



**Legislative & Administrative Services**

**DATE:** July 6, 2004

**TO:** Mayor  
Councillors  
City Manager  
Engineering Services Manager

**FROM:** Legislative & Administrative Services Manager

**SUBJECT:** 2003/2004 Transportation Plan Update

---

Attached, for your information, is a letter received July 5, 2004 regarding the 2003/2004 Transportation Plan Update.

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

Kelly Kloss  
Manager

/attach.



43 Baycrest  
Red Deer, AB T4R 1H  
July 12 2014

Your Worship, Council and Engineers:

I ride my bike whenever I go in the City unless I need my car because I have too much to carry in my backpack and bike pouches. I even rode my bike to council mtg. on June 29th. I find I can get wherever I'm going in the City much faster on my bike. It is an adjustment, when the snow comes I trade in my bike for my feet doing walking because it is slower.

On June 24th, I rode my bike from Bowyer on Delburne Rd to Lancaster Green and was surprised that, at the time I was on the road about 5:00pm going and coming home at 6:00pm, there was no amount of traffic to speak of. Traffic, yes, not a steady stream. My daughter-in-law comes from Deer park across from the Gallicutt Centre via the Delburne Rd and 30th Ave to my home in less minutes than 32 St. She has timed it and I also have found it to be true. I live in Bowyer.

I really wonder if a creative mandate would be given to the engineers re development on the East side of Piper Creek so that flow and ease as well as time spent leaving or coming that development area is facilitated. I look at the area; a four lane highway through Piper Creek natural area and I feel so saddened. Surely there is another way. As stated there is only 2.73 km from 32 St to Delburne Rd. I wonder if your worship, council or engineers have walked that path or ridden your bikes from the Delburne Rd to 32 St - it is just as precious and beautiful as 32 St. When I am on that trail and I use it <sup>almost</sup> daily, sometimes twice daily (and I'm not retired), I feel as though the City falls away - I am not in the City I value it so much.

I also would appreciate a master bike and trail plan integration with transportation. I have some scary experiences riding the streets of Red Deer. It sometimes seems as though I am not a vehicle.

There is time to be creative and think out of the box.

I appreciate 32 St is to be left intact. Sincerely, Shirley Fries



Beulah and Norm Phillpot  
8 Stirling Close  
Red Deer AB T4N 0A8  
403 347 4450

June 24, 2004

The Mayor and Councilors  
The City of Red Deer  
Red Deer, AB T4N 3T4

By Hand

Dear Ms. Mayor and Councilors:

This letter concerns your proposals to widen 32nd Street east of Gaetz Avenue.

We bought our home in Sunnybrook because it is a mature neighbourhood with welcoming green spaces throughout. We travel on 32nd Street toward downtown and east to Deer Park regularly and never wait more than a few seconds at the lights. We believe that even if delays doubled, tripled or even quadrupled the wait would be worthwhile to preserve the trees, wide sidewalks, and green verges along this street.

We wish to understand your reasons (and those of your agents/employees) for considering six (6) lanes of traffic through 32nd Street residential zones.

Further, we wish to understand all the scenarios you (and your agents/employees) have considered to enable increased, decreased and/or improved traffic flows along 32nd Street using the current roadways.

We look forward to your prompt reply.

Yours sincerely,



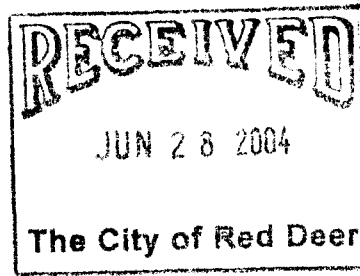
Beulah Phillpot



Norm Phillpot

Cc. The 32nd Street Citizens for Quality of Life





June 22, 2004

City Council  
The City of Red Deer  
Box 5008  
Red Deer AB  
T4N 3T4

Dear City Council:

I have written before and my husband and I have also attended your community meetings regarding the possible widening of 32<sup>nd</sup> Street. We hope that decision has not already been made.

We live in Horizon Village so it may surprise you that we are NOT in favor of the widening of 32<sup>nd</sup> Street. There is lots of room to extend Molly Bannister on the west side of the canyon to 22<sup>nd</sup> Street, and then cross Piper Creek.

Why not take the pressure off 32<sup>nd</sup> Street by providing an alternate route out of south-east Red Deer? Why not do that first? We believe that people would get used to using the Molly Bannister extension, and in the end be grateful for a new road in and out of the SE quadrant of the City. The residents of Horizon Village were made aware of the planned extension of Molly Bannister when they purchased their properties so why all this fuss now?

By adding two more lanes to 32<sup>nd</sup> Street are you not inviting even more lane jumping and speeding that there is already? If the City feels that we need a wider road in the SE, let's widen the Delburne Road where there is less chance of our children being run down by traffic.

Thank you for all the thought and consideration you are putting into this decision.

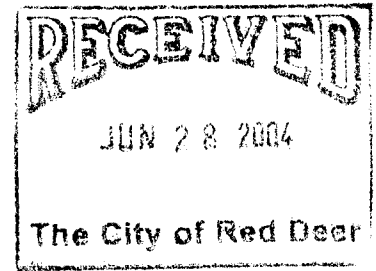
Sincerely,

*Muriel Nesom*  
*John Nesom*

Muriel (& John) Nesom  
47 Botterill Crescent  
Red Deer T4R 2E5



June 24, 2004



Red Deer City Aldermen:

I am writing this letter to voice concerns about the proposed expansion for 32<sup>nd</sup> street from four to six lanes. We live on the 33 street crescent just off of 32<sup>nd</sup> street and feel that the widening of this street will significantly affect our lifestyle.

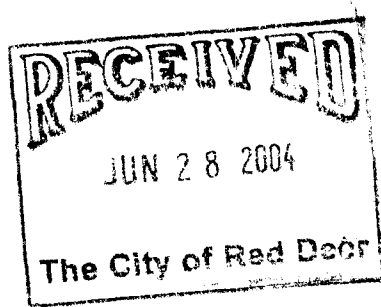
Our son attends G.W. Smith School in Sunnybrook and has to cross 32<sup>nd</sup> street at least once a day by himself. This is an extremely busy street now and would be next to impossible to cross safely if it was widened to six lanes.

We feel that there are other options that should be explored before this street is widened. Delburne Road should be widened to six lanes to help relieve pressure on 32<sup>nd</sup> street and as much as we enjoy the park we feel that Molly Bannister Road should be expanded as it was originally meant to be. Both of these steps should be taken before the widening of 32<sup>nd</sup> street is done.

My family and I fully support the effort to keep 32<sup>nd</sup> street from being widened at this time, there are other alternatives and these should be put in place before 32<sup>nd</sup> street is considered for expansion. Thank you for your time.

Sincerely  
Perry Reed and family





33 Springfield Ave  
Red Deer, A.B. T4N0C8  
June 24<sup>th</sup> 2004

To Red Deer City Council.

We are very concerned with the proposed widening of 32nd St. to a six lane ~~road~~ street.

This street is already a very busy street ~~as~~ it serves.

- ① The Red Deer College
- ② many elementary schools
- ③ Collicutt Centre
- ④ Hunting Hills High School
- ⑤ Notre Dame High School
- ⑥ many residential districts

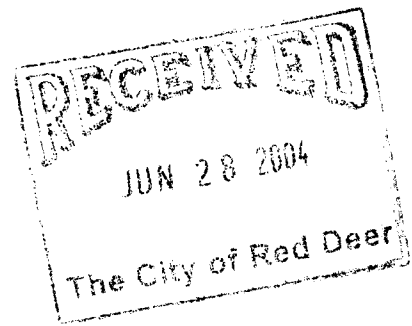
All of the above would suffer from the extra noise a six lane street would create. The increase in traffic would be devastating to our area.

As a Taxpayer of the Sunnybrook Area  
We are asking you to reconsider this proposal.

Thank You  
June Sonnenberg



City Council  
The City of Red Deer  
Box 5008  
Red Deer, AB, Canada  
T4N 3T4



Dear Members of City Council,

My family has lived on 34 St. for the past 14 years. In that time we have witnessed a tremendous increase of traffic on 32 Street. I believe the increase in traffic is not only due to the obvious growth of our city, but to the growth to the southeast part of the city.

In my opinion I believe it to be short sighted to widen 32 St. and do not believe this to be a good alternative to the original plan of extending Molly Banister. I believe the extension of Molly Banister is the right choice to service the increase of traffic to the fastest growing section of Red Deer. This area of the city needs better traffic flow and to widen 32 St. for a few blocks seems to be a band aid solution to the problem.

I know that residents will have concerns no matter which solution is chosen. However, you need to look at the bigger picture and I firmly believe widening 32 St. is again short sighted and the wrong choice.

Respectfully,

A handwritten signature in black ink, appearing to read 'Kelly Martin', written over a faint, larger signature or set of initials.

Kelly Martin  
4424 34 St.  
Red Deer, AB  
T4N 0P1

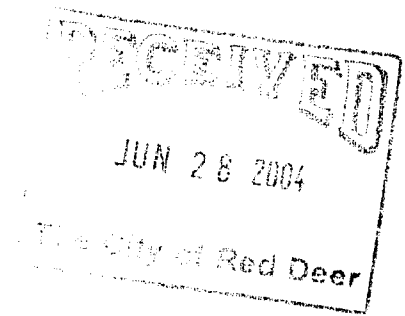


**Marcia J. Martin**

4424 34 Street ~ Red Deer, AB, T4N 0P1 ~ Canada  
Home Phone 403-342-4819 ~ Email [kmmartin@telusplanet.net](mailto:kmmartin@telusplanet.net)

June 21, 2004

City Council  
The City of Red Deer  
Box 5008  
Red Deer, AB, Canada  
T4N 3T4



Dear Members of City Council,

My husband and I moved into Mountview 14 years ago. We live on a lovely close west of the Mountview School. We used to comment how quiet it was here, considering the close proximity to Spruce Drive and 32nd Street ( we are 3 blocks north of 32nd and 1 block east of Spruce Drive). In the last three to four years traffic has increased so much on 32nd Street that it is often difficult to turn east onto 32nd from 44A Ave.. The traffic noise at all hours of the day and night has increased tremendously. Even past midnight it sounds like drag racing could be occurring just out our bedroom window.

I am opposed to the proposed widening of 32nd Street. We need to move the traffic flow further south where the new development of Red Deer is occurring. Extending Molly Bannister to Anders on the Lake and Lancaster via the East Hill shopping centre is better long range planning.

Sincerely,

A handwritten signature in black ink, appearing to read 'Marcia Martin'. The signature is fluid and cursive, with a large initial 'M'.

Marcia Martin



## Christine Kenzie

---

**From:** Kelly Kloss  
**Sent:** June 28, 2004 8:54 AM  
**To:** Christine Kenzie  
**Subject:** FW: Dysfunctional Public Input to the Transportation Plan Update

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

**From:** Donna Hamel **On Behalf Of** Mayor  
**Sent:** June 25, 2004 9:53 AM  
**To:** Tom Warder; Kelly Kloss  
**Subject:** FW: Dysfunctional Public Input to the Transportation Plan Update

Traffic congestion is viewed as a problem because it reduces the efficiency of the road to move cars. Paradoxically, traffic congestion forces people to use their cars more efficiently. Widening roads and increasing traffic volumes, plays havoc with the quality of neighborhood life. The current transportation plan update appears to me to be narrowly focusing on the efficient movement of traffic.

Donna Hamel  
donna.hamel@reddeer.ca  
Phone: 403-342-8362  
Fax: 342-8365

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

**From:** Case Hard [mailto:casehard2002@yahoo.ca]  
**Sent:** June 25, 2004 9:44 AM  
**To:** Mayor  
**Subject:** Dysfunctional Public Input to the Transportation Plan Update

The problem with focusing solely on the efficient movement of traffic can be illustrated with the downtown core. The downtown core used to be where the majority of commerce was conducted. The development of the two regional malls, that generally attracted customers in automobiles, drew away the large and national tenants. The downtown core ceased to be a destination retail centre. The irony is that the main north/south (Gaetz Avenue) and east/west (50 Street & 48 Street) roads in this city go right through the downtown core. With traffic efficiency the prime mandate, we have been successful in moving a large amount of traffic on these roads. This successful movement of cars even encourages shoppers to travel to different parts of the city to shop, but not to stop at the downtown core. Thus the problem of moving traffic efficiently through the downtown core has been solved, but an opportunity to attract shoppers to downtown has been missed.

2004/06/28



Transportation engineers see their mandate to quantify a traffic problem in narrow technical terms. The narrow technical study confirms the validity of the perceived problem. This is then seen as automatically legitimizing the solution which started the decision making process.

When the general public meets to discuss these traffic issues, they can have a different perspective of the perceived problem and can have equally valid alternate assumptions about the nature of the perceived problems. A vital component of the decision making process is missing, if there is no mechanism for the general public to provide meaningful input before the traffic engineers attempt to quantify the problem in narrow technical terms. The general public can feel cheated if they have been cut out of the most vital initial stage of the decision making process. By the time the general public have gotten involved in the transportation planning update, there is a perception that the direction has already been set and that there is little else to do but react. The current trail survey of soliciting public input prior to the technical study and the Vision 2020 appear to be good models for how the planning process should be conducted.

An indication of how dysfunctional the current transportation planning process has become is how the dynamic has developed between some of the Bower residents opposed to the Piper Creek crossing suggesting that 32 Street widening is the answer to traffic problems, whilst some of the Mountview residents suggest that the Piper Creek crossing is the answer. To suggest that this is meaningful public input is absurd.

I note two examples:

The first example is a submission titled "Possible Molly Bannister Drive Extension Across Piper Creek to 40<sup>th</sup> Avenue" submitted to the transportation consultant on behalf of residents of Horizon Village by Joyce Kuharchuk President: "As a major concern is traffic congestion at the 32<sup>nd</sup>. Street – Gaetz Avenue crossing, 32 St. should be widened from 40<sup>th</sup> Avenue to Gaetz Ave. with an improved intersection to assist traffic flow."

The second example was contained in a Red Deer Advocate article dated 21 June 2004, in an article titled "Residents fighting 32<sup>nd</sup> Street Expansion". "Robert Bobyk said he lived previously in a house backing on to 32<sup>nd</sup> Street and it was noisy at four lanes. If you go to six lanes there's going to be huge fences put up. For anybody who has a backyard on 32<sup>nd</sup> Street, the sound wall will go up and the quality of life down, said Bobyk, who lives in an apartment off 32<sup>nd</sup> Street. He supports extending Molly Bannister Drive across Piper Creek to join up with 40<sup>th</sup> Avenue".

I don't know whether I should laugh or cry, when I hear the alternative to routing traffic through ones own neighborhood is to route it through somebody else's neighborhood.

Public involvement should be involved at many points in the transportation planning process, especially when the problem is being defined. The public involvement in the current



transportation plan has been spotty and inadvertently divisive. All potentially affected parties should have been brought to the table at the start of the planning process and consulted on an ongoing basis. We might have ended up with a transportation plan that was truly innovative, that serviced the community's needs as a whole, not just the present proposals that narrowly focus on the efficient movement of traffic.

Thank you for your ongoing attention.

Keith Martin.

---

Post your free ad now! [Yahoo! Canada Personals](#)

---

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



**Christine Kenzie**

---

**From:** Kelly Kloss  
**Sent:** June 28, 2004 8:55 AM  
**To:** Christine Kenzie  
**Subject:** FW: Proposed widening of 32 Street

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

**From:** Donna Hamel **On Behalf Of** Mayor  
**Sent:** June 25, 2004 9:52 AM  
**To:** Tom Warder; Kelly Kloss  
**Subject:** FW: Proposed widening of 32 Street

Donna Hamel  
donna.hamel@reddeer.ca  
Phone: 403-342-8362  
Fax: 342-8365

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

**From:** Frieda Zelt [mailto:zelt@shaw.ca]  
**Sent:** June 24, 2004 10:07 PM  
**To:** Mayor  
**Subject:** FW: Proposed widening of 32 Street

Dear Mayor Surkan and Council,

It is difficult for my husband and myself to conceive what the impact of a six lane thoroughfare running through the Mountview and Sunnybrook districts would be. We are property owners in both districts and we reside in Mountview.

We do not feel that addressing the traffic problem that is and will be occurring in this area of the city as the population of Red Deer increases, is going to be alleviated by building this proposed and expensive one mile stretch of widened street.

A drive through this area immediately will show that there is not excess land to work with. There are apartments, a church, and many front and back yards immediately adjacent to this street. Two of three accesses to Sunnybrook are from 32St. Residents from both communities share services such as the schools, community recreation shelter, businesses, and churches. There is considerable pedestrian use at the light and at other crossing points along this area of the street. How will six lanes increase the safety of pedestrian crossing? Where would there be room for sidewalks or would costly overhead walkways be built at various locations? There is already a noise level that is unacceptable to those residents living closest to the street and to persons using the church facility. Facilitating and encouraging the traffic flow in this area by adding lanes would increase the amount of noise and move it closer to the previously mentioned properties. How would there be any room for a sound barrier to decrease the level of traffic noise? Another concern of safety would be the merging lanes that would have to be constructed at each end of this one mile stretch. What would really be the merits of the stretch of six lanes for even less than a mile? Initially this distance would be even closer with the first stage of the proposal being from 40th Ave to Spruce Drive.

It would deem necessary that the fire station be relocated to another location. Would such a move not be a substantial cost to the tax payers of our city? This facility was located where it is to serve the communities in this area of the city and yet be accessible to other areas as well. Where will this facility be relocated to?

2004/06/28



When driving along 32St one can enjoy the beauty of beautiful trees along the street and well kept yards. What will one see if there are six lanes--a grey concrete sound barrier that will make this districts look like security area imprisoned residents? Where would there possibly be room for any natural environment along this street?

It is our sincere request that Mayor and Council consider this proposal very, very carefully as to the impact it will on many residents of these two communities as well as on the entire city of Red Deer. It is our sincere request that our concerns be considered carefully as decisions are made.

Sincerely,

Frieda and Gordon Zelt  
3512-44a Ave  
Red Deer

---

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



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

**From:** Case Hard [mailto:casehard2002@yahoo.ca]

**Sent:** June 25, 2004 9:44 AM

**To:** Mayor

**Subject:** Dysfunctional Public Input to the Transportation Plan Update

The problem with focusing solely on the efficient movement of traffic can be illustrated with the downtown core. The downtown core used to be where the majority of commerce was conducted. The development of the two regional malls, that generally attracted customers in automobiles, drew away the large and national tenants. The downtown core ceased to be a destination retail centre. The irony is that the main north/south (Gaetz Avenue) and east/west (50 Street & 48 Street) roads in this city go right through the downtown core. With traffic efficiency the prime mandate, we have been successful in moving a large amount of traffic on these roads. This successful movement of cars even encourages shoppers to travel to different parts of the city to shop, but not to stop at the downtown core. Thus the problem of moving traffic efficiently through the downtown core has been solved, but an opportunity to attract shoppers to downtown has been missed.

Transportation engineers see their mandate to quantify a traffic problem in narrow technical terms. The narrow technical study confirms the validity of the perceived problem. This is then seen as automatically legitimizing the solution which started the decision making process.

When the general public meets to discuss these traffic issues, they can have a different perspective of the perceived problem and can have equally valid alternate assumptions about the nature of the perceived problems. A vital component of the decision making process is missing, if there is no mechanism for the general public to provide meaningful input **before** the traffic engineers attempt to quantify the problem in narrow technical terms. The general public can feel cheated if they have been cut out of the most vital initial stage of the decision making process. By the time the general public have gotten involved in the transportation planning update, there is a perception that the direction has already been set and that there is little else to do but react. The current trail survey of soliciting public input prior to the technical study and the Vision 2020 appear to be good models for how the planning process should be conducted.

An indication of how dysfunctional the current transportation planning process has become is how the dynamic has developed between some of the Bower residents opposed to the Piper Creek crossing suggesting that 32 Street widening is the answer to traffic



problems, whilst some of the Mountview residents suggest that the Piper Creek crossing is the answer. To suggest that this is meaningful public input is absurd.

I note two examples:

The first example is a submission titled "Possible Molly Bannister Drive Extension Across Piper Creek to 40<sup>th</sup> Avenue" submitted to the transportation consultant on behalf of residents of Horizon Village by Joyce Kuharchuk President: "As a major concern is traffic congestion at the 32<sup>nd</sup>. Street – Gaetz Avenue crossing, 32 St. should be widened from 40<sup>th</sup> Avenue to Gaetz Ave. with an improved intersection to assist traffic flow."

The second example was contained in a Red Deer Advocate article dated 21 June 2004, in an article titled "Residents fighting 32<sup>nd</sup> Street Expansion". "Robert Bobyk said he lived previously in a house backing on to 32<sup>nd</sup> Street and it was noisy at four lanes. If you go to six lanes there's going to be huge fences put up. For anybody who has a backyard on 32<sup>nd</sup> Street, the sound wall will go up and the quality of life down, said Bobyk, who lives in an apartment off 32<sup>nd</sup> Street. He supports extending Molly Bannister Drive across Piper Creek to join up with 40<sup>th</sup> Avenue".

I don't know whether I should laugh or cry, when I hear the alternative to routing traffic through ones own neighborhood is to route it through somebody else's neighborhood.

Public involvement should be involved at many points in the transportation planning process, especially when the problem is being defined. The public involvement in the current transportation plan has been spotty and inadvertently divisive. All potentially affected parties should have been brought to the table at the start of the planning process and consulted on an ongoing basis. We might have ended up with a transportation plan that was truly innovative, that serviced the community's needs as a whole, not just the present proposals that narrowly focus on the efficient movement of traffic.

Thank you for your ongoing attention.

Keith Martin.



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

**From:** Frieda Zelt [mailto:zelt@shaw.ca]

**Sent:** June 24, 2004 10:07 PM

**To:** Mayor

**Subject:** FW: Proposed widening of 32 Street

Dear Mayor Surkan and Council,

It is difficult for my husband and myself to conceive what the impact of a six lane thoroughfare running through the Mountview and Sunnybrook districts would be. We are property owners in both districts and we reside in Mountview.

We do not feel that addressing the traffic problem that is and will be occurring in this area of the city as the population of Red Deer increases, is going to be alleviated by building this proposed and expensive one mile stretch of widened street.

A drive through this area immediately will show that there is not excess land to work with. There are apartments, a church, and many front and back yards immediately adjacent to this street. Two of three accesses to Sunnybrook are from 32St. Residents from both communities share services such as the schools, community recreation shelter, businesses, and churches. There is considerable pedestrian use at the light and at other crossing points along this area of the street. How will six lanes increase the safety of pedestrian crossing? Where would there be room for sidewalks or would costly overhead walkways be built at various locations? There is already a noise level that is unacceptable to those residents living closest to the street and to persons using the church facility. Facilitating and encouraging the traffic flow in this area by adding lanes would increase the amount of noise and move it closer to the previously mentioned properties. How would there be any room for a sound barrier to decrease the level of traffic noise? Another concern of safety would be the merging lanes that would have to be constructed at each end of this one mile stretch. What would really be the merits of the stretch of six lanes for even less than a mile? Initially this distance would be even closer with the first stage of the proposal being from 40th Ave to Spruce Drive.

It would deem necessary that the fire station be relocated to another location. Would such a move not be a substantial cost to the tax payers of our city? This facility was located where it is to serve the communities in this area of the city and yet be accessible to other areas as well. Where will this facility be relocated to?

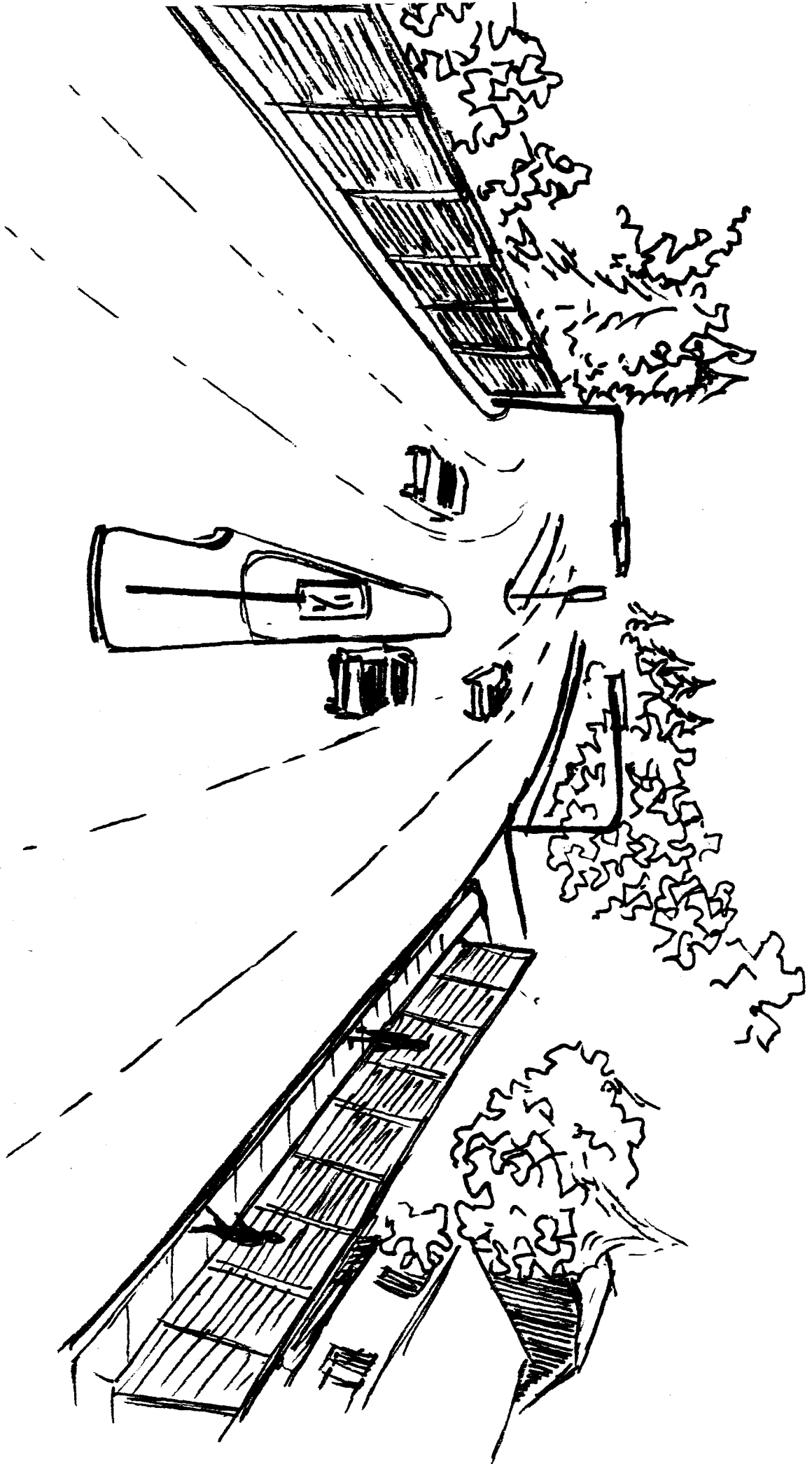
When driving along 32St one can enjoy the beauty of beautiful trees along the street and well kept yards. What will one see if there are six lanes--a grey concrete sound barrier that will make this districts look like security area imprisoned residents? Where would there possibly be room for any natural environment along this street?

It is our sincere request that Mayor and Council consider this proposal very, very carefully as to the impact it will on many residents of these two communities as well as on the entire city of Red Deer. It is our sincere request that our concerns be considered carefully as decisions are made.

Sincerely,

Frieda and Gordon Zelt  
3512-44a Ave  
Red Deer

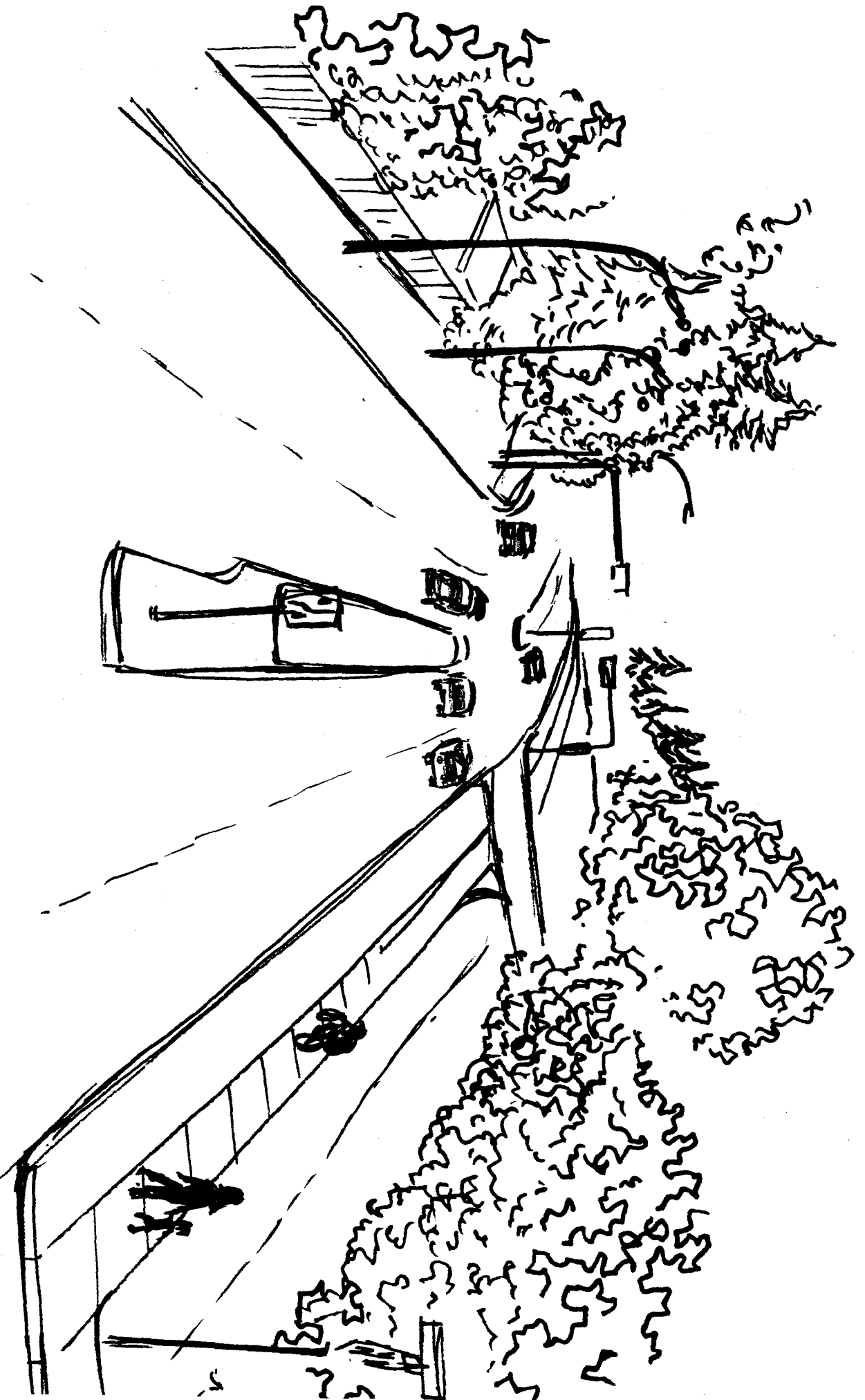




32nd Street - After Expansion  
to 6 lanes



32nd Street - Present





**Christine Kenzie**

---

**From:** carolyn goddard [cgoddard@telusplanet.net]  
**Sent:** June 28, 2004 6:28 PM  
**To:** LASMailbox  
**Subject:** 32nd Street Widening

Good evening,

I wish to express my great displeasure with the report outlining the 2003/2004 Transportation Plan which includes widening of 32nd Street and the extension of Molly Banister Drive.

Red Deer is a great place to live and we need to make it even better. Faster traffic flow is not the way. We need more green space and less pavement and should be focusing our city's efforts on public transport, bike and walking paths.

If we look at cities in Europe and the rest of the world, streets through residential neighborhoods are not 6 lanes wide and there is typically far greater amounts of traffic on them. Why should Red Deer not consider these examples rather than just North American cities which are some of the very worst examples in the world.

Please reconsider this report and find better and more sustainable alternatives.

Thank you,

Jamie and Carolyn Errington

---

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

2004/07/02



**Christine Kenzie**

**To:** cgoddard@telusplanet.net

**Subject:** June 29, 2004 to Citizens re 2003/2004 Transportation Plan\_v1.DOC

Thank you for your comments regarding 32<sup>nd</sup> Street Widening. Attached, for your information, is a letter indicating the outcome of the June 28, 2004 Council Meeting surrounding the debate on the 2003/2004 Transportation Plan.

**Christine Kenzie**

**Legislative & Administrative Services**

**City of Red Deer**

**403.342.8201**

**christine.kenzie@reddeer.ca**



June 29, 2004 to  
Citizens re 2...





**FILE**

LEGISLATIVE & ADMINISTRATIVE SERVICES

June 29, 2004

Dear Concerned Citizen of Red Deer:

***2003/2004 Transportation Study***

At the Monday, June 28, 2004 Red Deer City Council Meeting, Council heard presentations from the public regarding the 2003/2004 Transportation Plan, especially concerns around the proposed future widening of 32<sup>nd</sup> Street and Spruce Drive, and the possible future extension of Molly Banister Drive.

Following discussion, the motion as set out hereunder was passed by Council:

***"Resolved*** that Council of the City of Red Deer having considered the report from the Engineering Services Manager, dated June 23, 2004, re: 2003/2004 Transportation Plan Update hereby approves the 2003/2004 Transportation Plan as a guide for future planning with the exception that:

1. The widening of 32<sup>nd</sup> Street to 6 lanes from 4 lanes be removed from further consideration at this time.
2. The Bicycle Master Plan and any subsequent Trails Master Plans be integrated into the Transportation Master Plan.
3. The Administration be directed to develop strategies for addressing traffic growth on 32<sup>nd</sup> Street east of Gaetz Avenue other than widening to 6 lanes."

Thank you for your input in the 2003/2004 Transportation Plan.

Sincerely,

Kelly Kloss  
Manager

c Engineering Services Manager



Mrs. Dorothy Dickson  
2821 Botterill Crescent  
Red Deer, AB T4R 2E5

Bower Community Assoc.  
C/O Lois Hornung  
208 Barrett Drive  
Red Deer, AB T4R 1J3

32<sup>nd</sup> Street Citizens for Quality of Life  
c/o Jim Lyman  
4434 – 33 A Street  
Red Deer, AB T4N 0N8

Mr. David Phillips  
3501 Spruce Drive  
Red Deer, AB T4N 3N8

Judy Boyd, President  
Red Deer River Naturalists  
P.O. Box 785  
Red Deer, AB T4N 5H2

George & Maxine Meston  
79 Anders Close  
Red Deer, AB T4R 1C2

H. Jackson Family  
3409 – 44 A Avenue  
Red Deer, AB T4N 3K1

Bill & Joy Peebles  
3313 – 42 A Avenue Close  
Red Deer, AB T4N 3A5

Vinay D. Chafekar  
306, 4822 Ross Street  
Red Deer, AB T4N 1X4

Yvonne Johnson  
3923 – 44 Avenue  
Red Deer, AB T4N 3H7

Alison Chafekar  
3319 Spruce Drive  
Red Deer, AB T4N 3N7

David & Sheila Phillips  
3501 Spruce Drive  
Red Deer, AB T4N 3N8

Richard & Diane McDonell  
3313 Spruce Drive  
Red Deer, AB T4N 3N7

G. Telfer  
4201 – 33 Street  
Red Deer, AB T4N 0N1

Ray A. Wakelin  
3409 – 42 Avenue  
Red Deer, AB T4N 2Y7

Dr. Robert C. Cooper  
Associate Clinic  
4705 – 48 Avenue  
Red Deer, AB T4N 3T1

Brenda Berresford  
22 Spencer Street  
Red Deer, AB T4N 0B2

Michael & Carol Varley  
Southwood Park  
3110 – 47 Avenue  
Red Deer, AB T4N 3P2

Bill Christensen  
41 Selkirk Boulevard  
Red Deer, AB T4N 0G3

Marlene vanHaren  
27 Armitage Close  
Red Deer, AB T4R 2K5

Beulah & Norm Phillpot  
8 Stirling Close  
Red Deer, AB T4N 0A8

John & Muriel Nesom  
47 Botterill Crescent  
Red Deer, AB T4R 2E5

Perry Reed  
c/o McPherson Financial Group  
184, 5201 – 43 Street  
Red Deer, AB T4N 1C7

June Sonnenberg  
33 Springfield Avenue  
Red Deer, AB T4N 0C8

Kelly Martin  
4424 – 34 Street  
Red Deer, AB T4N 0P1

Red Deer Runners  
c/o Don Lee  
51 Duston Street  
Red Deer, AB T4R 2K4



**Christine Kenzie****To:** lenore51@shaw.ca**Subject:** June 29, 2004 to Citizens re 2003/2004 Transportation Plan\_v1.DOC

Attached, for your information, is a letter regarding the outcome of the Monday, June 28, 2004 Council Meeting – regarding the 2003/2004 Transportation Plan.

**Christine Kenzie****Legislative & Administrative Services****City of Red Deer****403.342.8201****christine.kenzie@reddeer.ca**

June 29, 2004 to  
Citizens re 2...



**Christine Kenzie**

**To:** tcrwell2@telus.net; walter\_kubanet@hotmail.com; tmacneill2@shaw.ca;  
ldmazzei@shaw.ca; SSC@Telus.net; bnorthey@Telusplanet.net;  
sherrygayle@shaw.ca; danamarie@shaw.ca; grenier-frank@telus.net;  
EVanOver@NRCan.gc.ca; pawlaks5@shaw.ca; kgtadair@telus.net; r-  
wakelin@shaw.ca; wjkangas@hotmail.com; lmcass@shaw.ca; pmason@big105.fm;  
canadianchick\_43@hotmail.com; sustainable32street@yahoo.com;  
lorneandcathy@shaw.ca; casehard2002.com; zelt@shaw.ca

**Subject:** June 29, 2004 to Citizens re 2003/2004 Transportation Plan\_v1.DOC

Attached, for your information, is a letter regarding the outcome of the Monday, June 28, 2004 Council Meeting – regarding the 2003/2004 Transportation Plan.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**



June 29, 2004 to  
Citizens re 2...



**Christine Kenzie**

**To:** walter\_kubanek@hotmail.com; jgrenier-frank@telus.net; wjkangas@hotmail.com;  
lmccass@shaw.ca; pmason@big105.fm

**Subject:** June 29, 2004 to Citizens re 2003/2004 Transportation Plan\_v1.DOC

Attached, for your information, is a letter regarding the outcome of the Monday, June 28, 2004 Council Meeting – regarding the 2003/2004 Transportation Plan.

**Christine Kenzie**

**Legislative & Administrative Services**

**City of Red Deer**

**403.342.8201**

**christine.kenzie@reddeer.ca**



June 29, 2004 to  
Citizens re 2...



**Christine Kenzie**

**To:** bobjohn@oanet.com; donmarie@telusplanet.net

**Subject:** June 29, 2004 to Citizens re 2003/2004 Transportation Plan\_v1.DOC

Attached, for your information, is a letter regarding the outcome of the June 28, 2004 Council Meeting - 2003/2004 Transportation Plan.

**Christine Kenzie**

**Legislative & Administrative Services**

**City of Red Deer**

**403.342.8201**

**christine.kenzie@reddeer.ca**



June 29, 2004 to  
Citizens re 2...





**LEGISLATIVE & ADMINISTRATIVE SERVICES**

June 29, 2004

Dear Concerned Citizen of Red Deer:

***2003/2004 Transportation Study***

At the Monday, June 28, 2004 Red Deer City Council Meeting, Council heard presentations from the public regarding the 2003/2004 Transportation Plan, especially concerns around the proposed future widening of 32<sup>nd</sup> Street and Spruce Drive, and the possible future extension of Molly Banister Drive.

Following discussion, the motion as set out hereunder was passed by Council:

***"Resolved*** that Council of the City of Red Deer having considered the report from the Engineering Services Manager, dated June 23, 2004, re: 2003/2004 Transportation Plan Update hereby approves the 2003/2004 Transportation Plan as a guide for future planning with the exception that:

1. The widening of 32<sup>nd</sup> Street to 6 lanes from 4 lanes be removed from further consideration at this time.
2. The Bicycle Master Plan and any subsequent Trails Master Plans be integrated into the Transportation Master Plan.
3. The Administration be directed to develop strategies for addressing traffic growth on 32<sup>nd</sup> Street east of Gaetz Avenue other than widening to 6 lanes."

Thank you for your input in the 2003/2004 Transportation Plan.

Sincerely,

Kelly Kloss  
Manager

c Engineering Services Manager





LEGISLATIVE & ADMINISTRATIVE SERVICES

July 14, 2004

Dear Concerned Citizen of Red Deer:

***2003/2004 Transportation Study***

At the Monday, June 28, 2004 Red Deer City Council Meeting, Council heard presentations from the public regarding the 2003/2004 Transportation Plan, especially concerns around the proposed future widening of 32<sup>nd</sup> Street and Spruce Drive, and the possible future extension of Molly Banister Drive.

Following discussion, the motion as set out hereunder was passed by Council:

***"Resolved*** that Council of the City of Red Deer having considered the report from the Engineering Services Manager, dated June 23, 2004, re: 2003/2004 Transportation Plan Update hereby approves the 2003/2004 Transportation Plan as a guide for future planning with the exception that:

1. The widening of 32<sup>nd</sup> Street to 6 lanes from 4 lanes be removed from further consideration at this time.
2. The Bicycle Master Plan and any subsequent Trails Master Plans be integrated into the Transportation Master Plan.
3. The Administration be directed to develop strategies for addressing traffic growth on 32<sup>nd</sup> Street east of Gaetz Avenue other than widening to 6 lanes."

Thank you for your input in the 2003/2004 Transportation Plan.

Sincerely,

Kelly Kloss

Manager

c Engineering Services Manager



To whom it may concern

After a meeting with the community group in our area (32<sup>nd</sup> Street and area), we continue to disagree with the city's idea to make 32<sup>nd</sup> Street 6 lanes for these reasons.

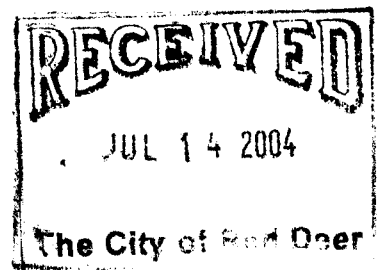
1. Only 20 people over 5 years complained about the traffic flow.
2. There were 2 or more pages of our group against the expansion.
3. The largest reason for poor traffic flow is poor traffic light programming and coming from southern Ontario, some years ago, I found traffic moves at the correct times of day. Unlike this town where lights go red hap-hazardly in the middle of a flow system at peak times of day as in 49<sup>th</sup> Ave in the morning and Gaetz Ave north when we come home. That bottleneck at 78<sup>th</sup> street. Even 32<sup>nd</sup> St. one red light after another, going east. This opinion is widespread among my circle who live all over the city
4. You already have a huge noise problem on 32<sup>nd</sup> Street and that noise wall you plan is a joke. It won't stop the noise coming from the east
5. No enforcement of the 24 hour noise bylaw when it applies to unbaffled mufflers or no mufflers at all
6. The devaluation of our property from the ridiculous amount of noise at all hours already.
7. The already out of control racing on 32<sup>nd</sup> street at all hours

In a conversation with a friend, he complained about racing in the alley behind his home, the RCMP said it wasn't important enough to deal with. His comment then was, "There are often children in that alley, pray tell what is important enough to cause a change and when did quality of life become a none issue."

It seems like the issue of the street noise, to the extent we now have, is not an important issue. To add to the mix is the boom-box cars. In other areas there are laws that prevent their disturbing the quality of life. Soon other residential groups will speak out and maybe our city will regain its peace

I think you need to take a harder look at this unpopular plan to expand 32nd street and spend some time improving the quality of life for us because there is little or none.

  
Yours respectfully  
John and Margaret Perrin





# Are YOU Concerned with the Proposed Widening of 32<sup>nd</sup> Street to SIX Lanes?

## What Can YOU do About This?

- Write City Council  
The City of Red Deer  
Box 5008  
Red Deer, AB, Canada  
T4N 3T4  
[www.city.red-deer.ab.ca](http://www.city.red-deer.ab.ca)
- Attend a Community Open House at the  
Mountview\Sunnybrook skate shelter  
(4316 -32 Street) - East of Fire Hall  
June 19<sup>th</sup> 10:00 AM – 1:00 PM
- Attend the City Council Meeting June 28<sup>th</sup>  
at 7:00 PM & SUPPORT THE 32<sup>nd</sup>  
CITIZENS FOR QUALITY OF LIFE  
WHEN WE PRESENT OUR CASE  
AGAINST THE WIDENING OF 32<sup>nd</sup>  
STREET



Lydon Polansky #1604

Donna Wagsund #1701

Dianna Knox #1401

Russel Hughes 106 3110 47 Ave.

Terri Seibel 108 3110 47 Ave

Andy Lickstone 104 3110 47 Ave

Michelle Taylor 112 310 47 Ave

Sammy Vildet 124 3110 47 Ave

Rae-Johnson 128 3110 47 Ave

José Fabiano 170-3110-47 Ave

R. Mpen #168-3110-47 Ave

Judsey DeBolt #1601 4709-33st.

Synda Lussington #1002 4719-33st

honi Mary #144 3110-47 Ave

Dennis & Gina Richert 148-3110 47 Ave

Charlene McDonald #1504 4709 33st

Jennifer Salmeron #1501



TRAFFIC > NOT general,  
but uncontrolled.  
Noise @ 47 Ave + 32nd Street:  
1605 Belvedere Estates Gallays

Original Signature  
Copies to Sgt Bell  
Traffic Red Door RCMP





## **COUNCIL MEETING OF JUNE 28<sup>TH</sup> , 2004**

### **LIST OF PRESENTERS FOR THE 2003/2004 TRANSPORTATION PLAN**

**7:00 P.M.**

- 1. Dorothy Dickson: Horizon Village**
- 2. Lois Hornung: Bower Community Association**
- 3. Krista Dellert & Carol Van Overloop: 32<sup>nd</sup> Street Citizens for Quality of Life**

***(Note: Krista Dellert will be doing the presentation. Carol Van Overloop will be assisting with a Power Point Presentation – Make sure someone is available to assist her on the computer in Council Chambers.)***

- 4. Richard McDonell: Spruce Drive Residents**
- 5. Tony Blake: Red Deer River Naturalists**
- 6. Bob Johnstone & Don Wales: Alternative Transportation Issues**
- 7. Lenore Harris: Central Alberta Regional Trail Society**
- 8. Don Lee: Red Deer Runners**



**Public Works Department**

**Date:** June 25, 2004  
**To:** Manager Legislative and Administrative Services  
**From:** Environmental Advisory Board  
**Re:** **2003/2004 Transportation Plan Update**

---

At the June 15, 2004 Environmental Advisory Board (EAB) meeting members reviewed The City of Red Deer 2003/2004 Transportation Plan Update, Executive Summary dated June, 2004 produced by Stantec Consulting Ltd. (Stantec). This review was subsequent to a presentation made to the EAB at the April 27<sup>th</sup> meeting by representatives of The City and Stantec.

The EAB discussed the options at length and came to the determination that the various options had differing types and levels of impact on the environment. This made it difficult for the EAB to develop a consensus regarding supporting one or a combination of the recommendations based strictly on the perspective of environmental impact. For this reason the EAB was not able to develop a resolution that would recommend to City Council one option over another.

The Board members did strongly feel that serious consideration should be given to developing the chosen option or options in a way that would minimize the impact on the environment. With this in mind, the following resolution was passed.

“That the Environmental Advisory Board, having considered the City of Red Deer 2003/2004 Transportation Plan Update, Executive Summary, hereby recommend to Council of The City of Red Deer that:

- appropriate environmental impact assessments be completed as part of the planning and design process for the major recommended improvements;



- a key design criteria in the implementation of the recommended improvements be to limit the negative environmental impact related to the construction and operation;
- consideration be given to the human and natural environmental aspects;
- the Environmental Advisory Board continues to be involved as these studies are being developed and carried out."

The above is submitted for Council's consideration during deliberations on the Transportation Plan.

Harry Ng, Chairperson  
Environmental Advisory Board



**Public Works Department**

**Date:** June 30, 2004  
**To:** Manager Legislative and Administrative Services  
**From:** Environmental Advisory Board  
**Re:** **2003/2004 Transportation Plan Update**

---

At the June 15, 2004 Environmental Advisory Board (EAB) meeting members reviewed The City of Red Deer 2003/2004 Transportation Plan Update, Executive Summary dated June, 2004 produced by Stantec Consulting Ltd. (Stantec). This review was subsequent to a presentation made to the EAB at the April 27<sup>th</sup> meeting by representatives of The City and Stantec.

The EAB discussed the options at length and came to the determination that the various options had differing types and levels of impact on the environment. This made it difficult for the EAB to develop a consensus regarding supporting one or a combination of the recommendations based strictly on the perspective of environmental impact. For this reason the EAB was not able to develop a resolution that would recommend to City Council one option over another.

The Board members did strongly feel that serious consideration should be given to developing the chosen option or options in a way that would minimize the impact on the environment. With this in mind, the following resolution was passed.

“That the Environmental Advisory Board, having considered the City of Red Deer 2003/2004 Transportation Plan Update, Executive Summary, hereby recommend to Council of The City of Red Deer that:

- appropriate environmental impact assessments be completed as part of the planning and design process for the major recommended improvements;



- a key design criteria in the implementation of the recommended improvements be to limit the negative environmental impact related to the construction and operation;
- consideration be given to the human and natural environmental aspects;
- the Environmental Advisory Board continues to be involved as these studies are being developed and carried out.”

The above is submitted for Council's consideration during deliberations on the Transportation Plan.

Harry Ng, Chairperson  
Environmental Advisory Board



## Legislative &amp; Administrative Services

**DATE:** June 29, 2004  
**TO:** Tom Warder, Engineering Services Manager  
**FROM:** Kelly Kloss, Legislative & Administrative Services Manager  
**SUBJECT:** 2003/2004 Transportation Plan Update

---

*Reference Report:*

Engineering Services Manager, dated June 23, 2004

*Resolutions:*

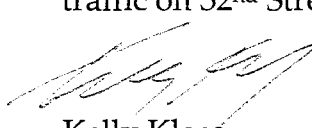
*"Resolved* that Council of the City of Red Deer having considered the report from the Engineering Services Manager, dated June 23, 2004, re: 2003/2004 Transportation Plan Update hereby approves the 2003/2004 Transportation Plan as a guide for future planning with the exception that:

1. The widening of 32<sup>nd</sup> Street to 6 lanes from 4 lanes be removed from further consideration at this time.
2. The Bicycle Master Plan and any subsequent Trails Master Plans be integrated into the Transportation Master Plan.
3. The Administration be directed to develop strategies for addressing traffic growth on 32<sup>nd</sup> Street east of Gaetz Avenue other than widening to 6 lanes."

*Report Back to Council:* Yes

*Comments/Further Action:*

A report is to be brought back to Council for consideration regarding a strategy for the traffic on 32<sup>nd</sup> Street east of Gaetz Avenue other than widening to 6 lanes.

  
Kelly Kloss  
Manager

/chk

c Director of Development Services  
Inspections & Licensing Manager



**Transit Department**

**DATE:** June 21, 2004  
**TO:** Legislative & Administrative Services Manager  
**FROM:** Transit Manager  
**SUBJECT:** 2003/2004 Transit and Special Transportation Study

---

**Introduction**

We are forwarding herewith 15 copies of the Executive Summary for the 2003/2004 Transit and Special Transportation Study prepared by our Consultant, IBI Group. The full report is available for review at Transit Customer Service, in Community Services, if desired. This year-long study included a review of existing data and reports; a review and analysis of existing systems; analysis of community setting and influencing factors, to develop long range strategic direction and 5-year service plans for both conventional and specialized transit service.

The Study has been guided by a Steering Committee comprised of the following individuals:

1. Kevin Joll, Transit Department, The City of Red Deer
2. Roger Bouchard, Transit Department, The City of Red Deer
3. Bruce MacArthur, Transit Department, The City of Red Deer
4. Wendy Klassen, Social Planning Department, The City of Red Deer
5. Howard Maki, Manager, Citizens Action Bus
6. Diana Rowe, City Council, The City of Red Deer
7. Marlin Styner, Chair Transportation Advisory Board, The City of Red Deer
8. Teresa Chase, Transportation Advisory Board, The City of Red Deer
9. Sandra McGrath, Transportation Advisory Board, The City of Red Deer
10. Sandy Szabo, Amalgamated Transit Union, Local 1374, Red Deer

The Transportation Advisory Board, members of City Council, and Senior Management has also been consulted during the Study.

Mr. Steve Wilks, with IBI Group, will be available to present the findings and recommendations of the Study and answer City Council questions at the June 28, 2004 meeting. We suggest that the report then be tabled for 2 weeks to provide Council, stakeholders, and the public time to review and consider the report.

At the July 12, 2004 Council meeting, IBI Group will again be available to answer questions. Council may also wish to hear from stakeholders and interested members of the public before adopting the report.



## Transit Department

### Public Input Process

An extensive public consultation process included focus group sessions with older adults and the disabled community (agencies and organizations); business community; education sectors; health care; health related community agencies/services; low income and related agencies; and client specific transportation providers. Sessions were also held with the Transportation Advisory Board and staff members from Red Deer Transit, the Social Planning Department and Red Deer Citizens Action Bus service.

We also met with the public through (a) the Day-at-the-Mall display, March 2004; and (b) 2 open house meetings:

- General information and identification of key issues in October 2003
- Presentation of key findings in March 2004

At a workshop with the Mayor and Council in February 2004 the following strategic direction was also identified.

- *Quality of Life:* Transit needs to provide mobility options for all residents to ensure access to work, education, health care, shopping, social and recreational opportunities
- *Sustainability:* Transit needs to be a cost effective alternative to the automobile for environmental reasons, affordable for the community, fiscally responsible to the taxpayers
- *Economic Development:* Transit needs to position itself as the “economic engine” for community growth and prosperity, with services and costs reflective of the City’s economic development initiatives and consistent with the growth in its residential and commercial sectors

### Key Study Findings

#### Conventional Transit Service

- Route structures need to be revised to address the following:
  - service expansion to new areas
  - the need for faster direct service between neighbourhoods and major trip generators such as Red Deer College; Bower Mall; Red Deer Centre Mall; Westerner Park; Collicutt Centre
  - maintain the student market, and attract and encourage increased utilization by adult; senior markets and persons with disabilities who are able to use conventional transit service as an option to specialized service
  - service to major employment areas such as Riverside and Northlands Industrial areas; south commercial areas; Westerner Park; and improved service to Edgar Industrial
  - fast service in the Gaetz Corridor in the longer term
- Accessible conventional transit service needs to be expanded to support the increased demand for this service
- Maintenance and storage facilities have reached capacity and will need to be expanded or relocated in the near future to accommodate the growth in buses and staff
- Fares need to increase to effectively respond to rising costs
- Application of base transit service should be consistent through all hours of service
- Hours of service need to be expanded earlier and later and be more consistent Monday to Saturday; and later on Sundays and holidays



**Transit Department**

- Administration staff levels are inadequate and need to be adjusted in line with system expansion. Modern transit technologies are needed to schedule staff and equipment, and collect system data
- Spare bus ratio is inadequate and additional buses are required to effectively respond
- Consider further, opportunities for regional transit service applications in the near and longer term

**Specialized Transit Service**

- The need to effectively manage demographic and travel demand changes in the near and longer term to operate a shared-ride specialized public transit service based on door-to-door service and the assumption that clients are able to “act independently” upon arrival at their destination
- The need to carefully consider governance, administration and operations and the coordination of both conventional and specialized transit service to find the most effective way to manage the cost to provide service and ensure service accountability
- The development of a strategic approach to manage and deliver public transportation services for older adults and disability community, needs to consider:
  - different functional disabilities;
  - what efficiencies may be gained through both the standardization and enhancements to administrative and operating processes including client eligibility and certification;
  - what opportunities exist to better coordinate, through a community collaborative effort, the operation and funding of transportation services for persons with a disability;
  - the extent that accessible conventional transit may meet the mobility needs of older adults and persons with a disability; and
  - incentives, policies and practices to address demand / mobility management opportunities
  - governance; and service options for consideration:
    - a. In-House by City: The City, through Red Deer Transit assuming responsibility for the customer service, trip management and service delivery functions as well as the responsibility for program management.
    - b. In-House by City (+ supplemental taxi): This is the same as (a) above but with the addition of using contracted taxis.
    - c. Hybrid: The City, through RDT assuming responsibility for the customer service and trip management functions as well as the responsibility for program management. Service delivery would remain with Red Deer Citizen's Action Bus and their taxi contractor.
    - d. Status Quo: Red Deer Citizens Action Bus is responsible for customer service, trip management and service delivery functions. RDCAB has an arrangement for supplemental taxi service. The City (Social Planning Department) remains responsible for administering the contract with RDCAB.
- Respond efficiently to system growth with an increased level of contracted service including accessible vans and sedan fleets
- Hours and days of service should be consistent with conventional transit service
- Fares should remain consistent with discounts for prepaid fares considered
- Seize the opportunity to better assist and influence travel behaviour and mode choice and maximize the use of resources through Mobility Management



**Transit Department**

Policies and strategies for conventional and specialized transit services are provided in detail in the attached Executive Summary. These include Vision, Goals and Objectives, Short and Long Term Service Strategies, Resource and Financial Plans, and Implementation Plans.

**Other Influencing Factors**

The matter of governance and the coordination of conventional and specialized service are complex and the implications to Red Deer Citizens Action Group must be considered through any potential transition of service applications. Red Deer Citizens Action Group currently provides specialized transit through a contract managed by the Social Planning Department.

The report has brought forward the issue of attendant care within the specialized transportation system. The present Citizens Action Bus program often performs beyond the definition of door-to-door service by taking clients to appointments and locations inside buildings. While this level of service is highly appreciated, the practice creates issues relative to liability, safety and trip planning efficiencies. Council will be required to define the level of service expected of the specialized transportation system and possibly determine alternatives to assist the disabled community.

The matter of affordability of transit fares for persons on AISH and other low-income programs is an issue that must also be considered. The Transportation Advisory Board and members of the community have an expectation that their concerns in this regard will be identified and addressed in this Study. This Study suggests that Transit should not be involved in the business of income supports. Nevertheless, feedback received from the Transportation Advisory Board members and the Study Steering Committee suggests that a decision is required at the political level.

The report contains a number of action steps as a planning tool to assist administration in implementation of the recommendations. Actions with respect to the Short Term Service Plan, for conventional transit, have been dealt with and approved by Council for the 2004/2005 operating term. As required, administration will bring forward to Council pertinent policy decisions on future actions within existing corporate processes such as business planning and budgets. The report is being presented in its entirety and will therefore provide the basis upon which future strategies relative to transit and special transportation are developed.

**Recommendation**

We respectfully recommend that City Council accept the 2003/2004 Transit and Special Transportation Study for information and table further consideration of the report to the July 12, 2004 City Council meeting.

  
Kevin Joll  
Transit Manager  
Scott Cameron  
Social Planning Manager

/kj

Attachment

Cc     Director of Community Services

Page 4 of 4



***Comments:***

I agree that Council receive this report as information at this point and table discussion to the July 12, 2004 Council Meeting.

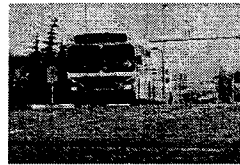
**"N. Van Wyk"**  
**City Manager**



## ***Transit / Special Transportation Study: 25 Year Strategy***



**IBI**  
GROUP



JUNE 2004

## ***Agenda / Presentation Outline***

- *Objectives*
- *The Vision*
- *Conventional Transit:*
  - *Key Findings*
  - *Strategies*
- *Specialized Transit:*
  - *Challenges & Opportunities*
  - *Strategies*
- *Next Steps / Implementation Plan*



## Objectives

*For Transit & Specialized Transportation:*

### **1. 5-Year Service Plan:**

- *Levels of Service*
- *Fleet / infrastructure requirements*
- *Fares*
- *Operating & capital costs*

### **2. Long term service strategies (over next 25 years)**

## The Vision...

### **Quality of Life**

- *Mobility options for all residents*
- *Ensure access to work, education, health care, shopping, social or recreational opportunities*

### **Sustainable**

- *Cost effective and affordable for the community*
- *Fiscally responsible to our taxpayers*
- *Environment and traffic congestion considerations (transit as an alternative to the private automobile)*

### **Economic Development**

- *Position transit as the “economic engine” for community growth and prosperity*
  - *Access to industrial / work sites*
  - *Regional development*



## Key Findings (Transit)

- *Route structures need to be revised to address the following:*
  - *service expansion to new areas*
  - *the need for faster direct service (between neighbourhoods and major trip generators such as Red Deer College; Bower Mall; Red Deer Centre Mall; Westerner Park; Collicutt Centre)*
  - *maintain the student market, and attract and encourage increased utilization by adult; senior markets and persons with disabilities (who are able to use conventional transit service as an option to specialized service)*
  - *service to major employment areas (such as Riverside and Northlands Industrial areas; south commercial areas; Westerner Park; and improved service to Edgar Industrial)*
  - *fast service in the Gaetz Corridor in the longer term*



## Key Findings (cont.)

- *Accessible conventional transit service needs to be expanded to support the increased demand for this service*
- *Maintenance and storage facilities have reached capacity and will need to be expanded or relocated in the near future to accommodate the growth in buses and staff*
- *Fares need to increase to effectively respond to rising costs*
- *Application of base transit service should be consistent through all hours of service*
- *Hours of service need to be expanded earlier and later and be more consistent Monday to Saturday; and later on Sundays and holidays*



## Key Findings (cont.)

- Administration staff levels are inadequate and need to be adjusted in line with system expansion.
  - Modern transit technologies are needed to schedule staff and equipment, and collect system data
- Spare bus ratio is inadequate and additional buses are required to effectively respond
- Consider further, opportunities for regional transit service applications in the near and longer term

## Short Term Service Plan

### SHORT TERM SERVICE PLAN By 2008 (76,000 Population)

- Improved Grid System
  - straight-line routes on 32St., Ross, Gaetz, Taylor Corridors
  - 2 way service in Clearview, Rosedale, Deer Park, Kentwood
- Improved Services to Major Activity Centres
  - Bower Mall, Red Deer College, Collicutt Centre area
  - Village Mall/Red Deer Centre
- Service to Growing Residential Areas
  - Kentwood North, Johnstone Park, West Park Extension
  - Inglewood, Aspen Ridge, East Deer Park
- Service to Industrial / Employment Areas
  - Edgar, Riverside, Northlands, Westemer
- Dial-a-bus dropped for New Fixed Routes
  - in evening, Saturday morning, Sundays
- Earlier and Later Service to 11:00pm
- Integrated Service with CAB
  - recreational areas in City

### FINANCIAL PLAN

	2004 Budget	2008 Estimate
Revenue Passengers	1,704,000	2,280,000
Revenue Hours	80,000	100,000
Operating Costs	\$5,548,000	\$8,094,000
Revenue	\$2,250,000	\$3,408,000
Average Fare	\$1.28	\$1.46
Revenue/Cost	38%	42%
Net Cost/Capita (Tax Burden)	\$49	\$58

+ 6 buses



## Medium Term Service Plan

### MEDIUM TERM SERVICE

By 2015 (86,000 Population)

- Further Improvements to Grid System
  - 30Av corridor into annexed areas
  - 55St. corridor through Michener Lands
- Improved Service to Major Activity Centres
  - more service to mini-terminals at Bower Mall and Village Mall/Red Deer Centre
- Further Extensions into Growing Areas
  - Johnstone Park, Oriole Park expansions
  - East Ingewood, annexed areas in North Rosedale
- Initiation of Cross-Boundary Services
  - Gasoline Alley (possibly in Short Term if subsidy)
- Same Fixed Routes in
  - in evening, Saturday morning, Sundays
- Later Service to Midnight
- Integrated Service with CAB
  - Late Evening Service/Shift Workers

### FINANCIAL PLAN

	2015 Estimate
Revenue Passengers	2,870,000
Revenue Hours	121,000
Operating Costs	\$11,566,000
Revenue	\$5,266,000
Average Fare	\$1.80
Revenue/Cost	46%
Net Cost/Capita (Tax Burden)	\$73

+ 7 buses

## Long Term Service Strategies

### LONG TERM SERVICE STRATEGIES

By 2030 (115,000 Population)

- Ring Routes in Major Corridors
  - Gaetz Corridor (north and South)
  - 30Av, 67St., 19St
- 15-Minute Service to Major Centres
  - in Gaetz corridor
  - the College, Hospital, Collicutt Centre area
- Higher Order Spine Services (BRT)
  - in Gaetz corridor (19St to 77St)
  - requires road and traffic signal changes
- More Cross-Boundary Services
  - Blackfalds, Penhold, Sylvan Lake
- 15-Min. Terminal Meeting Times
- Downtown 15-Minute Shuttle
- Integrated Service with CAB
  - low density areas in annexed areas

### FINANCIAL PLAN

	2030 Estimate
Revenue Passengers	3,815,000
Revenue Hours	156,000
Operating Costs	\$21,713,000
Revenue	\$10,822,000
Average Fare	\$2.80
Revenue/Cost	51%
Net Cost/Capita (Tax Burden)	\$94

+ 7 buses



## Citizens Action Bus Service

### 2004:

- \$765k Budget (Net cost / trip: \$11.25)
- 50,000+ trips / 1,450 registrants
  - CAB: 92% (@ total cost/trip: approx. \$15.)
  - Taxi: 8% (@ total cost/trip: approx. \$7.)



### Demand:

- 2003 – 2008: increase 11%
- 2003 – 2031: (Transportation Disabled) increase 132%  
(population increase 2003 – 2031: 60%)

## CAB Challenges & Opportunities

- Need to effectively manage demographics / travel demand
- Need to address range of functional disabilities (& assumption registrants able to function independently)
- Need to address governance, program administration & trip management considerations in order to address:
  - Increasing costs
  - Program & fiscal accountability
  - Service & scheduling efficiencies (enhancements)
    - Eligibility
    - Fleet mix
    - Contract administration
    - Scheduling parameters

**STATUS QUO IS NOT SUSTAINABLE WITHOUT INTERVENTIONS**



## CAB: Specialized Transit Service



### A Recommended Approach Designed to:

- **Preserve the integrity** of (Citizens Action Bus) specialized transit services for those with no alternative
- **Maximize the use of investments** made in accessible fixed route transit (within Mobility Management framework)
- **Provide flexible mobility options** with a cost-effective mix of accessible shared-ride public transportation services; and

Model is for greater integration of specialized & conventional RDT services



## Specialized Transit Service: Recommendations



### **More Integrated Approach With City / Transit** (reflect: shared-ride public transit)

### **Governance / Administration: City / RDT:**

#### (i) Specialized Transit:

- Assume responsibility for eligibility & certification
- Near-term: phased in reservations, scheduling, & dispatch
- Longer-term: service delivery (on-going performance monitoring)

#### (Foster greater integration, accountability & control)

Current Action Bus administrative staff: maintain responsibilities as City employees

Additional administrative burden: .5 FTE (clerical) within RDT:

- Eligibility & certification
- Assist in (Action Bus & taxi) contract administration





## Specialized Transit Service: Recommendations



### Governance / Administration: City / RDT (cont.)

#### (ii) Mobility Manager:

**Mobility Management:**  
*Emphasizing moving people instead of  
the mode of transportation*

- Trip planning
- Information dissemination & referral
- Dialogue with community-based organizations  
(collaborative approach to mobility management)

*Responsibility incorporated in "job description" of specialized  
transit administrative personnel (within RDT)*



## Governance / Administration



Responsibility Matrix		
Core Function	RDT	CAB
Eligibility & Certification	✓	
Maintain Client Database	✓	
Trip Reservations	✓	
Scheduling	✓	
Dispatching	✓	
Taxi Contract Administration	✓	
Data Management & Reporting	✓	
Service Monitoring	✓	
Employ Drivers / Service Delivery		✓
Mobility Manager Functions		
Information Dissemination & Referral	✓	
On-going Dialogue with Community-Based Organizations	✓	





## Specialized Transit Service: Recommendations (cont.)



### **More Integrated Approach With City / Transit (cont.)**

**Joint use of vehicles:** (Opportunity for future service planning incorporating the use of Action Bus vehicles in dual purpose mode): *general public & elderly/disabled for evening, weekend & low dense areas*

### **Demand Management Strategies:** Voluntary use of fixed route transit

- Action Bus registrants: "free fare" on transit
- Marketing & Communications: Production of Accessible Transit Guide



## Specialized Transit Service: Recommendations (cont.)



### **Expanded Use of Taxis / Sedans:** (currently 8% taxis)

- Future service expansion with use of contracted services / taxis (accessible & sedans)
- Need to incorporate quality of service, training and performance criteria in contracts

### **Amended Eligibility & Certification Processes:**

- Use of an application form reflecting "functional limitation"
- Validated by health care professional
- Recertification of all existing registrants ("grandfathered" eligibility)
- Eligibility Committee (possibly a sub-committee of the Transportation Advisory Committee) – to review "questionable" applications





## Specialized Transit Service: Recommendations (cont.)



### **Service Policies** – (same hours of day & days of week as transit)

Reflect: (a) “door-to-door”, shared ride, public transit service  
& (b) ability of registrants to function independently

- Amend scheduling parameters & process: Foster greater ride-sharing (likely result in marginal increase in travel times)
  - Schedules to reflect location of vehicles throughout the day / match origins & destinations
- Reduce advance booking requirement to 24 hours
- Operationalize use of (20 minute) scheduling windows – eliminate requirement for call-backs / trip confirmations



## Specialized Transit Service: Recommendations (cont.)



### **Fare Policy:**

- Maintain \$3.00 cash fare
- Reduced fare:
  - \$2.25 / trip for prepaid 10 or more trips) for pre-payment / debit of account upon trip booking (opportunity for income supplement credit to individual accounts)

### **Technology Plan:** Enhanced scheduling efficiencies, data management & trip planning

- Near-term: Scheduling / dispatching software procurement & enhanced communication capabilities
- Longer-term: Vehicle locating capabilities & wireless data communication





## Specialized Transit: Budget & Service Plan Summary



- Future service expansion with use of supplemental taxi services
- Capital requirements: Likely 5 vehicles to be replaced in 2005 & scheduling software procurement in 2005
- Additional administrative burden: + \$40 - \$50k / year, 2005 to 2008

	2004	2008	2015	2030
<b>Vehicles (Buses and Vans)</b>	10	10	10	10
<b>CAB Registrants</b>	1,450	1,680	1,990	2,340
<b>Passenger Trips</b>	52,460	55,370	58,460	61,980
% Trips / Action Bus	92%	87%	85%	80%
% Trips / Taxi	8%	13%	15%	20%
<b>Net Operating Cost</b>	\$ 585,291	\$ 745,213	\$ 905,402	\$ 1,394,378
Net Cost/Passenger	\$ 11.16	\$ 13.46	\$ 15.49	\$ 22.50
Net Cost/Capita	\$ 7.85	\$ 9.26	\$ 10.53	\$ 12.13



## Linkage...



POLICY DIRECTION	TRANSIT	SPECIALIZED TRANSIT (CAB)
<b>Service Expansion / Operational Efficiencies</b> <ul style="list-style-type: none"> <li>Coverage throughout City</li> <li>Expanded hours of service/days of week</li> <li>Direct/faster service</li> <li>Access to work sites</li> </ul>	✓	
<b>Governance: increased accountability &amp; control</b>		✓
<b>Service &amp; Program Efficiencies</b> <ul style="list-style-type: none"> <li>Eligibility</li> <li>Operations &amp; scheduling parameters</li> <li>Demand management strategies</li> <li>Expanded hours of service/days of week</li> </ul>		✓
<b>Fare Strategies (affordability)</b> <ul style="list-style-type: none"> <li>Alternate funding/subsidies</li> </ul>	✓	✓

### The Vision...

#### Quality of Life

- Mobility options for all

#### Sustainable

- Cost effective & affordable
- Fiscally responsible
- Environmental

#### Economic Development

- "Economic engine" for community growth & prosperity





## *Next Steps:*

Today: Accept as information & table (further consideration July 12<sup>th</sup> Council mtg.)

Next 2 weeks: Council, stakeholders & public – review report

Implementation Plan: (adoption in principle)

- Transit/Special Transportation vision, goals and objectives including financial and fare policy for the transit/special transportation systems
- Strategies (general directions) that Transit/Special Transportation will be taking over the next 25 years
- Transit/Special Transportation integration process taking into account human resource and bus requirements, taxi bylaws and regulations, attendant care issues, etc.



## ***Transit / Special Transportation Study 25 Year Strategy***

# *Thank You*

# *Questions?*



**IBI**  
GROUP





**FILE**



Council Decision – June 28, 2004

Legislative & Administrative Services

**DATE:** June 29, 2004  
**TO:** Kevin Joll, Transit Manager  
**FROM:** Kelly Kloss, Legislative & Administrative Services Manager  
**SUBJECT:** 2003/2004 Transit and Special Transportation Study

---

*Reference Report:*

Transit Manager, dated June 21, 2004

*Resolutions:*

*"Resolved* that Council of the City of Red Deer having considered the report from Transit Manager, dated June 21, 2004 re: 2003/2004 Transit and Special Transportation Study, hereby tables consideration of the Study to the July 12, 2004 Council Meeting."

*Report Back to Council: Yes*

The 2003/2004 Transit and Special Transportation Study is to be brought back to Council on Monday, July 12, 2004 at 7:00 p.m. to allow input from the public and debate by Council prior to considering approving the Plan as a basis for planning

*Comments/Further Action:*

1. Please provide this office with an electronic copy of the IBI Group PowerPoint presentation.
2. Also, please comment in your July 12, 2004 report on the liability related to door-to-door service specifically related to drivers leaving riders unattended in the Action Bus while assisting other riders to or from a door.

  
Kelly Kloss  
Manager

/chk

c Community Services Director  
Social Planning Manager





**FILE**

Council Decision – June 28, 2004

Legislative & Administrative Services

**DATE:** June 29, 2004  
**TO:** Rodney Burkard, Director of Corporate Services  
**FROM:** Kelly Kloss, Legislative & Administrative Services Manager  
**SUBJECT:** 2003 Audited Annual Report

---

*Reference Report:*

Director of Corporate Services, dated June 16, 2004

*Resolutions:*

*"Resolved* that Council of the City of Red Deer, having considered the report from the Director of Corporate Services, dated June 16, 2004, re: 2003 Audited Annual Report, hereby agrees to receive and approve for publication the 2003 Audited Annual Report as presented to Council on June 28, 2004."

*Report Back to Council:* No

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

Kelly Kloss  
Manager

/chk

c Treasury Services Manager



Item No. 2

**Date:** June 16, 2004  
**To:** City Clerk  
**From:** Director of Corporate Services  
**Subject:** 2003 Audited Annual Report

---

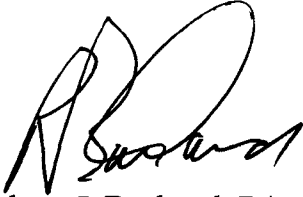
Enclosed with the Council agenda is the 2003 audited Annual Report.

Each year the Annual Report is presented to Council for information and approval to make the report available to the public.

Grant Stange of the City's audit firm of Collins Barrow will present the report and answer any questions.

**Requested Action**

Acceptance of the City's 2003 audited Annual Report for publication.

A handwritten signature in black ink, appearing to read 'R. Burkard', is written over the printed name.

Rodney J. Burkard, BA, CA.  
Director of Corporate Services

Att.



***Comments:***

I agree with the recommendation of the Director of Corporate Services.

"N. Van Wyk"  
City Manager





**Director of Corporate Services**

**DATE:** June 21, 2004  
**TO:** Legislative & Administrative Services Manager  
**FROM:** Director of Corporate Services  
**Re:** **2003 Budget Variance Report**

---

**Background**

Budget variance reports are prepared several times during the year, projecting year-end financial positions. When the auditors have completed their year-end review of the financial records, Corporate Services prepares a final variance report, in conjunction with staff of the various departments. That review has now been performed, and Corporate Services has summarized the departmental reports for Council's information. Details are shown on the attached report, dated June 15<sup>th</sup>, from the Treasury Services Manager.

**Discussion**

The surplus of almost \$3 million in Tax Supported Operations, is mainly vacancies in the RCMP, and greater revenues than expected in the License and Inspections Department, and for ambulance and 911 dispatch in Emergency Services. The balance is made up of small variances in various departments.

This significant surplus has resulted in the Tax Stabilization Reserve (TSR) growing by \$300,000, in spite of the additional unbudgeted expenditures that were approved by Council during the year. This brings the TSR to \$5.5 million at the end of the 2003 fiscal year.

The Utility Operations show a surplus of almost \$6 million, mainly from EL&P, and the Landfill.

The Self Supported Business Enterprises had nothing unusual to report.

The Capital Budget had a "positive" variance of over \$24 million, due mainly to delayed projects, plus landfill cell construction being less than budgeted.

**Conclusion**

There are no significant issues that should be a concern to Council, but the significance of these surpluses will be subject to further discussion with management. A detailed reserve report will be brought to Council in the near future, which will show how the surpluses flow into the various reserves. At that time, we will be able to discuss the minimum and maximum reserve balances and the impact that will have on the Capital Projects Reserve.

**Recommendation**

That Council accept this report as information.

A handwritten signature in black ink, appearing to read "Rodney Burkard", written over the recommendation text.

Rodney Burkard  
Director of Corporate Services

Attachment: 2003 Budget Variance Report; June 15, 2004.



COPY

**Date:** June 15, 2004  
**To:** Director of Corporate Services  
**From:** Treasury Services Manager  
**Subject:** 2003 Budget Variance Report

### **Background**

Section 208 (1) (k) of the Municipal Government Act requires that "actual revenues and expenditures of the municipality compared with ... the operating or capital budget approved by council are reported to Council as often as council directs". Budgets and actual amounts are, of course, reported in the City's published financial statements. Historically, though, council has been provided with a more detailed analysis of significant budget variances, as follows:

### **A. Tax Supported Operations**

The tax-supported surplus for 2003 is \$2.86 million. Details of significant variances, greater than \$200,000 at the department level, are as follows:

<b>Investment Income</b> – Premiums on early redemption of long term investments	\$ 213,000
<b>Engineering Services</b> – Many small items including higher labor recoveries, lower than expected contracted services and bridge maintenance	245,000
<b>Emergency Services</b> – Greater than expected ambulance and communication (911/dispatch) revenue	347,000
<b>Inspections &amp; Licensing</b> - Greater than expected fees, especially licenses & permits	393,000
<b>Police</b> - RCMP contract under expenditure – vacant positions	954,000
<b>Other Tax Supported operations</b> under expenditures	710,000
<b>Total Year End Tax Supported Surplus</b>	<u><b>\$2,862,000</b></u>

### **B. Tax Stabilization Reserve Balance**

The \$2.8 million surplus represents about 4.8% of the \$58 million in tax revenue. Tax-supported surpluses are transferred to the Tax Stabilization Reserve at year-end. Activity in the 2003 Tax Stabilization Reserve in 2003 is as follows:

<b>January 1, 2003 Tax Stabilization Reserve Balance</b>	<b>\$5,248,000</b>
Budget - Contribution to Tax Supported Operations	(1,350,000)
2006 Alberta Summer Games (set aside)	(100,000)
Scott Tournament of Hearts Funding	(40,000)
Transit Study	(90,000)
Apr 7 Resolution - Traffic Lights Lancaster & 30 <sup>th</sup>	(80,000)
Apr 7 Resolution - Snow & Ice Control	(610,000)
Apr 7 Resolution - City Hall Renovations	(85,000)
Apr 7 Resolution –College Library Commons – prepay donation	(250,000)
Apr 7 Resolution - Urban Forest Wildfire Management Project	(50,000)
Local Improvement Repayment & Other Minor Transactions	90,000
2003 Operating Surplus	2,862,000
<b>December 31, 2003 Tax Stabilization Reserve Balance</b>	<u><b>\$ 5,545,000</b></u>



### **C. Utility Operations**

Surpluses and transfers like depreciation are budgeted and transferred into each utility's reserve as a source of capital funding. The following surpluses are in addition to the budgeted transfers:

<b>Electric Utility Surplus</b> – Results from:	\$ (4,597,000)
- \$1.4 million less than expected transmission & other charges	
- \$700,000 in transmission recoveries	
- \$700,000 in system changes not required	
- \$600,000 in capital construction surpluses	
- \$500,000 in prior year deferred revenue	
- Balance is consulting and other expenses less than budget	
<b>Water Utility Surplus</b> – Results from additional revenue, offset by purification costs related to spring run-off, and increased natural gas costs	\$ (210,000)
<b>Wastewater Utility Surplus</b> – Numerous small cost reductions	\$ (60,000)
<b>Garbage Collection Utility Surplus</b> – Due to less administration and collection costs than expected.	\$ (165,000)
<b>Recycling Utility Surplus</b> – Primarily due to greater than anticipated revenue.	\$ (35,000)
<b>Landfill Utility Surplus</b> – Due to increased landfill revenue and less than expected expenses.	\$ (740,000)
<b>Total Utility Surpluses</b>	<b>\$(5,807,000)</b>

### **D. Self Supported Business Enterprises**

Results of the City's self-supporting business enterprises for 2003 are as follows:

<b>Parking Fund</b> – The parking fund had budgeted for a surplus of \$168,000 but this was reduced by \$59,000, primarily because City Fines revenue was less than budgeted.
<b>Subdivision/Land Bank Fund</b> – The subdivision/land bank recorded a surplus of \$3.4 million, increasing the reserve to \$ 28.2 million.
<b>Fleet Operations</b> – There was \$1.4 million less funding required from the equipment replacement reserve, primarily because \$2.3 million in buses and other equipment purchases were delayed, as was \$900,000 in related capital grants.

Self-Supported Surpluses/Deficits are transferred to or funded by each business's individual reserve.

### **E. Capital Budget Variance**

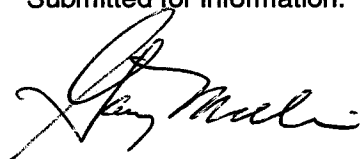
The 2003 Capital Budget of \$62 million approved by City Council was under spent by approximately \$24 million. The significant items contributing to this variance are as follows:

<b>Area</b>	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>	<b>Explanation</b>
Subdivision and Offsite Levies	14,340,000	9,632,327	4,707,673	Construction Timing and Duplicate Budgeting of Offsite Levies on City Developments
Roads & Bridges	15,646,450	10,323,476	5,322,974	Construction delays and timing on projects such as 22 Street, 40th Avenue, etc.
Water & Wastewater	14,557,650	7,385,618	7,172,032	\$5.5 million in upgrades delayed



Area	Budget	Actual	Variance	Explanation
Recreation, Parks & Culture	5,426,000	2,723,342	2,702,658	1.5 million in delayed promenade and downtown plaza park, plus \$1.2 million in neighborhood facility development less than budgeted
Electric Light & Power	3,174,600	2,340,423	834,177	Less work done than what was budgeted, due to workload constraints
Fleet	2,884,600	734,182	2,150,418	Delay in Purchasing Buses & Other Equipment
Landfill	2,997,000	1,678,346	1,318,654	Costs of Cell Construction were less than anticipated
Other	3,356,264	3,130,109	226,155	n/a
	<b>\$ 62,382,564</b>	<b>\$ 37,947,823</b>	<b>\$ 24,434,741</b>	

Submitted for information.



Gary Mullin  
Treasury Services Manager



***Comments:***

This report, which has also been reviewed by the Audit Committee, is provided as information to Council.

**"N. Van Wyk"**  
City Manager





**FILE**  
Council Decision – June 28, 2004

Legislative & Administrative Services

**DATE:** June 29, 2004  
**TO:** Rodney Burkard, Director of Corporate Services  
**FROM:** Kelly Kloss, Legislative & Administrative Services Manager  
**SUBJECT:** 2003 Budget Variance Report

---

*Reference Report:*

Director of Corporate Services, dated June 21, 2004

*Report Back to Council:* No

Council received the 2003 Budget Variance Report for information.



Kelly Kloss  
Manager

/chk

c Treasury Services Manager





## **COLLICUTT CENTRE**

**Date:** June 15, 2004

**To:** Kelly Kloss, Legislative and Administrative Services Manager

**CC:** Norbert Van Wyk, City Manager  
Colleen Jensen, Director of Community Services  
Fitness Business Operators

**From:** Greg Scott, Recreation Parks & Culture Manager  
Kay Kenny, Collicutt Centre Superintendent

**Subject:** Collicutt Centre Restricted Fitness Access

---

### **I. PURPOSE:**

To respond to the Council Resolution of January 21, 2004, which directed Administration to "investigate the feasibility of restricting access to the Collicutt Centre fitness area from the remainder of the facility".

### **II. ALTERNATIVES:**

In reviewing the alternatives presented, there are two considerations to the "feasibility of restricting access". The first is being physically able to restrict access through a wristband or renovating the facility. The second is the implications of restricting access so that one of the integrated components of the public recreation facility is not available, therefore less encouragement for public wellness to the whole community is provided. Outlined below is a description of the alternatives reviewed and how the initiative would be implemented, projected capital/operating costs plus a listing of the pros and cons.



## ALTERNATIVES

Note : All fees and costs are Net of GST

Alternative	Implementation	Capital/Operating Costs	Pros	Cons
1) With service levels remaining the same, restrict access to the fitness area from the remainder of the facility by increasing fees and identifying those patrons with the application of a different wrist band.	To meet the upper end of fitness fees in public facilities, the adult single admission drop-in fee would increase by \$1.27 to \$8.28 (18% increase); and monthly fee of \$25.40 to \$60.45 (72% increase).	<p>No anticipated capital costs.</p> <p>Additional annual operating costs of <b>\$131,360</b> (composed of 90 hr/wk Scanning Terminal Monitor \$45,750; 131 hr/wk Fitness Program Assistant \$85,610).</p> <p>One-time set up cost of <b>\$3,500</b> for CLASS software.</p> <p>Reduced annual revenue (dependant on number of current patrons declining usage).</p>	<p>Reduced number of users leads to:</p> <ul style="list-style-type: none"> <li>- less competition for pieces of equipment, and</li> <li>- less wear and tear on equipment.</li> </ul>	<p>Elimination of universal accessibility to all basic level drop-in programs and services (RPC Department mandate approved with Fees &amp; Charges).</p> <p>Increased fees without any increase in levels of service.</p> <p>Increased operating costs to maintain existing customer service levels.</p>
2) With an increase in service levels, restrict access to the fitness area from the remainder of the facility by increasing fees and identifying those patrons with the application of a different wrist band.	To meet the upper end of fitness fees in public facilities, the adult single admission drop-in fee would increase by \$1.27 to \$8.28 (18% increase); and monthly fee of \$25.40 to \$60.45 (72% increase).	<p>No anticipated capital costs.</p> <p>Additional annual operating costs of <b>\$188,520</b> (composed of 90 hr/wk Scanning Terminal Monitor \$45,750; 131 hr/wk Fitness &amp; Wellness Coach \$142,770).</p> <p>One-time set up cost of <b>\$3,500</b> for CLASS software.</p> <p>Initially some reduced annual revenue (amount dependant on number of current patrons declining usage).</p>	<p>Return to personal training and specialized services may eventually increase number of users resulting in increased revenue.</p>	<p>Elimination of universal accessibility to all basic level programs and services (RPC Department mandate approved with Fees &amp; Charges).</p> <p>Increased fees for an increase in level of service.</p> <p>Increased operating costs to maintain existing and meet new customer service levels.</p> <p>Return to "head on" competition with Private Fitness Clubs.</p>



Alternative	Implementation	Capital/Operating Costs	Pros	Cons
3) With service levels remaining the same, restrict access to the fitness area from the remainder of the facility by physically walling off the fitness equipment areas and charging a separate fee for usage.	<p>To meet the upper end of fitness fees in public facilities, the adult single admission drop-in fee would increase by \$1.27 to \$8.28 (18% increase); and monthly fee of \$25.40 to \$60.45 (72% increase).</p> <p>Main floor renovations for privacy/restricted access.</p> <p>Second floor renovations for privacy/restricted access.</p>	<p>Capital costs for main floor renovation of <b>\$50,000</b> (includes space renovations \$35,000; card scanning terminal \$5,000, card locker storage space \$4,000, TechnoGym computer/equipment changes \$6,000).</p> <p>Architectural consultant advised that the safety of all patrons could be compromised by the second floor renovations, due to track access/egress, open air mechanical systems and space limitations. Only if approved as an option would a quote on the cost of renovating be pursued.</p> <p>Additional annual operating costs of <b>\$131,360</b> (composed of 90 hr/wk Scanning Terminal Monitor \$45,750; 131 hr/wk Fitness Program Assistant \$85,610).</p> <p>One-time set up cost of <b>\$3,500</b> for CLASS software.</p> <p>Reduced annual revenue (dependant on number of current patrons declining usage).</p>	<p>Reduced number of users leads to:</p> <ul style="list-style-type: none"> <li>- less competition for pieces of equipment, and</li> <li>- less wear and tear on equipment.</li> </ul>	<p>Elimination of universal accessibility to all basic level programs and services (RPC Department mandate approved with Fees &amp; Charges).</p> <p>Increased fees without any increase in levels of service.</p> <p>Capital costs of renovation.</p> <p>Increased operating costs to maintain existing customer service levels.</p> <p>Difficulty of walling off second floor fitness area while maintaining building exits/ safety for other patrons.</p> <p>Reduced number of machines on the second floor due to decreased available floor space.</p> <p>Puts the "open and transparent" concept in jeopardy.</p>



Alternative	Implementation	Capital/Operating Costs	Pros	Cons
4) With an increase in service levels, restrict access to the fitness area from the remainder of the facility by physically walling off the fitness equipment areas and charging a separate fee for usage.	To meet upper end of fitness fees in public facilities, the adult single admission drop-in fee would increase by \$1.27 to \$8.28 (18% increase); and monthly fee of \$25.40 to \$60.45 (72% increase).	<p>Capital costs for main floor renovation of <b>\$50,000</b> (includes space renovations \$35,000; card scanning terminal \$5,000, card locker storage space \$4,000, TechnoGym computer/equipment changes \$6,000).</p> <p>Architectural consultant advised that the safety of all patrons could be compromised by the second floor renovations, due to track access/egress, open air mechanical systems and space limitations. Only if approved as an option would a quote on the cost of renovating be pursued.</p> <p>Additional annual operating costs of <b>\$188,520</b> (composed of 90 hr/wk Scanning Terminal Monitor; \$45,750; 131 hr/wk Fitness &amp; Wellness Coach \$142,770).</p> <p>One-time set up cost of <b>\$3,500</b> for CLASS software.</p> <p>Reduced annual revenue (amount dependant on number of current patrons declining usage).</p>	Return to personal training and specialized services may eventually increase number of users resulting in increased revenue.	<p>Elimination of universal accessibility to all basic level programs and services (RPC Department mandate approved with Fees &amp; Charges).</p> <p>Increased fees for an increase in level of service.</p> <p>Capital costs of renovation.</p> <p>Increased operating costs to maintain existing and meet new customer service levels.</p> <p>Difficulty of walling off second floor fitness area while maintaining building exits/ safety for other patrons.</p> <p>Reduced number of machines on the second floor due to decreased available floor space.</p> <p>Puts the "open and transparent" concept in jeopardy.</p> <p>Return to "head on" competition with Private Fitness Clubs.</p>

5



Based on a review of these options from a “business case” perspective, Administration would recommend alternative #2, which recommends:

- Restricting access from the remainder of the facility by increasing fees and identifying those patrons with the application of a different wrist band
- Increase in fitness program level of service to include personal training and special programs

Administration feels that if this alternative was adopted, the increase in fitness service levels would be necessary to ensure there was less decrease in customer use of this area due to higher fees.

This alternative, however, does not meet the universal accessibility concept where Collicutt customers have the opportunity to participate in all basic level drop-in programs and services throughout the facility for one fee. In addition, it is not in line with the negotiated agreement that the Community Services Division established with the private fitness clubs.

### III. SUPPORT INFORMATION:

In consideration of the alternatives presented for review, some information has been compiled and attached for reference.

- Attachment 1: “*Summary of Commitments and Outcomes*”, organizes the information in three time frames: original commitments, re-negotiated commitments, and 2004 Council budget/business plan discussions affecting these commitments.
- Attachment 2: “*Facts for Consideration*” provides some information related to the operation of the fitness area within the Collicutt Centre.

### IV. RECOMMENDATION:

In consideration of this review, administration respectfully recommends that City Council maintain the current program that is in place for access to and use of the Collicutt Centre fitness area. This is in keeping with our public and family mandate and The City’s negotiated agreement (July 2003) with the Fitness Clubs for fitness centre use and basic program delivery.

---

Greg Scott

---

Kay Kenny

:kk  
Attachments



**CITY OF RED DEER COLLICUTT CENTRE  
FITNESS & WELLNESS STUDIO  
SUMMARY OF COMMITMENTS AND OUTCOMES**

**ORIGINAL COMMITMENTS**

TO COMMUNITY	TO FITNESS CLUBS	OUTCOMES
<b>TIMEFRAME: From initial planning of the facility in May, 1998 until completion of construction and opening of the Collicutt Centre on June 1, 2001.</b>		
<p>In May, 1998, PERC was retained to undertake a Needs Assessment for a new Recreation Centre. In a survey sent to 1000 households with a 51% rate of return (indicates 95% accuracy), 29% indicated a need for fitness facilities; 30% indicated the greatest barrier for indoor recreation is the cost to participate.</p> <p>One of nine criteria identified for setting new facility priorities was: <i><b>"Broad Based Access: A public facility, by definition, should be available to everyone in the community. Therefore, facilities that have barriers to any segment of the public (e.g. by levels of skill or ability, or age, or gender, or by setting too high a price, or by having to join a group, etc.) will be lower priority than spaces which are available to all."</b></i></p> <p>During the planning and design of the Collicutt Centre, the March, 2000 "Governance and Management Model Development" study by Johnston Sport Architecture/Planning/Surfacing identified key messages from 32 stakeholder interviews conducted with 15 Red Deer organizations identified by City officials (of which 4 were For Profit Fitness Clubs) as follows:</p> <ul style="list-style-type: none"> <li>"Accessibility (all forms) is key. Red Deer residents must know and feel that the facility is</li> </ul>	<p>February, 2001 letter responding to the Canadian Federation of Independent Business pertaining to concerns regarding fees and services at the new Collicutt Centre, presently under construction, quotes "that over the past 18 months there have been ongoing discussions with the Red Deer Chamber of Commerce and many of the Fitness Club owners regarding:</p> <ul style="list-style-type: none"> <li>Size of the fitness centre – reduced to 2500 sq. ft. so as not to compete with the scale of private operations.</li> <li>Target patrons – a focus on beginner and family patrons will be pursued; clients who want more specialized training will be referred to private clubs.</li> <li>Design and layout – very open and transparent with glass on three sides; those wanting privacy during a workout will go to private clubs.</li> <li>Trainers – limited generalist trainers will be available for group and beginner programs, no specialized or personalized trainers will be available; referrals to private fitness clubs will occur on a regular basis.</li> <li>Fees – fees have been set to ensure the fitness centre in this facility is totally cost recoverable to the extent of also offsetting other costs in the building. The fees reflect the upper end of</li> </ul>	<ul style="list-style-type: none"> <li>Prior to opening the facility, a Request for Proposals offering a contracted opportunity to a local business to operate the Fitness &amp; Wellness Studio received no responses. The consistent reason given by the Fitness Clubs was that the small space available would not support a private operation.</li> <li>Size of the fitness centre was constructed as follows: <ul style="list-style-type: none"> <li>Main floor 2,325 sq. ft.</li> <li>Upper floor 1,681 sq. ft.</li> <li>Spin Bike Area (for Courses) 508 sq. ft.</li> <li>Total: 4,514 sq. ft.</li> </ul> </li> <li>Patrons included both beginner and family patrons as well as clients wanting more specialized training.</li> <li>Design and layout is very open and transparent.</li> <li>Some specialized and personalized trainers were hired for on-site provision of services rather than referral to private fitness clubs.</li> <li>Drop-in admission and pass rates are 50% higher than the other related City facilities (pools/arenas) as compared to the recommended 30%.</li> <li>With the fees allowing access to many parts of the facility, including the fitness centre, and expenses being generalized to the overall</li> </ul>



TO COMMUNITY	TO FITNESS CLUBS	OUTCOMES
<p>accessible and open to each one of them.</p> <ul style="list-style-type: none"> <li>• The facility must be positioned, operated and perceived as a City recreation facility for all, not an exclusive domain of a few.</li> <li>• Pricing strategy will be a key to market acceptance and public goodwill.</li> <li>• Pricing programs and services will be key. There appears to be support for higher prices for some discretionary services, provided basic services are priced affordably.</li> <li>• Fairness, in all aspects of programming, service and pricing will be key to customer satisfaction”.</li> </ul> <p>In the Financial Forecasts -- Revenue Assumptions section of this same report, it described the “drop-in admission and pass rates as being (proposed at) 30% over existing City fees and charges ... to allow individuals to use the pool, fitness area, running track and field house, and arena”.</p> <ul style="list-style-type: none"> <li>• The Recreation, Parks &amp; Culture Department review and recommendation for fee changes is done annually in conjunction with the business planning process with any resulting fee increases for a minimum 12 month period.</li> </ul>	<p>fitness fees charged at other publicly operated fitness centres in the province.</p> <p>In closing, we have striven from the outset to avoid unduly competing with the private sector. Our objective is to set fees and services that ensure this, while at the same time, ensuring that fees do not preclude anyone from participating at this facility. We will continue to work with the Red Deer Chamber of Commerce and private operators as we open the facility and, if necessary, make adjustments to our fee structure and services offered.”</p>	<p>centre, we do not have isolated data that shows the specific cost recovery for the Fitness &amp; Wellness Studio. However, based on an hourly attendance count (consistent since facility opening), we can attribute a percentage of the overall facility revenue to fitness patrons.</p>



**CITY OF RED DEER COLLICUTT CENTRE  
FITNESS & WELLNESS STUDIO  
SUMMARY OF COMMITMENTS AND OUTCOMES**

**RE-NEGOTIATED COMMITMENTS**

TO COMMUNITY	TO FITNESS CLUBS	OUTCOMES
<b>TIMEFRAME: Negotiations with the Private Fitness Clubs up to the Council Resolution of July 14, 2003: "Resolved that Council of the City of Red Deer, having considered the report from the Recreation, Parks &amp; Culture Manager and Collicutt Centre Superintendent, dated July 7, 2003, re: Collicutt Centre Fitness and Wellness Studio, hereby approved the recommendation of the July 7, 2003 report as an Addendum to the 2003 Recreation, Parks &amp; Culture Business Plan."</b>		
<p><b>Sections of the July 7, 2003 Report referred to by the above Council Resolution that contribute to the commitments made to the Community:</b></p> <ul style="list-style-type: none"> <li>• Maintain the existing physical layout, size of the Fitness &amp; Wellness Studio, number of pieces of equipment and fitness stations, with no planned expansion of net space/equipment in the foreseeable future.</li> <li>• Keep the Collicutt Smart Key Program, and the Health &amp; Fitness Assessment and Program Design for new users, including the five key components as identified.</li> <li>• Explore the need for City support for Care for Kids/Family Programs to be brought forward in the 2004 Business Planning process.</li> </ul>	<p><b>Sections of the July 7, 2003 Report referred to by the above Council Resolution that contribute to the commitments made to the Fitness Clubs:</b></p> <ul style="list-style-type: none"> <li>• Maintain the existing physical layout, size of the Fitness &amp; Wellness Studio, number of pieces of equipment and fitness stations, with no planned expansion of net space/equipment in the foreseeable future.</li> <li>• Change the service levels to reduce programs to the basic service level for all age groupings as defined by City Administration in the Proposed Structure and Services document.</li> <li>• Discontinue the Health &amp; Fitness Assessment Plus along with the Personal Training Programs and Packages currently being offered.</li> <li>• Change the fees to implement the proposed September 2003 Admission Fees and include the proposed increases for 2004 in the 2004 Business Plan.</li> <li>• Discussion will occur regarding the adult rates for the 2005 Business Plan, in conjunction with the overall Recreation, Parks &amp; Culture Department Fees &amp; Charges review.</li> <li>• Review the personnel requirements for Fitness</li> </ul>	<ul style="list-style-type: none"> <li>• Eliminated the entrepreneurial and market-driven management model that had been adopted by Council as a result of the Johnston Sport Architecture study.</li> <li>• Reduced services in the Collicutt Centre Fitness &amp; Wellness Studio including elimination of specialized and personalized services; and</li> <li>• Elimination of payment of specialized and personalized trainer wages.</li> <li>• Re-focused on beginner and family patrons.</li> <li>• Referrals for specialized and personalized services to Private Fitness Clubs.</li> <li>• Fee increases in March, 2003 and September, 2003 for monthly individual (all ages) and family rates and annual corporate rates (since June, 2001 opening, monthly rate increases of 60% for youth and 45% for families).</li> <li>• Proposed additional increase for March, 2004 to be discussed during 2004 Budget deliberations.</li> <li>• Although there could be other mitigating factors, the Fitness &amp; Wellness Studio attendance for drop-in program and equipment use decreased by 6300 patrons in 2003 as</li> </ul>



TO COMMUNITY	TO FITNESS CLUBS	OUTCOMES
	<p>and Wellness Studio staff as positions become vacant to ensure that qualification and remuneration rates continue to be appropriate for staff recruitment.</p> <ul style="list-style-type: none"> <li>• Promote the facility in accordance with the Collicutt Centre Promotions Summary document: <ul style="list-style-type: none"> <li>o Primarily through the seasonal Community Services Activity Guide, with the focus being programs.</li> <li>o The entire facility as required to meet the existing contractual agreements with tenants of the Collicutt Centre and the Big105 radio station.</li> <li>o Additional promotion to provide public awareness of significant changes in service levels, fees or recommendations of Council.</li> <li>o Additional promotion to communities and groups outside of Red Deer who may want to access the Collicutt Centre for tournaments or other functions.</li> <li>o Maintain open channels of communication with the local fitness club operators (for profit, not for profit, institutional and public) to review service levels and fees (related to fitness), through the hosting of annual meetings, or more frequently as required.</li> </ul> </li> </ul>	<p>compared to 2002;</p> <ul style="list-style-type: none"> <li>• The number of active pass card holders dropped by 940 in 2003 as compared to 2002; and</li> <li>• In spite of two fee increases, revenue received from drop-in and pass admissions dropped by \$13,500 in 2003 as compared to 2002.</li> </ul>



**CITY OF RED DEER COLLICUTT CENTRE  
FITNESS & WELLNESS STUDIO  
SUMMARY OF COMMITMENTS AND OUTCOMES**

---

**2004 COUNCIL BUDGET/BUSINESS PLAN DISCUSSIONS AFFECTING COMMITMENTS**

TO COMMUNITY	TO FITNESS CLUBS	OUTCOMES
<p><b>TIMEFRAME: Council Resolutions of January 21, 2004 as follows:</b>  <b>“Resolved that the Collicutt Centre fee increase scheduled for March, 2004 be deferred to September 1, 2004.”</b>  <b>“Resolved that Council of the City of Red Deer hereby directs that a new monthly family rate be established for the Collicutt Centre based on a formula of five times the family drop-in rate.”</b>  <b>“Resolved that Council of the City of Red Deer hereby agrees that the new monthly family rate for the Collicutt Centre comes into effect on March 1, 2004.”</b></p>		
<ul style="list-style-type: none"> <li>• Council resolution in response to community members’ voiced concerns regarding Council’s commitment to accessibility and affordability which particularly pertained to large families.</li> </ul>		<ul style="list-style-type: none"> <li>• Opposition to proposed Council resolution by representatives of the Private Fitness Clubs based on past negotiations with City Administration.</li> <li>• Proposed March, 2004 increase delayed until September, 2004.</li> <li>• New Family Monthly Pass implemented to assist families with several youth/children. Brought the rate for families in line with the upper end of fees charged as compared to previously being the highest fee in the province among other publicly operated centres.</li> <li>• Increased family attendance in the first 4 months of 2004 by 5% over 2003 (from 1% to 6% of total pass sales).</li> <li>• Fitness area attendance decreased by 10,000 patrons in the first five months of 2004 as compared to the same time period in 2003.</li> </ul>



**FACTS FOR CONSIDERATION**

- Comparative surveys of Fitness & Wellness Centre where patrons were asked whether they had been attending any other fitness facility prior to coming to the Collicutt Centre revealed:
  - In 2002, 42% were prior members of other facilities (58% were not)
  - In 2004, 15% were prior members of other facilities (85% were not)
  - Main reason given in both surveys was location (limited access to fitness facilities in Southeast Red Deer)
- Standard practice for the RPC Department is a minimum 12 month time period between recommended rate increases. The Collicutt Centre has raised its fees more frequently (shortest time period – 6 months).
- Although there may have been mitigating circumstances, in spite of two fee increases in 2003, a comparison of 2002 to 2003 statistics reveals that:
  - revenue received from drop-in and pass admissions dropped by \$13,500
  - the number of active pass card holders dropped by 940
  - based on an hourly attendance count, fitness attendance for drop-in program and equipment use decreased by 6300 patrons (4%).
- A comparison of fitness attendance between January – May, 2003 and the same time period in 2004, reveals a decrease of 10,014 patrons (12%)
- With 25% of the facility revenue attributed to the fitness area by use of a consistent attendance count system, and
- With 16% of the facility expenses attributed to the fitness area by square footage allocation plus 100% of staff wages:
  - A 5% drop in fitness revenue equals a 1% decrease in overall facility recovery rate (actual facility recovery rate of 59% in 2003; budgeted at 60% for 2004).
- Although it is early in the business year, our records show an overall revenue decrease in the first months of 2004 as compared to budgeted expectations.
- Due to minimal revenue generation and the climbing walls being rarely used, a separate fee for usage was eliminated in 2003, with access being added into the drop-in admission and pass rates.



*Comments:*

I recommend that Council receive this report for information which means that the status quo for the operation will be retained.

"N. Van Wyk"  
City Manager





Legislative & Administrative Services

**FILE**

Council Decision – June 28, 2004

**DATE:** June 29, 2004

**TO:** Greg Scott, Recreation Parks & Culture Manager  
Kay Kenny, Collicutt Centre Superintendent

**FROM:** Kelly Kloss, Legislative & Administrative Services Manager

**SUBJECT:** Collicutt Centre Restricted Fitness Access

---

*Reference Report:*

Recreation Parks & Culture Manager and Collicutt Centre Superintendent , dated June 15, 2004

*Report Back to Council:* No

*Comments/Further Action:*

Council received this report for information.

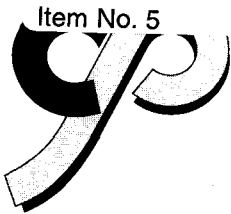
A handwritten signature in black ink, appearing to read 'Kelly Kloss'.

Kelly Kloss  
Manager

/chk

c Community Services Director





**DATE:** June 21, 2004

**TO:** Legislative and Administrative Services Manager

**RE:** Riverlands Community Plan/Area Redevelopment Plan

---

### **Background**

The City of Red Deer and Parkland Community Planning Services (PCPS), in consultation with John Hull Architect and Ken Johnson, Urban Plans Inc., have completed a significant community based planning initiative to prepare the Riverlands Community Plan/Area Redevelopment Plan for the City's west downtown area. Preparation of this document is a requirement of City's Greater Downtown Action Plan adopted by City Council in 2000. A Steering Committee comprising of City and community representatives guided the overall process of preparing the Plan.

Attached herewith for Council's consideration and approval, please find a copy of the final draft Riverlands Community Plan. This document has been formatted and written in such a manner that Chapter 4: Riverlands Area Redevelopment Plan is the only portion of the Riverlands Community Plan document that is to be adopted by Bylaw. This portion, to be adopted pursuant to Sections 634-636 of the Municipal Government Act, would then become the mandatory Statutory Plan component of the document while Chapters 1-3, 5 and 6 remain outside the "official" adopted Bylaw but provide important supportive information.

An Area Redevelopment Plan (ARP) is a long range planning policy document to guide future growth and redevelopment decisions for areas facing land use changes and (re)development pressures. The proposed ARP provides a planning framework to rejuvenate and redevelop the existing industrial and commercial areas into a vibrant mixed use commercial and residential area containing a significant focus on public amenity areas. The vision for Riverlands centers on relocation of the City's west yards to create a highly urbanized, diverse and sustainable mixed use neighbourhood that also includes redevelopment of some existing key industrial sites within the Cronquist Business Park area. The Plan proposes a significant public area at the river's edge that will allow development of a major park and culture hub. This civic space will serve as a multi-functional gathering place for community events, celebrations and cultural facilities and activities but will also allow for private sector residential and/or commercial developments that include or provide cultural components or amenities. The Plan will guide redevelopment of the Riverlands area over the next 15-20 years, the time envisioned for full build-out this area. The ARP is to be reviewed every 5 years to keep it current and abreast of changing or emerging trends. Community sustainable principles (fiscal, social, environmental) have been incorporated into the Plan.

Chapter 5 contains an implementation strategy which indicates that primarily the City of Red Deer, as the municipal authority and the largest single area landowner, will assume the overall management of the redevelopment process that will involve the undertaking of such tasks as further determination of housing types and mix, engineering studies, exploration of the use of green energy technology and, financial, marketing and communication studies, analysis and initiatives. It is recommended that much of this work would be undertaken through the establishment and work of a "project specific team" and "hired manager" accountable to the City, to oversee the redevelopment process. The project team, in



**Legislative and Administrative Services Manager**  
**Riverlands Community Plan/Area Redevelopment Plan**  
**Page 2**

---

consultation with City Administration, would prepare a business plan for the project including detailed cost-benefit analysis, identification of funding sources, coordination of construction of public infrastructure and the marketing and sale of land associated with the project.

Development design criteria, which are included in Chapter 6 of Riverlands Community Plan, will guide new development, redevelopment and/or infill projects, encourage consistent development practices that reflect community interests and create a planning tool which encourages creativity while providing flexibility to achieve vitality in a highly urban environment. These design criteria will be incorporated as development regulations into the new C1B Commercial and Civic and Residential Direct Control Districts to be added to the Land Use Bylaw.

**Public & Stakeholder Consultation**

The proposed Riverlands Community Plan/Area Redevelopment Plan has been prepared with significant public and stakeholder consultation. Community residents and area business and property owners have been involved in the planning process through several community workshop and open house sessions. The Riverlands Plan has also been reviewed by the Culture Board, the Culture Link group, The City's Municipal Planning Commission and Senior Management Team and, various City Departments.

The final Open House meeting held May 25, 2004 was attended by 44 people following which, 11 written comment sheets were received mostly representing residents of 2 distinct area stakeholder groups (copies of comment sheets have been attached under separate cover for Council members). The first group, residents in the West Park Estates neighbourhood located above the south escarpment area, expressed opposition to the potential height (greater than 5 storeys) of a possible major residential use/building envisioned for the City's existing Electrical Light & Power (EL&P) site. Concerns relate to obstructed views and bright building lights shining in their direction. The second group, residents of *The Quarry* residential development, also had the same concern regarding the potential height of future redevelopment on the EL & P site. Furthermore, this group also expressed concern that the intensive mixed use residential/commercial/cultural developments envisioned for Riverlands would produce traffic, parking and congestion problems.

In response to the above noted concerns, the draft Riverlands Community Plan was amended to reflect that under the proposed zoning for the area, the maximum building height in the entire plan area will be limited to 5 storeys, with the exception of the possible hotel/convention site which will have no height limitation (no objections were ever received concerning this site) and the EL&P site which will have a permitted use maximum height of 5 storeys but as a discretionary use, could exceed 5 storeys. Regarding parking issues, the Plan indicates that the current C1A Commercial parking standards will be applied to new zoning in Riverlands, that much of the required on-site parking would need to be underground and, that all streets will have on-street parking. The Plan also indicates that parking (particularly public parking needs) and traffic related issues will be further studied and evaluated as part of the Plan implementation process.

The Culture Board in their review of the Riverlands Community Plan, while fully supporting the Plan, have recommended that a new name be chosen for the Riverlands area that would more directly reflect the arts and culture atmosphere envisioned for this neighbourhood. While the arts and culture community will participate, contribute and provide a significant flavour to the redevelopment of this area, the Riverlands area will first and foremost be a dynamic mixed use residential/commercial neighbourhood. For this reason, planning staff do not support any name change at this time.



**Legislative and Administrative Services Manager**  
**Riverlands Community Plan/Area Redevelopment Plan**  
**Page 3**

---

**Planning Analysis**

The preparation of the Riverlands Community Plan has been undertaken in light of the City's Greater Downtown Action Plan resulting in a proposed dynamic and comprehensively planned new downtown neighbourhood. The Plan contains major design elements that include relocation of the City's West Yards facilities, incorporation of the 48<sup>th</sup> Street promenade concept, inclusion of a major park and civic area adjacent to the Red Deer River and provision for a cultural hub pursuant to the Community Culture Master Plan.

While the Riverlands area has long been viewed as separate from the City's traditional downtown commercial core, the preparation of the Riverlands Community Plan will provide a clearer foundation for new investment, development and redevelopment opportunities that will see this area integrated into the greater downtown area.

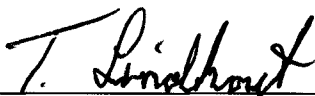
While public and area landowner acceptance of the proposed Riverlands Community Plan has been very positive, some issues surrounding building heights, parking and traffic congestion have been raised. It is acknowledged that not all of the details relative to redevelopment of this area have been fully articulated in the proposed Riverlands Community Plan. A redevelopment plan by its very nature is a very complex undertaking. The Plan provides a strong starting point through the provision of a community vision that brings together several planning initiatives from the Greater Downtown Action Plan, the 48<sup>th</sup> Street Promenade project, downtown commercial design criteria and the Community Cultural Plan.

Much additional work and study is still required to bring the proposed Riverlands Community Plan to reality. Relocation of the City's West Yards, relocation and/or burial of a major power line and, upgrading and expansion of municipal infrastructure will all carry high financial costs. The redevelopment process will need to be carried forward to the next level beyond the preparation and approval of this Plan, through a detailed implementation process as generally identified in Chapter 5. This involves the establishment of a multi-disciplinary project team and project manager, accountable to the City, under whose guidance the details of redevelopment will fine-tuned.

The City's Municipal Planning Commission has reviewed the proposed Riverlands Community Plan/Area Redevelopment Plan and recommends Council approval of the document.

**Recommendation**

1. That Council proceed with first reading of Bylaw 3335/2004 being a Bylaw to adopt the Riverlands Area Redevelopment Plan (Chapter 4 of the Riverlands Community Plan).
2. That Council direct PCPS to prepare the necessary Land Use Bylaw amendments (creation of the C1B Commercial & Residential and Civic Direct Control Districts) to initiate the implementation process.



\_\_\_\_\_  
 Tony Lindhout, ACP, MCIP  
 City Planning Manager

- c. Colleen Jensen, Director of Community Services  
 Steering Committee Members



**DATE:** June 19, 2004

**TO:** City Council

**FROM:** Municipal Planning Commission

**RE:** Riverlands Community Plan / Area Redevelopment Plan

---

On June 18, 2004 the Municipal Planning Commission gave consideration to a report from Parkland Community Planning Services, Re: Riverlands Community Plan / Area Redevelopment Plan. Following discussion the motion as shown below was introduced and passed.

“Resolved that the Municipal Planning Commission support and endorse, in principle, the proposed Riverlands Community Plan/Area Redevelopment Plan by recommending its approval to City Council.”

This is provided for Council’s information and consideration.

Councillor Jeffrey Dawson, Chair  
Municipal Planning Commission



*Comments:*

I agree with the suggestions of City Planning Manager and recommend that Council:

1. Accept the Plan as a basis for future planning;
2. Delegate to the City Manager the authority to establish and manage the Project Team as described in Section 5.2 of the Plan;
3. Proceed with first reading of Bylaw 3335/2004. A Public Hearing will be held on Monday, July 26, 2004 at 7:00 p.m. in Council Chambers, during Council's regular meeting;
4. Direct Administration to prepare the necessary Land Use Bylaw amendments (creation of the C1B Commercial and Residential and Civic Direct Control Districts) for the purpose of initiating the implementation process.

It will be our intention to incorporate in the 2005 Business Plan the budget resources required to proceed with the implementation of the Riverlands Community Plan. I envision a need for a concentrated and focused effort to coordinate the various aspects of the Community Plan to achieve successful implementation in the coming years.

The Plan represents a unique opportunity for The City to create a very special extension of the downtown community bringing together commercial uses, residential uses, arts and cultural uses, and general public uses. As redevelopment is already starting to occur in this area, it will be important to put in place the coordinating resources as soon as possible to support the implementation of the many components of the Plan.

"N. Van Wyk"  
City Manager





**CULTURE SERVICES**  
**Cultural Capital of Canada 2003**

**DATE:** June 24, 2004

**TO:** Kelly Kloss, Manager  
Legislative & Administrative Services

**CC:** Colleen Jensen, Director of Community Services  
Greg Scott, Recreation, Parks & Culture Manager  
Kerry Dawson, Culture Development Superintendent  
Tony Lindhout, Parkland Community Planning Services

**FROM:** John Hull, Chair, Culture Board

**SUBJECT:** Riverlands Community Plan

---

At the Culture Board meeting on June 2, 2004, Tony Lindhout provided the Board Members with an overview of the Riverlands Community Plan. The plan for this area, which originated with the Greater Downtown Action Plan, was identified as a cultural hub in the Community Culture Master Plan and supports The City's Open Spaces Concept Plan.

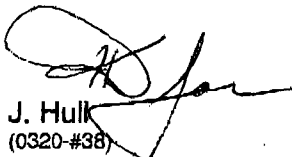
In recognition of this, the Culture Board passed the following motion:

"Resolved that the Culture Board, having reviewed the proposed concepts for the Riverlands area as articulated in the Riverlands Community Plan, including the preeminence of culture in the area, strongly supports the Plan; and further

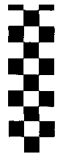
The Culture Board requests Council's consideration to an alternate name for this area to reflect the culture focus anticipated by the Plan."

Could you please include this information in the package that goes to City Council for the presentation on June 28.

Thank you.

  
J. Hull  
(0320-#38)





Dear Christine:

It would be greatly appreciated if you would print copies of this memo for Council on Monday night as it is a resolution from the Culture Board.

Thanks.

Kerry / Mary Ann

Fax: 346-6195



**FILE**



**Legislative & Administrative Services**

**DATE:** June 29, 2004  
**TO:** Tony Lindhout, Parkland Community Planning Services  
**FROM:** Kelly Kloss, Legislative & Administrative Services Manager  
**SUBJECT:** Riverlands Area Redevelopment Committee

---

At the Council Meeting of June 28, 2004, as part of approving the Riverlands Community Plan/Area Redevelopment Plan, Council authorized the City Manager to establish and manage the Project Team (Committee) as described in Section 5.2 of the Plan.

This Committee is an Administrative Committee and would report to the City Manager. As well, membership and the work plan of the Committee must be approved by the City Manager.

Based on the above information, please set up a meeting with the City Manager to review the next steps in establishing this Committee. Also please advise me if you require a committee secretary.

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

Kelly Kloss  
Manager

c City Manager  
Community Services Director  
Director of Development Services  
Director of Corporate Services  
Communications/Customer Service Coordinator  
Deputy City Clerk



**Legislative & Administrative Services**

**DATE:** June 29, 2004

**TO:** Tony Lindhout, Parkland Community Planning Services

**FROM:** Kelly Kloss, Legislative & Administrative Services Manager

**SUBJECT:** Bylaw 3335/2004  
Bylaw to Adopt the Riverlands Area Redevelopment Plan

---

**Reference Report:**

Parkland Community Planning Services, dated June 21, 2004

**Bylaw Readings:**

Bylaw 3335/2004 was given first reading. A copy of the bylaw is attached.

**Resolutions:**

*“Resolved* that Council of The City of Red Deer, having considered the report from Parkland Community Planning Services, dated June 21, 2004, re: Riverlands Community Plan/ Area Redevelopment Plan, hereby:

1. Accepts the Riverlands Community Plan/ Area Redevelopment Plan as a basis for future planning;
2. Delegates to the City Manager the authority to establish and manage the Project Team as described in Section 5.2 of the Plan;
3. Directs Administration to prepare the necessary Land Use Bylaw Amendments (creation of the C1B Commercial and Residential and Civic Direct Control Districts) for the purpose of initiating the implementation process. “

**Report Back to Council:** Yes

A Public Hearing will be held on Monday, July 26, 2004 at 7:00 p.m. in Council Chambers, during Council’s regular meeting.



Council Decision – June 28, 2004

Bylaw 3335/2004 – Riverlands Area Redevelopment Plan

Page 2

***Comments/Further Action:***

Bylaw 3335/2004, the Riverlands Area Redevelopment Plan, provides a planning framework to redevelop existing industrial and commercial areas into vibrant mixed use commercial and residential areas containing a significant focus on public amenity areas. The vision for Riverlands centres on relocation of the City's west yards to create a highly urbanized, diverse and sustainable mixed use neighbourhood that also includes redevelopment of some existing key industrial sites within the Cronquist Business Park area. This office will now advertise for a Public Hearing. The City will be responsible for the advertising costs in this instance.



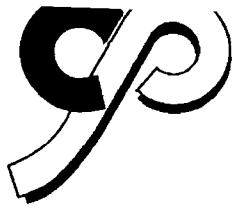
Kelly Kloss  
Manager

/attach.

/chk

- c Community Services Director
- Director of Development Services
- Inspections & Licensing Manager
- Land & Economic Development Manager
- Cheryl Adams, Administrative Assistant
- Bev Greter, Clerk Steno





**PARKLAND  
COMMUNITY  
PLANNING  
SERVICES**

Suite 404, 4808 Ross Street  
Red Deer, Alberta, T4N 1X5  
Phone: (403) 343-3394  
FAX: (403) 346-1570  
E-mail: pcps@pcps.ab.ca

**DATE:** June 17, 2004

**TO:** Kelly Kloss, Legislative & Administrative Manager

**RE:** **Proposed Land Use Bylaw Amendment 3156/E-2004**  
**Crime Prevention Through Environmental Design**

---

### **BACKGROUND**

Since December 2002 the City Administration has been applying Crime Prevention Through Environmental Design (or "C.P.T.E.D." pronounced sep-ted) principles in the processing of neighbourhood area structure plans, as part of the Community Services' *'Neighbourhood Planning & Design Guidelines & Standards'*. This process benefits primarily new neighbourhoods and the Administration believes there are merits in applying these principles to the development process, which will benefit established residential areas and Downtown.

It is being proposed to incorporate the C.P.T.E.D. principles into the Land Use Bylaw specifically for all commercial buildings, schools, recreation centres, places of worship, apartment buildings consisting of three storeys and higher, and parkades.

C.P.T.E.D. is based upon the proper design and effective use of the built environment, physically and psychologically, to reduce opportunities for crime and the fear of crime, while at the same time encourage the legitimate use of the environment. This objective is pursued by employing concepts such as defensible space, territoriality, natural surveillance, activity support, maintenance and access control into the design of the built environment. These C.P.T.E.D. strategies may be applied to the design of neighbourhoods, schools, downtowns, or buildings.

C.P.T.E.D. reportedly has few if any negative impacts, since it focuses primarily on natural strategies. In most cases C.P.T.E.D. is reported to reduce costs, lower liability and improve the productive use of space. Employing best practices based on C.P.T.E.D. is likely to improve planning and decision-making about the design and use of space, but it does not dictate particular policies or minimum standards, since any particular crime prevention objective may be achieved using a range of unique and appropriate strategies.

While C.P.T.E.D. does not replace traditional approaches to crime and loss prevention it is an important tool in making public and private spaces safer and more user friendly.



## **ASSESSING DEVELOPMENT APPLICATIONS FOR COMPLIANCE WITH C.P.T.E.D. PRINCIPLES**

In an endeavour to approve developments that do not create or exacerbate crime risk, an amendment to the Land Use Bylaw is proposed which will clearly indicate City Council's promotion of C.P.T.E.D. as a design consideration and will enable the Development Authority to review and impose condition upon development applications for adherence to the three basic C.P.T.E.D. principles, i.e. surveillance, access control and territorial reinforcement.

The building types and uses that are proposed to be subject to C.P.T.E.D. review are specified in the proposed Land Use Bylaw amendment. These will be the only building types for which a C.P.T.E.D. review is required for a trial period of approximately one year. The Development Officer will encourage the employment of best practices based on C.P.T.E.D. principles in the design of these buildings and sites. After the trial period the bylaw will be reassessed and may be amended to include other buildings and land uses.

The City of Red Deer detachment of the Royal Canadian Mounted Police will provide staff specially trained to assess site and building compliance with the C.P.T.E.D. principles, advising the Development Authority of suggested improvements that may be required to the plans.

The application of the C.P.T.E.D. principles to each development application may depend upon the nature of the development proposal and the prevailing crime risk in the immediate area of the application site. The Development Authority will be careful when applying C.P.T.E.D. principles as the principles overlap and sometimes may interact with each other, as well as with other basic principles of good urban design and other statutory requirements (e.g. building and fire safety codes). Caution is required to ensure that one C.P.T.E.D. principle is not applied to the detriment of another principle, or in conflict with otherwise sound design considerations and provincial codes or other statutory regulations. That is to say, C.P.T.E.D. principles should not be rigidly applied as one might use a checklist, but should be used selectively and flexibly to address crime risk within the context of responsible urban planning and space design.

There is also a need for a spirit of co-operation between the City and the development and building industries.

## **THE C.P.T.E.D. PRINCIPLES**

The three most common C.P.T.E.D. strategies are surveillance, access control and territorial reinforcement.

### **Surveillance**

The placement of physical features, activities, and people in a way that maximizes visibility is one concept directed toward keeping intruders easily observable, and therefore less likely to commit criminal acts. Good surveillance means that people can see what others are doing. People feel safe in public areas when they can easily see and interact with others. Would be offenders are often deterred from committing crime in areas with high levels of surveillance. Surveillance or maximum visibility is particularly important along walkways, in parking areas, and at building entrances.



From a design perspective, opportunities for effective surveillance may be provided in natural and technical ways, for example:

- ensure clear sightlines between public and private places
- locate public services in areas of high activity and visibility
- avoid walls without any windows
- provide effective lighting of public places and entry/exit points
- select and design landscaping elements that makes places attractive, but does not provide offenders with a place to hide, entrap victims, or obstructs sightlines
- build pedestrian-friendly pathways
- ensure doors and windows are visible from the street or other activity area
- provide prominent entry points
- provide open or low fencing and balcony railings (within safety code requirements)
- provide lighting which does not provide glare or dark shadows
- avoid creating blind corners, hiding places and areas with low activity

### **Access control**

Access control is a design concept directed primarily at denying access to crime targets, creating a perception of risk for offenders, clearly indicating public routes and discouraging access to private areas and structural elements. People are guided through a space by the strategic design of streets, sidewalks, site and building entrances, landscaping, and neighbourhood gateways. Physical and symbolic barriers can be used to attract, channel or restrict the movement of people, minimizing opportunities for crime and increasing the effort required to commit crime. By making it clear where people are permitted to go or not go, it becomes difficult for potential offenders to reach and victimize people and their property. On the other hand, illegible boundary markers and confusing spatial definition make it easy for criminals to make excuses for being in restricted areas. Care needs to be taken to ensure that the barriers are not tall or hostile, creating the effect of a compound.

Effective access control could include the following examples:

- landscapes and physical locations that channel and group pedestrians into target areas
- prickly vegetation used as barriers to deter unauthorized access



- avoid large trees or shrubs and building works close to buildings, or balcony design or fencing that could provide unauthorized access to the roof or adjacent buildings or properties
- public spaces which attract, rather than discourage, people from gathering
- restricted access to internal areas or high-risk areas like parking lots, parkades, or other rarely visited areas
- in a multiple family residential building, limit the number of dwellings taking access from the same entry point
- limit the number of entrances and exists to a specific area
- provide signage that is visible, easy to read and simple to understand
- require that visitors pass a “checkpoint” which may be attended by those in authority, be informally observable from adjacent spaces or be merely symbolic

### **Territorial reinforcement**

Community ownership of public space sends positive signals and people feel comfortable in, and are more likely to visit, places which appear and feel owned and cared for. Physical design can create or extend such a sphere of influence. Through territorial reinforcement legitimate users are encouraged to develop a sense of territorial control, while potential offenders, perceiving this control, are discouraged. Well used places reduce opportunities for crime and increase risk to criminals. This concept includes features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, signage, and open fences. Care is needed to ensure that territorial reinforcement is not achieved by inadvertently making public spaces private spaces, through gates and enclosures.

Territorial reinforcement can be achieved through physical or psychological/symbolical means, including:

- clear transitions and boundaries between public and private space (e.g. fences, gardens, hedges, lawn strips, varying textured surfaces)
- design cues on who is to use space and what it is to be used for
- entrances which are prominently defined with landscaping, architectural features or symbolic gateways

### **PLANNING COMMENTS**

The C.P.T.E.D. principles can be incorporated into the Land Use Bylaw into a new subsection 10.1, as described in the attached Bylaw Amendment No. 3156/E-2004.

Initially limiting the C.P.T.E.D. principles to the buildings and uses specified in the bylaw will allow the Administration and the RCMP to run a pilot project, setting up and fine tuning the plan review process and evaluating the programme overall. As the need may



arise, the Land Use Bylaw may be amended in future to refine the process or to apply the C.P.T.E.D. principles to other buildings and uses as well.

City parks are already receiving a C.P.T.E.D. review as part of the processing of neighbourhood area structure plans in accordance with the *'Neighbourhood Planning & Design Guidelines & Standards'*, which includes the preparation of a neighbourhood park plan.

If the bylaw is adopted the Inspections & Licensing Department will require developers to provide an additional set of plans for the C.P.T.E.D. review. The RCMP has staff trained in C.P.T.E.D. assessment who will review the plans on behalf of the City. Those plans that meet the C.P.T.E.D. principles will be signed as "Compliant", and those that need changes in order to meet the objectives will be signed as "Not Compliant" with notes on the plan listing and explaining the required changes. The proposed Land Use Bylaw amendment authorizes the Development Authority to include these notes and comments as conditions in a development permit for a permitted or a discretionary use in order to enforce the satisfactory adherence to the C.P.T.E.D. principles.

Considering the 40 days time period for the processing of development applications specified by the Municipal Government Act, the number of development permit applications submitted to the City every year requires efficiency, accuracy and a relatively short review time. Supt. Steele has indicated that the RCMP is able to meet a 5 to 7 days turn around in the review process of development applications.

### **CONSULTATION WITH THE DEVELOPMENT INDUSTRY**

On April 22 the City Administration offered a free of charge education and information session to local architects, builders, developers and the two school authorities. Thirty three organizations were identified as being involved in the design of the specified buildings, and were invited in writing.

Eleven participants from ten organizations attended the workshop. An overview of the C.P.T.E.D. principles and practical examples supporting those concepts were presented by a certified person representing the RCMP. Participants were also informed about the City's intention to incorporate into the Land Use Bylaw a mandatory C.P.T.E.D. review of development applications for specific new building types, and were asked to comment on this concept. Two comment sheets were received, both which expressed favourable views of the City's intentions.

Planning staff and a representative of Safe Secure Design have consulted with the representatives of Melcor Developments Inc. and Laebon Developments Ltd. Concerns from these organizations with regard to the proposed bylaw amendment have been addressed and resolved through minor revisions, including suggestions from the City solicitors.

If Council adopts the proposed bylaw amendment the RCMP and Inspections & Licensing Department have agreed to put together a brochure for hand out to developers to explain the C.P.T.E.D. principles and the procedures for C.P.T.E.D. review.

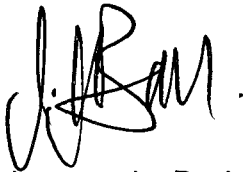


**ADDITIONAL CHANGE**

A technical wording change is required to Section 10(3) in order to allow the Development Officer to specify the number of survey plans which may be required to accompany a development permit application. This proposed change is not directly related to the proposed bylaw amendment incorporating the C.P.T.E.D. principles into the Land Use Bylaw.

**RECOMMENDATION**

That Council give first reading to Land Use Bylaw Amendment 3156/E-2004, proposing to incorporate Crime Prevention Through Environmental Design principles into the Land Use Bylaw for commercial buildings, schools, recreation centres, places of worship, apartment buildings consisting of three storeys and higher, and parkades, in any relevant land use district or direct control district.



Johan van der Bank  
Planner  
attachments

cc: Colleen Jensen, Director of Community Services  
Joyce Boon, Permit & Licensing Supervisor  
Supt. Jim Steele, Officer in Charge, RCMP Red Deer City Detachment



***Comments:***

I concur with the recommendation that first reading be given to this bylaw amendment. The incorporation of Crime Prevention Through Environmental Design principles in the Land Use Bylaw provides the opportunity to include crime prevention measures into development projects. This approach is consistent with our increasing emphasis on seeking opportunities to prevent crime rather than having to deal with the results of crime. This approach is also a focus of the Crime Prevention and Policing Study which is presently underway.

"N. Van Wyk"  
City Manager





Council Decision – June 28, 2004

**FILE**

Legislative & Administrative Services

**REVISED – JUNE 30, 2004**

**DATE:** June 29, 2004

**TO:** Johan van der Bank, Parkland Community Planning Services

**FROM:** Kelly Kloss, Legislative & Administrative Services Manager

**SUBJECT:** Land Use Bylaw Amendment 3156/E-2004  
Crime Prevention Through Environmental Design

---

***Reference Report:***

Parkland Community Planning Services , dated June 17, 2004

***Bylaw Readings:***

Land Use Bylaw Amendment 3156/E-2004 was given first reading. A copy of the bylaw is attached.

***Report Back to Council:*** Yes

A Public Hearing will be held on Monday, July 26, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

***Comments/Further Action:***

Land Use Bylaw Amendment 3156/E-2004 incorporates the Crime Prevention Through Environmental Design (C.P.T.E.D.) development principles into the Land Use Bylaw specifically for all commercial buildings, schools, recreation centres, places of worship, apartment buildings (consisting of three storeys and higher) and parkades. C.P.T.E.D. principles are based upon the proper design and effective use of the built environment physically and psychologically, to reduce opportunities for crime and the fear of crime. This office will now advertise for a Public Hearing. The City will be responsible for the advertising costs in this instance.

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

Kelly Kloss  
Manager  
/chk  
/attach.

c     Director of Development Services  
       Community Services Director  
       Inspections & Licensing Manager  
       Land & Economic Development Manager  
       R.C.M.P. Superintendent  
       Cheryl Adams, Administrative Assistant  
       Bev Greter, Clerk Steno



## BYLAW NO. 3156/E - 2004

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

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

Bylaw No. 3156/96 is hereby amended:

- 1 By deleting the wording of Section 10(3) and replacing it with the following new wording:

“10(3) The Development Authority may require that an application for a development permit be accompanied by survey plans of the site prepared by an Alberta Land Surveyor in the quantity specified by the Development Officer.”

- 2 By adding the following new Section 10.1 after Section 10:

**“10.1 Crime Prevention Through Environmental Design (“C.P.T.E.D.”)**

- (1) The City encourages the inclusion in site plans for commercial buildings, school buildings, recreational buildings, places of worship, residential buildings consisting of three or more storeys, and parkades of the following design elements that incorporate C.P.T.E.D. principles:

- (a) “*natural surveillance*” - design the site and buildings thereon, including the use of lighting and the placing and selection of landscaping elements, to promote natural observation and maximize the opportunities for people to observe and be observed from adjacent spaces;

- (b) “*access control*” - design the site and buildings thereon, including the placing and selection of landscaping elements, to physically or subtly create a perception of risk for potential offenders, clearly indicate public routes and discourage access to private areas and structural elements.

- (c) “*territorial reinforcement*” - design landscaping elements, sidewalks, lighting, fencing and building features to clearly identify and distinguish between public and private spaces.”

- 3 Add new section 13(4) as follows:

“The Development Authority may include in development permits for buildings and land uses listed in section 10.1(1), conditions to ensure adherence to C.P.T.E.D. principles.”



READ A FIRST TIME IN OPEN COUNCIL this 28<sup>TH</sup> day of June 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

---

MAYOR

---

CITY CLERK





RED DEER  
**COMMUNITY  
PLANNING  
SERVICES**

Suite 404, 4808 Ross Street  
Red Deer, Alberta, T4N 1X5  
Phone: (403) 343-3394  
FAX: (403) 346-1570  
E-mail: pcps@pcps.ab.ca

**DATE:** June 16, 2004

**TO:** Kelly Kloss, Legislative & Administrative Manager

**RE:** Proposed Land Use Bylaw Amendment 3156/T-2004  
R1N Residential (Narrow Lot) District

---

**BACKGROUND**

In December 2002 City Council adopted the "*Neighbourhood Planning & Design Guidelines & Standards*" based on the 'Red Deer Growing Smarter' study. Section 1.2.3 of these guidelines & standards under the section dealing with housing requires that not more than 33% of the net residential area (i.e. land to be designated into residential districts) in a neighbourhood area structure plan shall be allocated to the R1N Residential (Narrow Lot) District.

The Land Use Bylaw under Section 189 (10) requires that no more than 33% of the total developable area in a neighbourhood area structure plan shall consist of narrow lot housing (R1N).

**PLANNING COMMENTS**

The two standards conflict with each other. It is the opinion of the City Administration that in 2002 the "*Neighbourhood Planning & Design Guidelines & Standards*" intended to review the standard in the Land Use Bylaw. The latter had been in existence since 1998, and was reviewed because in some instances the actual development of R1N lots on land constituting up to 33% of the total developable area in a neighbourhood proved to cause concerns with regard to on-street parking and densities in general, especially when the narrow lots were provided in large modules. By limiting R1N lots to an area not exceeding 33% of the net residential area, the proportion of R1N in a typical neighbourhood with regards to overall development would be reduced. Furthermore, as a guideline the "*Neighbourhood Planning & Design Guidelines & Standards*" promotes smaller clusters of narrow lots containing 50 to 60 dwelling units each.

**RECOMMENDATION**

That Council give first reading to Land Use Bylaw Amendment 3156/T-2004.

Johan van der Bank  
Planner  
attachments

cc: Colleen Jensen, Director of Community Services



***Comments:***

I recommend that Council proceed with first reading of the bylaw. A Public Hearing would be held on Monday, July 26, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

"N. Van Wyk"  
City Manager



Legislative &amp; Administrative Services

**REVISED – JUNE 30, 2004**

**DATE:** June 29, 2004

**TO:** Johan van der Bank, Parkland Community Planning Services

**FROM:** Kelly Kloss, Legislative & Administrative Services Manager

**SUBJECT:** Land Use Bylaw Amendment 3156/T-2004  
R1N Residential (Narrow Lot) District

---

***Reference Report:***


Parkland Community Planning Services , dated June 16, 2004

***Bylaw Readings:***

Land Use Bylaw Amendment 3156/T-2004 was given first reading. A copy of the bylaw is attached.

***Report Back to Council:*** YesA Public Hearing will be held on Monday, July 26, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.***Comments/Further Action:***

Land Use Bylaw Amendment 3156/T-2004 provides for a wording change to Section 189 (10) Special Regulations in the R1N Residential (Narrow Lot) District to include "Not more than 33% of the "net residential area" (i.e. the area of land designated for residential use within a Neighbourhood Area Structure Plan) shall be developed for narrow-lot housing (R1N). " This office will now advertise for a Public Hearing. The City will be responsible for the advertising costs in this instance.

  
Kelly Kloss  
Manager

/chk

/attach.

c     Director of Development Services  
       Inspections & Licensing Manager  
       Land & Economic Development Manager  
       Cheryl Adams, Administrative Assistant  
       Bev Greter, Clerk Steno



**BYLAW NO. 3156/T-2004**

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

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

Bylaw No. 3156/96 is hereby amended:

- 1 By substituting the following wording for the existing wording in Section 189 (10) Special Regulations in the R1N Residential (Narrow Lot) District:
  - “(10) Not more than 33% of the “net residential area” (i.e. the area of land designated for residential use within a Neighbourhood Area Structure Plan) shall be developed for narrow-lot housing. (R1N).

READ A FIRST TIME IN OPEN COUNCIL this 28<sup>th</sup> day of June 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

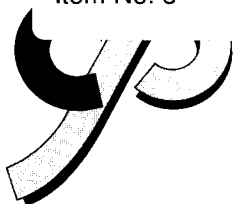
---

MAYOR

---

CITY CLERK





LAND  
**COMMUNITY  
PLANNING  
SERVICES**

Suite 404, 4808 Ross Street  
Red Deer, Alberta T4N 1X5  
Phone: (403) 343-3394  
FAX: (403) 346-1570  
e-mail: pcps@pcps.ab.ca

---

**DATE:** June 17, 2004

**TO:** Kelly Kloss, Legislative and Administrative Services Manager

**FROM:** Martin Kvapil, Planning Assistant

**RE:** Land Use Bylaw Amendment No. 3156/U-2004  
Portion of SW ¼ Sec. 3-38-27-W4M  
Inglewood West – Phase 6  
Melcor Developments Ltd.

---

**Proposal**

Melcor Developments Ltd. is proposing to develop Phase 6 of the Inglewood West neighbourhood. Phase 6 is located within the most southeasterly portion of the Inglewood Neighbourhood Area Structure Plan. The applicant seeks to rezone approximately 2.5 ha (6.2 ac.) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District in order to create twenty-five (25) low density residential lots, two (2) public utility lots, and one (1) municipal reserve lot.

**Staff Recommendation**

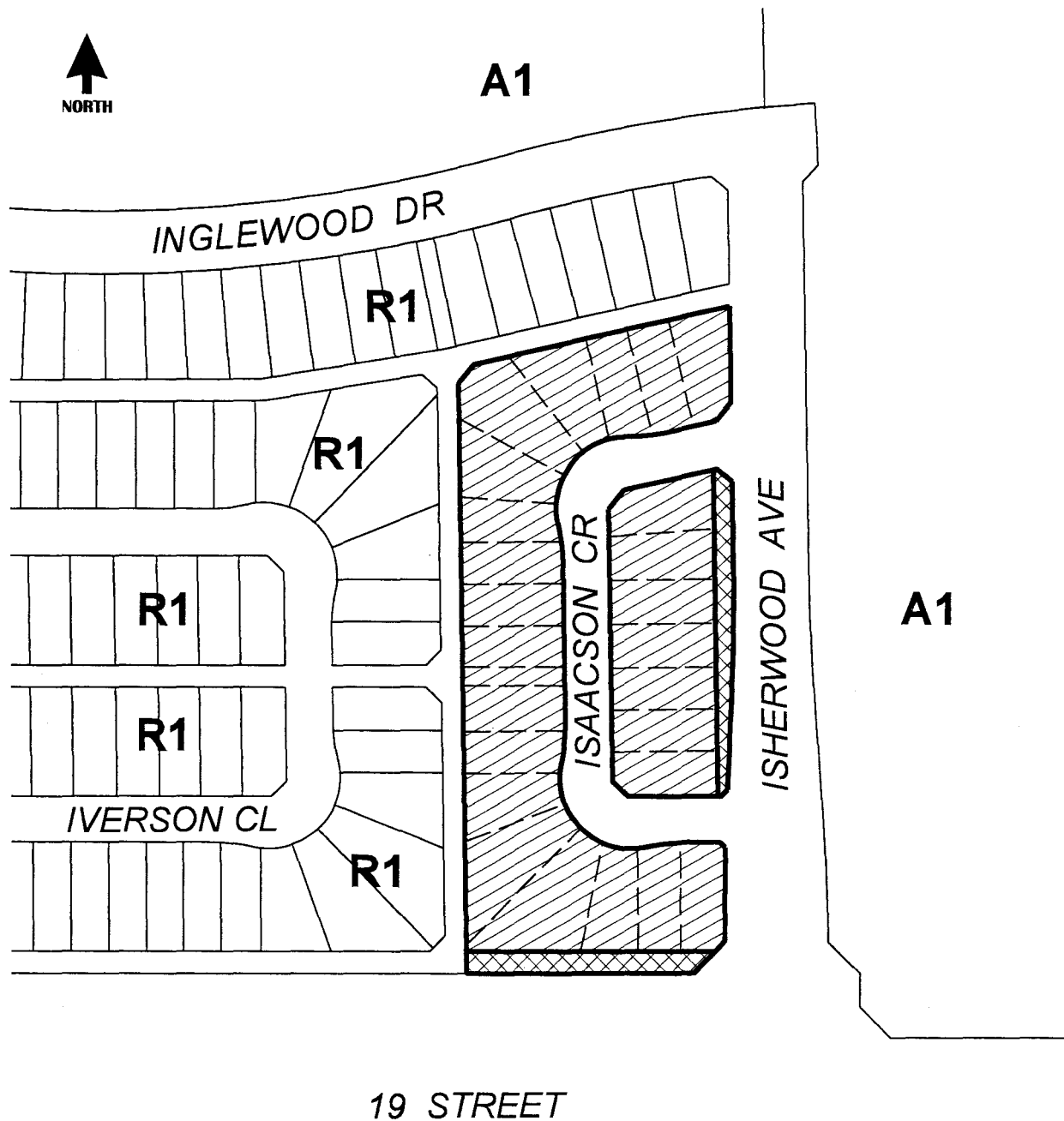
The proposal conforms with the Inglewood West Neighbourhood Area Structure Plan and therefore it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/U-2004.

Martin Kvapil  
Planning Assistant

Attachments



# The City of Red Deer *PROPOSED LAND USE BYLAW AMENDMENT*



## AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

P1 - Parks and Recreation

## Change from :

A1 to R1

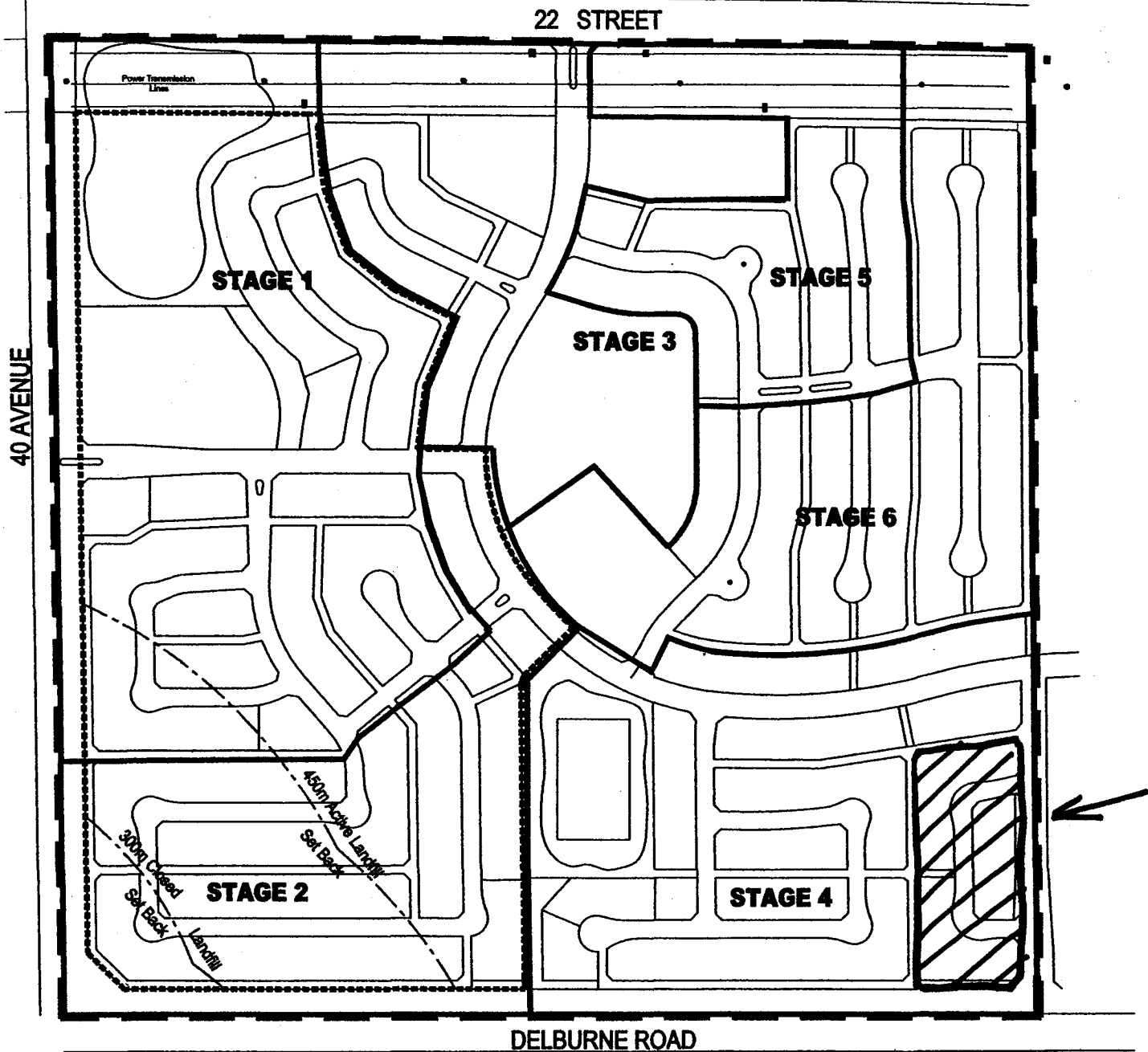


A1 to P1



MAP No. 13 / 2004  
BYLAW No. 3156 / U - 2004





0 50 100 150 200 250m  
1:5000



**Stantec**

----- Existing Boundary  
 ——— Phasing Boundary  
 - - - Landfill Setback

Client/Project  
 RED DEER  
 INGLEWOOD  
 NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure No.

**7.0**

Title

**Phasing**

February, 2003  
 128 70620



*Comments:*

I recommend that Council proceed with first reading of the bylaw. A Public Hearing would be held on Monday, July 26, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

"N. Van Wyk"  
City Manager



**FILE**



LEGISLATIVE & ADMINISTRATIVE SERVICES

June 29, 2004

Fax: 343-7510

Melcor Developments Ltd.  
502, 4901 - 48 Street  
Red Deer, AB T4N 6M4

Dear Sirs:

*Land Use Bylaw Amendment 3156/U-2004*  
*Inglewood - Phase 6*  
*Melcor Development Ltd.*

Red Deer City Council gave first reading to *Land Use Bylaw Amendment 3156/U-2004* at the City of Red Deer's Council Meeting held Monday, June 28, 2004. For your information, a copy of the bylaw is attached.

*Land Use Bylaw Amendment 3156/U-2004* provides for the rezoning of approximately 2.5 ha (62. ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District to develop Phase 6 of the Inglewood West neighbourhood. Phase 6 will consist of 25 low density residential lots, 2 public utility lots and 1 municipal reserve lot.

Council must hold a Public Hearing before giving second and third readings to the bylaw. This office will now advertise for a Public Hearing to be held on Monday, July 26, 2004 at 7:00 p.m. in Council Chambers of City Hall during Council's regular meeting.

According to the *Land Use Bylaw*, the City requires a deposit before public advertising. An amount equal to the estimated cost of advertising, which in this instance is \$400, is required by Wednesday, July 7, 2004. You will be invoiced for or refunded the difference once the actual cost of advertising is known.

Please call me if you have any questions or require additional information.

Sincerely,

Kelly Kloss  
Manager

/attach.

c Parkland Community Planning Services



\* \* \* Transmission Result Report (MemoryTX) ( Jun.29. 2004 2:09PM ) \* \* \*

1) CITY OF RED DEER  
2) Legislative and Admin. Services

Date/Time: Jun.29. 2004 2:08PM

File	No. Mode	Destination	Pg (s)	Result	Page Not Sent
5231	Memory TX	3437510	P. 3	OK	

Reason for error or line fail  
 E.1) Hang up or  
 E.3) No answer

E.2) Busy  
 E.4) No facsimile connection



LEGISLATIVE & ADMINISTRATIVE SERVICES  
 June 29, 2004

Fax: 343-7510

Melcor Developments Ltd.  
 502, 4901 - 48 Street  
 Red Deer, AB T4N 6M4

Dear Sirs:

*Land Use Bylaw Amendment 3156/LU-2004*  
*Inglewood - Phase 6*  
*Melcor Development Ltd.*

Red Deer City Council gave first reading to *Land Use Bylaw Amendment 3156/LU-2004* at the City of Red Deer's Council Meeting held Monday, June 28, 2004. For your information, a copy of the bylaw is attached.

*Land Use Bylaw Amendment 3156/LU-2004* provides for the rezoning of approximately 2.5 ha (62. ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District to develop Phase 6 of the Inglewood West neighbourhood. Phase 6 will consist of 25 low density residential lots, 2 public utility lots and 1 municipal reserve lot.

Council must hold a Public Hearing before giving second and third readings to the bylaw. This office will now advertise for a Public Hearing to be held on Monday, July 26, 2004 at 7:00 p.m. in Council Chambers of City Hall during Council's regular meeting.

According to the *Land Use Bylaw*, the City requires a deposit before public advertising. An amount equal to the estimated cost of advertising, which in this instance is \$400, is required by Wednesday, July 7, 2004. You will be invoiced for or refunded the difference once the actual cost of advertising is known.

Please call me if you have any questions or require additional information.

Sincerely,

Kelly Kloos  
 Manager

/attach.

c Parkland Community Planning Services



Legislative &amp; Administrative Services

**REVISED – JUNE 30, 2004**

**DATE:** June 29, 2004

**TO:** Martin Kvapil, Parkland Community Planning Services

**FROM:** Kelly Kloss, Legislative & Administrative Services Manager

**SUBJECT:** Land Use Bylaw Amendment 3156/U-2004  
Portion of SW ¼ Sec. 3-38-27-W4M  
Inglewood

---

***Reference Report:***

Parkland Community Planning Services , dated June 17, 2004

***Bylaw Readings:***

Land Use Bylaw Amendment 3156/U-2004 was given first reading. A copy of the bylaw is attached.

***Report Back to Council:*** Yes

A Public Hearing will be held on Monday, July 26, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

***Comments/Further Action:***

Land Use Bylaw Amendment 3156/U-2004 provides for the rezoning of approximately 2.5 ha (6.2 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District to develop Phase 6 of the Inglewood West neighbourhood. Phase 6 will consist of 25 low density residential lots, 2 public utility lots and 1 municipal reserve lot. This office will now advertise for a Public Hearing. Melcor Developments Ltd. will be responsible for the advertising costs in this instance.

Kelly Kloss  
Manager

/chk

/attach.

c Director of Development Services  
Inspections & Licensing Manager  
Land & Economic Development Manager  
Cheryl Adams, Administrative Assistant  
Bev Greter, Clerk Steno



**BYLAW NO. 3156/U-2004**

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

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

1. That "Use District Map I4" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 13/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 28<sup>th</sup> day of June 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

---

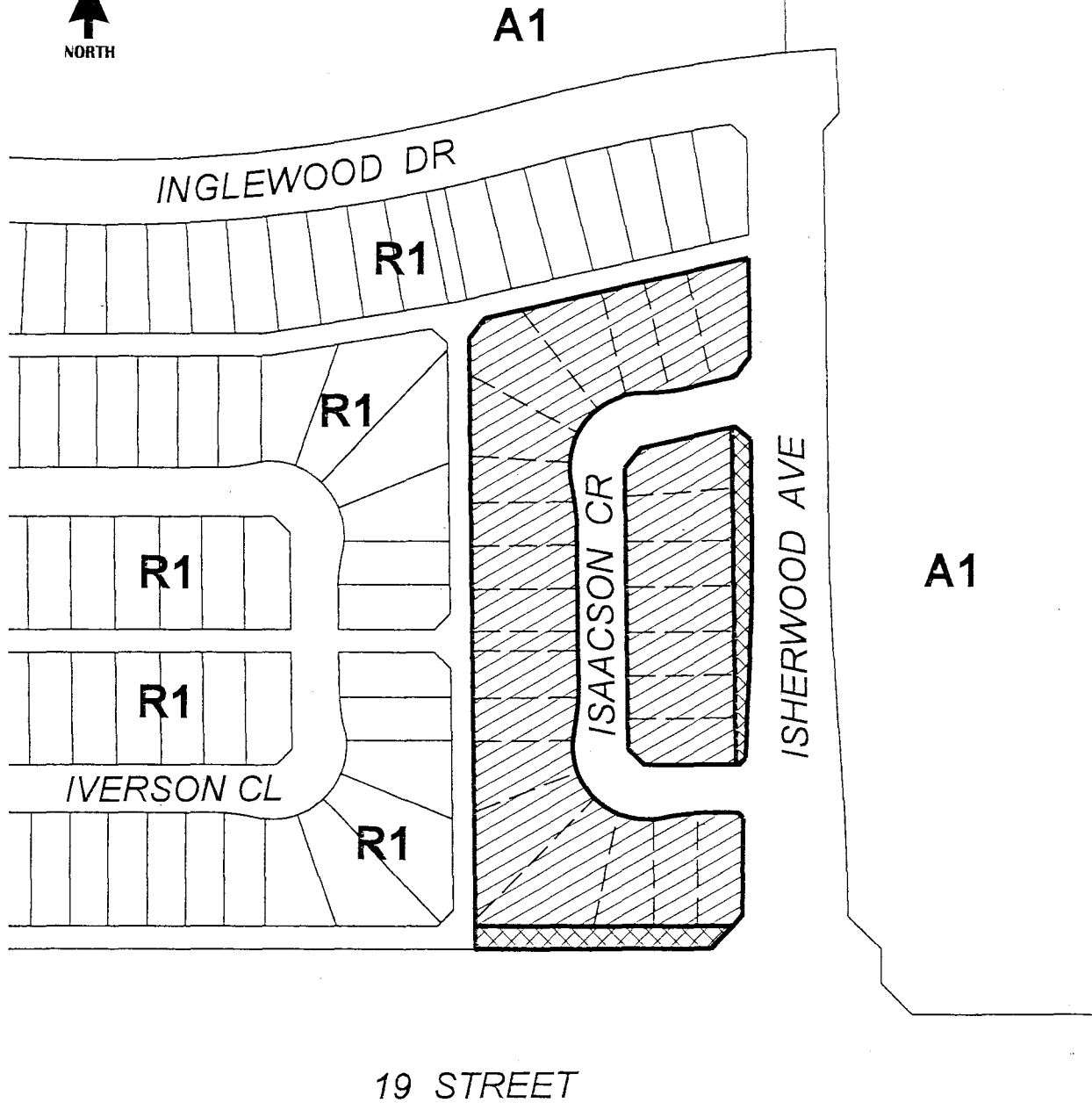
MAYOR

---

CITY CLERK



# The City of Red Deer *PROPOSED LAND USE BYLAW AMENDMENT*



## AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

P1 - Parks and Recreation

Change from :

A1 to R1



A1 to P1



MAP No. 13 / 2004  
BYLAW No. 3156 / U - 2004



## Kelly Kloss

---

**From:** Kelly Kloss  
**Sent:** June 29, 2004 9:06 AM  
**To:** 'Dan Gilbertson'  
**Subject:** RE: August 9, 2004 Council Meeting

Hi Dan,

Thanks for your feedback. Further to my previous email, I talked with Council and they agreed to hold the August 9 meeting although we will have just quorum. Call me if you have any questions.

Kelly Kloss  
Legislative & Administrative Services Manager  
342-8132

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

**From:** Dan Gilbertson [mailto:dgilbertson@al-terra-rd.com]  
**Sent:** June 22, 2004 3:00 PM  
**To:** Kelly Kloss  
**Subject:** August 9, 2004 Council Meeting

Dear Kelly,

It has come to my attention that the August 9th City Council meeting has been recommended to be cancelled. Please accept this correspondence as my request that this recommendation be disregarded. I am in the process of making an amendment to my client's Neighbourhood Area Structure Plan, which was scheduled to go to first reading on August 9, 2004. If this council meeting does not take place, it will delay the process an additional two weeks, making the construction of the next phase of development very hard, if not impractical, to complete within this construction season.

It is my client's desire to complete this next phase within this year. I also understand that you have already, or will, receive the same concerns from Stantec Engineering, for the same reasons. I will phone yourself tomorrow to ensure that you have received this email, as well as hear your comments and concerns regarding the matter.

Regards,

Dan Gilbertson, E.I.T.  
AL-TERRA Engineering Ltd.  
Ph.: (403) 340-3022  
Fax: (403) 340-3038

---

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

2004/06/30



## Kelly Kloss

---

**From:** Kelly Kloss  
**Sent:** June 29, 2004 9:05 AM  
**To:** 'Currie, Brad'  
**Subject:** RE: Aug 9 Council Meeting

Hi Brad,

Thanks for your feedback. After talking with Council they agreed to hold the August 9 meeting although we will have just quorum. Call me if you have any questions.

Kelly Kloss  
Legislative & Administrative Services Manager  
342-8132

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

**From:** Currie, Brad [mailto:BCurrie@stantec.com]  
**Sent:** June 28, 2004 10:32 AM  
**To:** Kelly Kloss  
**Subject:** Aug 9 Council Meeting

As discussed last week, if there is any way to have the Aug 9 Council meeting this would be appreciated. Based on the schedule we had prepared several weeks ago, we had anticipated getting final reading Melcor's new quarter section development, Inglewood East, at this meeting. Our people have worked some long overtime hours over the past few weeks in order to meet this meeting date and it would be unfortunate if the Council meeting was canceled.

As you know, the construction season is very short in Red Deer and therefore 2 weeks delay in our construction schedule is critical.

---

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

2004/06/30



## Kelly Kloss

---

**From:** Kelly Kloss  
**Sent:** June 29, 2004 9:03 AM  
**To:** 'Guy Pelletier'  
**Subject:** RE: Council Meeting

Hi Guy,

Thanks for your feedback. After talking with Council they agreed to hold the August 9 meeting although we will have just quorum. Call me if you have any questions.

Kelly Kloss  
Legislative & Administrative Services Manager  
342-8132

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

From: Guy Pelletier [mailto:gpelletier@melcor.ca]  
Sent: June 28, 2004 2:38 PM  
To: Kelly Kloss  
Subject: Council Meeting

Kelly,

You may have heard about our request already but I wanted to reiterate the desire of Melcor Developments to have our NASP proposal addressed by Council on August 9th, 2004. I understand that there is some discussion about cancelling this particular meeting. if at all possible we would like to see it go ahead to help us keep on our time schedule for a possible Fall development.

Thanks for your consideration.

Guy Pelletier  
Melcor Developments

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



## Kelly Kloss

---

**From:** Kelly Kloss  
**Sent:** June 29, 2004 9:01 AM  
**To:** Johan VanderBank; 'al-terra@al-terra-rd.com'  
**Cc:** Tony Lindhout; Joyce Boon  
**Subject:** RE: Lonsdale NASP amendment

Hi Tammara,

Just to let you know that there will be a Council meeting on August 9, 2004. It appears that the schedule that you have discussed with Johan does not rely on the August 9 meeting, but I thought I would let you know.

Kelly Kloss  
Legislative & Administrative Services Manager  
342-8132

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

**From:** Johan VanderBank  
**Sent:** June 25, 2004 10:13 AM  
**To:** 'al-terra@al-terra-rd.com'  
**Cc:** Kelly Kloss; Tony Lindhout; Joyce Boon  
**Subject:** Lonsdale NASP amendment

Tammara

Regarding the possible cancellation of the August 9 Council meeting and ways to prevent the resulting delay to the Lonsdale NASP amendment, I have a suggestion but there is no guarantee that it will be successful:

The neighbourhood meeting is scheduled for July 19. If there are no unresolved issues from that meeting and you can provide me with a final plan on the morning of Tuesday July 20, I may be able to submit the plan to Kelly Kloss for the July 26 Council agenda. The plan would then go to MPC on the morning of July 26 and MPC's recommendation would be forwarded to Council for their meeting in the evening.

This way the plan could potentially be approved by August 23, instead of being delayed until September 20.

Would this help you?

Johan  
**Johan van der Bank**  
Planner, Parkland Community Planning Services  
Red Deer, Alberta, Canada - (403) 343-3394



**FILE**



Legislative & Administrative Services

**DATE:** June 29, 2004  
**TO:** Mayor  
Councillors  
**FROM:** Legislative & Administrative Services Manager  
**SUBJECT:** August 9, 2004 Council Meeting

---

As discussed, the August 9, 2004 Council Meeting will still be held. Those that have indicated they will attend are:

Mayor Surkan  
Councillor Flewwelling  
Councillor Moffat  
Councillor Rowe  
Councillor Watkinson-Zimmer

Based on feedback from the development industry, the August 9, 2004 Council Meeting is important for them in their 2004 development plans.

Should one of the above Councillors not be able to attend the August 9, 2004 Council Meeting, please advise me as soon as possible so we may determine if, as discussed, Councillor Dawson is able to attend.

Sincerely,

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

Kelly Kloss  
Manager

c City Manager  
Deputy City Clerk-





**FILE**

**Legislative & Administrative Services**

**DATE:** June 29, 2004

**TO:** City Manager  
Directors  
Department Heads  
Planning Manager  
City Solicitor

**FROM:** Legislative & Administrative Services Manager

**SUBJECT:** August 9, 2004 Council Meeting – Will be Held

---

In contrast to our previous memo on this matter, Council agreed to hold the August 9, 2004 Council Meeting. This was as a result of feedback from the Development Industry and the importance of this meeting in the 2004 development schedules.

As we will only have just quorum at this meeting, Council members asked that the meeting agenda be kept to a minimum, to a point where we may consider scheduling the Public Hearings at 4:30 p.m. (This will be reviewed at the July 12, 2004 Council Meeting).

If you have any questions regarding the type of items to be presented at the August 9, 2004 Council Meeting, please call me.

Sincerely,

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

Kelly Kloss  
Manager

c Mayor's Office  
Deputy City Clerk



**Legislative & Administrative Services**

**DATE:** June 15, 2004  
**TO:** City Council  
**FROM:** Legislative & Administrative Services Manager  
**SUBJECT:** Cancellation of Monday, August 9, 2004 Council Meeting

---

***History***

At the Organizational Meeting of Council in October of each year, Council establishes its meetings for the coming year.

***Discussion***

It has come to our attention that four of the nine members of Council will be absent from the August 9, 2004 Council Meeting, leaving the minimum quorum of five members. In the past when this has occurred, Council has cancelled such a Council Meeting.

The risk of proceeding with the scheduled meeting is that it may be cancelled under short notice if one additional Council member is absent due to some unforeseen circumstance.

***Recommendation***

That the Council Meeting of August 9, 2004 be cancelled.

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

Kelly Kloss  
Manager



***Comments:***

I agree with the recommendation of the Legislative & Administrative Services Manager.

"N. Van Wyk"  
City Manager



Item No. 10

**Legislative & Administrative Services**

**DATE:** June 21, 2004  
**TO:** City Council  
**FROM:** Legislative & Administrative Services Manager  
**SUBJECT:** Request for Ratification of Board Member to the Normandeau Cultural & Natural History Society

---

The Normandeau Cultural and Natural History Society have requested Council's approval of appointment of a member-at-large to the Society to replace Mr. Scott Wood.

The bylaws of the Normandeau Cultural and Natural History Society state that all appointments must be approved and confirmed by Council. As usual, the name of the new representative has been submitted in confidence in Council.

***Recommendation***

That Council approve the appointment of a member-at-large to the Normandeau Cultural and Natural History Society for a term to expire October, 2005.

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

Kelly Kloss  
Manager



*Comments:*

I agree with the recommendation of the Legislative & Administrative Services Manager.

"N. Van Wyk"  
City Manager



**FILE**



LEGISLATIVE & ADMINISTRATIVE SERVICES

June 29, 2004

Mr. G. D. Santo  
155 Ackerman Crescent  
Red Deer, AB T4R 3B8

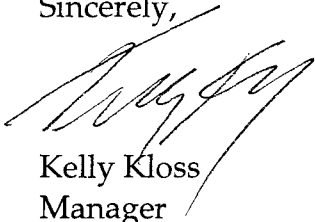
Dear Mr. Santo:

*Appointment to the Normandeau Cultural and Natural History Society*

At the Monday, June 28, 2004 Red Deer City Council Meeting, Council approved your appointment to the Normandeau Cultural and Natural History Society, as a member-at-large, to fill the unexpired term of Mr. Scott Wood, to October, 2005.

Congratulations on your appointment. The Executive Director for the Normandeau Cultural and Natural History Society will contact you in the near future regarding meeting dates and times. If, in the interim, you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,



Kelly Kloss  
Manager

c Wendy Martindale, Executive Director  
Normandeau Cultural and Natural History Society



**FILE**



Council Decision – June 28, 2004

Legislative & Administrative Services

**DATE:** June 29, 2004

**TO:** Wendy Martindale, Director  
Normandeau Cultural and Natural History Society

**FROM:** Kelly Kloss, Legislative & Administrative Services Manager

**SUBJECT:** Ratification of Board Member to  
Normandeau Cultural and Natural History Society

---

*Reference Report:*


Legislative & Administrative Services Manager, dated June 21, 2004

*Resolutions:*

*"Resolved* that Council of the City of Red Deer having considered the report from the Legislative & Administrative Services Manager, re: Request for Ratification of Board Member to the Normandeau Cultural & Natural History Society, hereby approves the appointment of the following member-at-large for a term to expire October, 2005:

Grant D. Santo"

*Report Back to Council:* No

  
Kelly Kloss  
Manager

/chk

c Community Services Director



**BYLAW NO. 3335/2004**

Being a Bylaw to adopt the Riverlands Area Redevelopment Plan 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 That the Riverlands Area Redevelopment Plan, as attached, and forming part of this bylaw, be adopted pursuant to Sections 634, 635, and 636 of the Municipal Government Act.

READ A FIRST TIME IN OPEN COUNCIL this	day of	2004.
READ A SECOND TIME IN OPEN COUNCIL this	day of	2004.
READ A THIRD TIME IN OPEN COUNCIL this	day of	2004.
AND SIGNED BY THE MAYOR AND CITY CLERK this	day of	2004.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK



## RIVERLANDS AREA REDEVELOPMENT PLAN

### 4.0 RIVERLANDS AREA REDEVELOPMENT PLAN

This chapter constitutes that portion of the Riverlands Community Plan that is adopted as an Area Redevelopment Plan (ARP), an official statutory plan under the Municipal Government Act. It contains policies that will provide the land use, zoning and general implementation framework to create a high quality, comprehensively planned mixed use urban community.

#### 4.1 DEVELOPMENT CONCEPT (LAND USE)

##### 4.1.1 Residential, Commercial, Civic and Public Open Space

###### Objective

*To develop Riverlands as a sustainable, healthy, mixed use community, with a unique blend of residential and retail commercial uses and a significant civic and open space area to accommodate a major cultural hub and provide for public/private sector development partnerships for city-wide attractions..*

#### ■ Residential and Commercial Development

##### New Multi-Family Residential Development

**Policy # 1** The pattern of residential land use will be developed in accordance with Map 8: Proposed Land Use. All residential development will be in the form of multiple family, multi-attached or mixed use commercial/residential buildings. Ground floor commercial with residential above will be mandatory along 47 Street (48 Street promenade) and optional in the other residential areas.

##### A Variety of Multi-Family Housing Forms

**Policy # 2** The Riverlands area is to accommodate a range of multi-family housing types. The majority of the area will be zoned to allow medium density housing with a height limit of 5 stories. Higher density housing will be permitted in the south west corner of the Plan area on property now occupied by City of Red Deer Electric, Light and Power.

##### A Mix of Income Levels and Household Types

**Policy # 3** Residential development must create a socially and economically diverse community providing for a mix of high, middle and low-income housing, different unit types, sizes and ownership forms and is to include housing opportunities for those with disabilities.

The following initiatives are to be pursued:



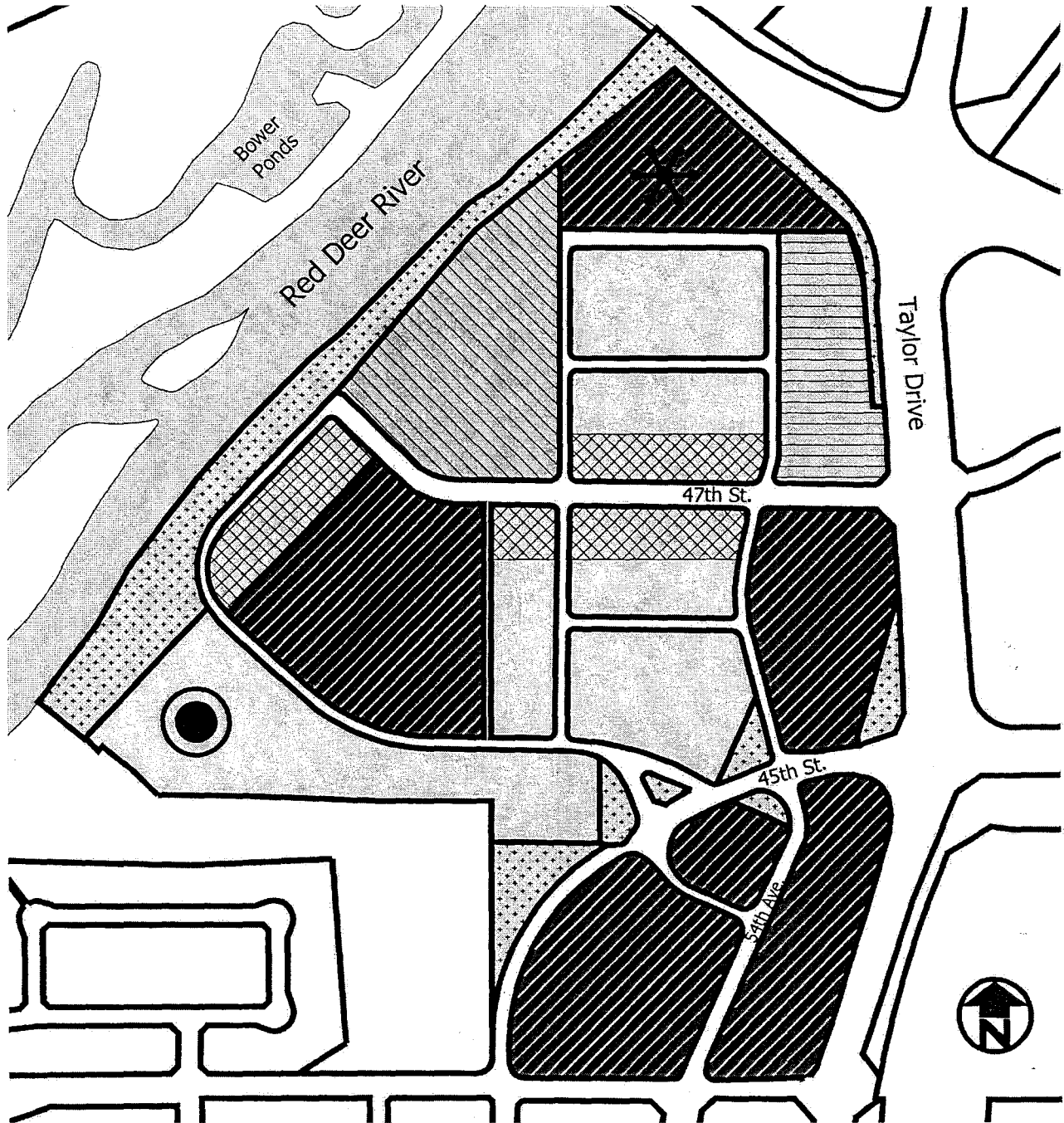
*The new residential neighbourhood in the centre of the area will have a strong sense of place. Townhouses and apartments of up to 5 stories will be allowed. They will be designed in accordance with pedestrian oriented design principles.*



## RIVERLANDS AREA REDEVELOPMENT PLAN

## MAP 8 PROPOSED LAND USE

SCALE 1:5000



## LEGEND

- |   |                                   |   |
|---|-----------------------------------|---|
| Medium Density Residential<br>(could include ground floor commercial) | Ground Floor Commercial           | Possible High Density Commercial/ Residential/ Mixed Use  |
| Commercial  | Open Space                        | Mixed Use/ Civic Space<br>(Partnership development combining cultural services, public outdoor spaces and other civic uses with residential and commercial) |
| Commercial Entertainment Zone   | Possible Hotel/ Convention Centre |   |



John Hull Architect  
and Urban Plans Inc

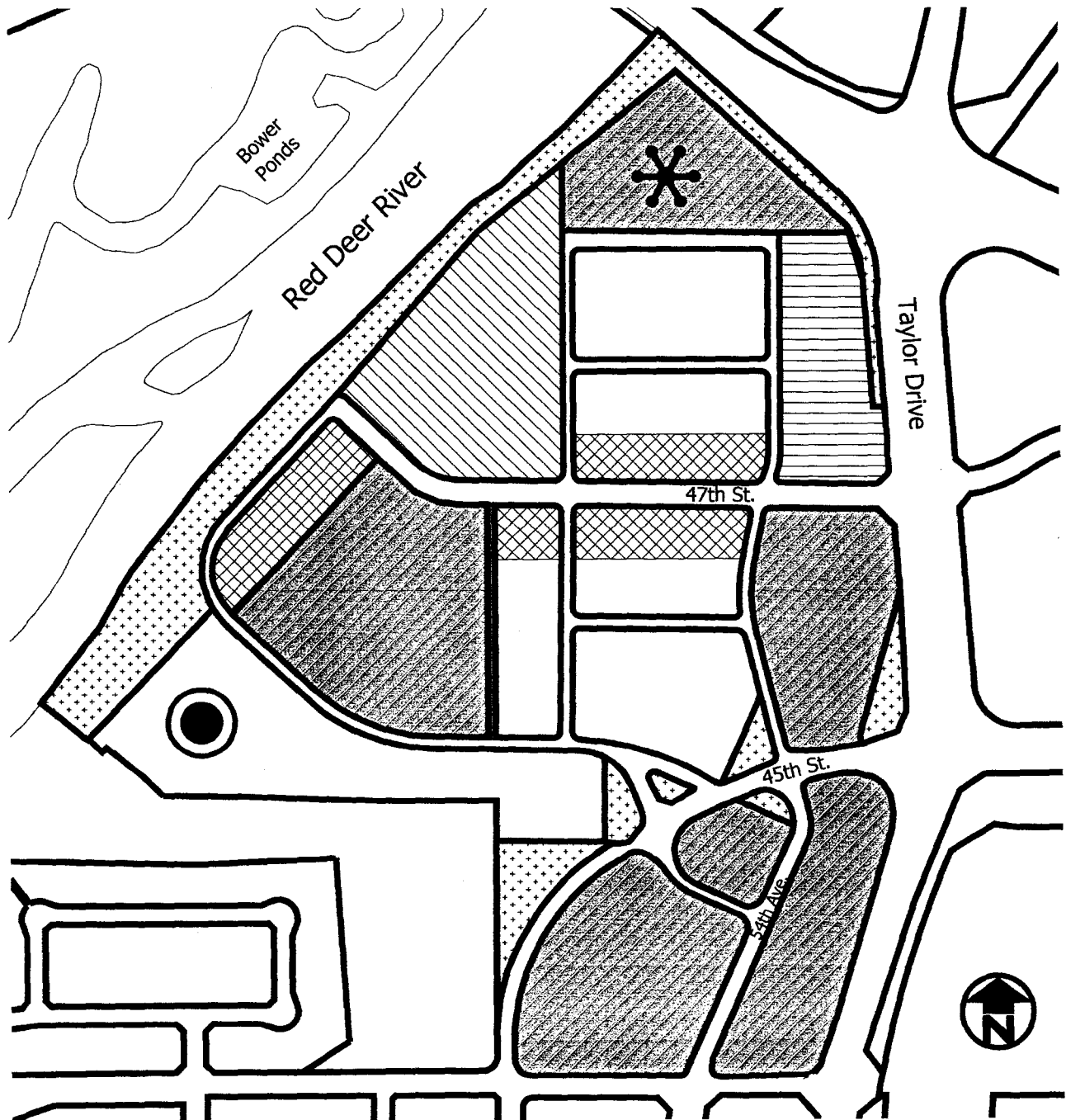
In Association With:  
Carlyle & Associates  
Grandview Consulting  
Infrastructure Systems Ltd











## RIVERLANDS AREA REDEVELOPMENT PLAN

## MAP 8 PROPOSED LAND USE

SCALE 1:5000



## LEGEND

- |  |  |  |
|--|--|--|
|  <b>Medium Density Residential</b><br>(could include ground floor commercial) |  <b>Ground Floor Commercial</b>           |  <b>Possible High Density Commercial/ Residential/ Mixed Use</b>  |
|  <b>Commercial</b>  |  <b>Open Space</b>                        |  <b>Mixed Use/ Civic Space</b><br>(partnership development combining cultural services, public outdoor spaces and other civic uses with residential and commercial) |
|  <b>Commercial Entertainment Zone</b>   |  <b>Possible Hotel/ Convention Centre</b> |  |



**John Hull Architect  
and Urban Plans Inc**

**In Association With:  
Carlyle & Associates  
Grandview Consulting  
Infrastructure Systems Ltd**



## **RIVERLANDS AREA REDEVELOPMENT PLAN**

- incorporating affordable housing criteria into the process of selling City owned land (for example, 20% of units designated as affordable housing);
- working with Red Deer College to have student housing; and
- working with community groups to establish co-operative housing and artists' work/live housing (artist studios).

### **New Commercial Development**

**Policy # 4** Encourage the redevelopment of underutilized and vacant properties in Riverlands in accordance with Map 8: Proposed Land Use. Commercial retail will be developed in the area south of 45 Street, between 54 Avenue and Taylor Drive, facing onto 54 Avenue.

### **Commercial / Entertainment Area**

**Policy # 5** A commercial / entertainment area (recreation, art/theatre facilities, restaurants, small neighbourhood pubs, etc.) will be allowed to develop in the area between the proposed hotel / convention centre site and the present Carnival Cinemas site. No large drinking establishments will be allowed.

### **Commercial Office Development**

**Policy # 6** Low to medium density commercial office uses will primarily be located in two areas – in the existing Cronquist Business Park area and in the area south of 45 Street, east of 55 Avenue. Infill development and redevelopment will be encouraged in these areas to achieve a more compact, pedestrian-oriented form of development in the Riverlands area. Office development will be permitted in various mixed use combinations throughout the Plan area.

### **High Density Office Development**

**Policy # 7** The property between Taylor Drive and 54 Avenue, south of 47 Street will be developed with high density commercial office uses given its location at a key entrance point to Riverlands.

### **■ Civic, Cultural and Public Open Spaces**

#### **Parks and Open Spaces**

**Policy # 8** Develop a parks and open space system in accordance with the concept presented in Figure 5 Parks and Open Space Concept, incorporating a new major riverside park, civic and cultural hub area, upgraded riverside trails, landscaped treed boulevards, and sidewalks throughout the



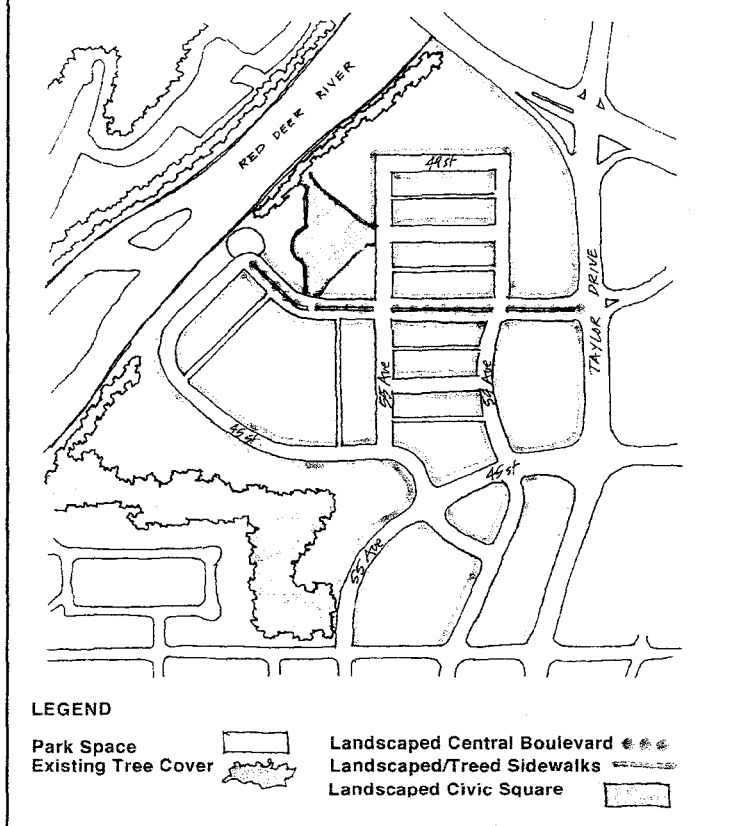
*There are a number of possible community uses, activities and events that could occur at the major park, culture hub and civic area site proposed at the river's edge.*



## RIVERLANDS AREA REDEVELOPMENT PLAN

area. The open space system will provide for a variety of passive and active recreational experiences.

**Figure 5: Parks and Open Space Concept**



*Note: The river-edge park and civic square area is to accommodate not only open space but also a variety of arts, cultural, performance areas, parks and recreational uses. Existing City buildings such as the bus barns could be incorporated into the development and/or new facilities could be built.*

*A detailed Master Plan is required to determine the final design of this important park/civic space.*

### Arts and Cultural Facilities

**Policy # 9** Based upon existing Community and City plans and policies, accommodate a range of arts and cultural uses in the Riverlands area, either through:

- the adaptive reuse of buildings, (e.g. the bus barns);
- development in the culture hub/civic area;
- accommodation in mixed use developments; and/or
- the construction of new facilities.

### A Major Riverside Park/Civic Area/Culture Hub

**Policy # 10** Develop a major park and culture hub at the river's edge – this civic area will be designed to be sensitive to the natural environment at the river while serving as a multi-functional gathering place for all kinds of civic events, celebrations and cultural activities. Public/private partnerships will be considered to facilitate any related residential and commercial developments on this site. Incorporate the principles of “nature-scaping” into any



*There have been many design ideas proposed for the new riverside park/civic area and trail system since the concept was first presented in the Greater Downtown Action Plan (2000). The final design concept may be determined through a design competition.*



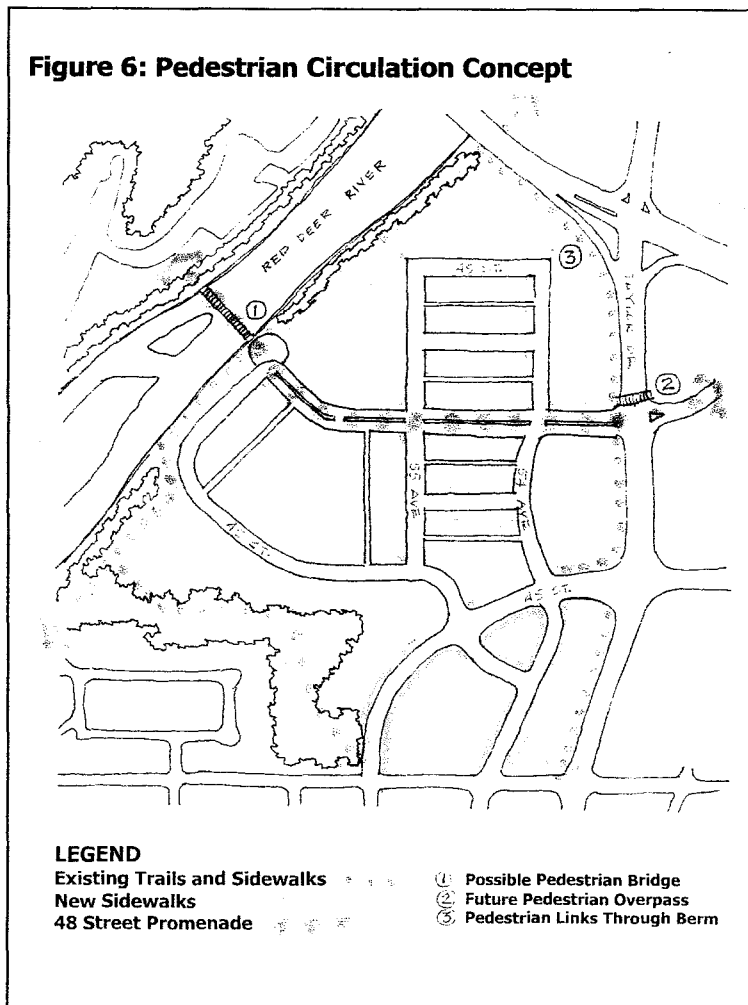
## RIVERLANDS AREA REDEVELOPMENT PLAN

improvements made to the river escarpment and into the design of the riverside park and pathway system.

A design competition could be held to generate unique ideas and excitement regarding the project.

### ■ Pedestrian Circulation

**Figure 6: Pedestrian Circulation Concept**



### A Pedestrian Network

**Policy # 11** Develop and implement a pedestrian network as shown in Figure 6: Pedestrian Circulation Concept, providing a variety of walking experiences, in both the natural and urban environments. Develop the riverside trail system in the area as a natural trail with parts of it being a hard-edged promenade with viewpoints and pedestrian connections to the water's edge.



## **RIVERLANDS AREA REDEVELOPMENT PLAN**

### **Lanes – Service Access and Pedestrian Circulation**

**Policy # 12** Lanes will be the primary location for service access and deliveries to street-facing businesses and residences. They will also be developed to function as safe and attractive secondary pedestrian routes.

### **Improved Pedestrian Access from the North**

**Policy # 13** Provide noise attenuation pathway openings through the berm on the northern boundary of the Riverlands area, to improve accessibility into the area.

### **A Hotel/Convention Centre at the River's Edge**

**Policy # 14** Provide for a landmark hotel/convention centre development at the north end of the Plan area, adjacent to the new park/civic and culture hub area and the river's edge. An alternative use of this site would be high density residential.

### **Design Guidelines for Crime Prevention**

**Policy # 15** Crime Prevention Through Environmental Design (CPTED) guidelines will be used in the design of public open spaces and pedestrian routes in Riverlands to ensure public safety.

## **4.1.2 Transportation, Parking and Bicycle Network**

### **Objective**

*To provide an integrated transportation system in Riverlands which balances the needs of the various transportation modes, including the pedestrian, the motorist, the cyclist, public transit and alternative transportation modes in a safe, convenient, attractive environment. To encourage a shift from an auto oriented to a pedestrian oriented community through modifications to the street system and the provision of a high quality walking environment.*

### **■ The Transportation System**

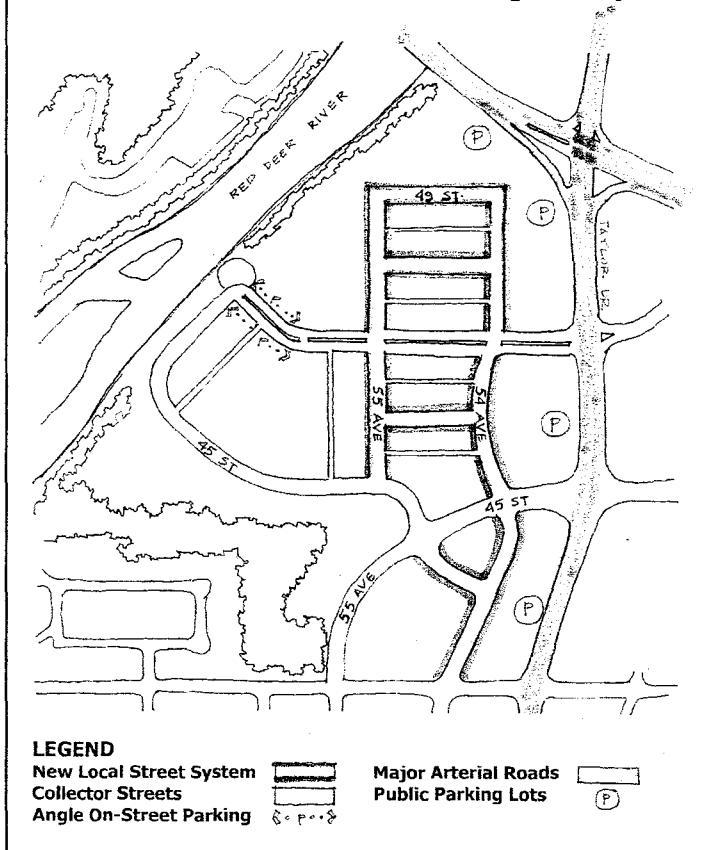
#### **A New Transportation and Parking System**

**Policy # 16** Establish a new transportation and parking system for Riverlands in accordance with the concept as shown in Figure 7: Transportation and Parking Concept. The major changes to the roadway system include the conversion of 47 Street into a grand pedestrian street and the introduction of a grid street system in the central part of the area. The local residential and commercial streets will be two way streets with parking on both sides, treed boulevards, wide sidewalks, pedestrian lighting and amenities.



## RIVERLANDS AREA REDEVELOPMENT PLAN

**Figure 7: Transportation and Parking Concept**



*Note: Only right in / right out vehicular traffic movements will be permitted to/from Taylor Drive at 47 Street.*

*A pedestrian structure/crossing will be built at Taylor Drive and 47 Street (48 Street Promenade).*

*Vehicle access to public parking areas will be from the internal Riverlands roadway network; no access to these areas will be permitted from Taylor Drive.*

### Traffic and Off-street Parking

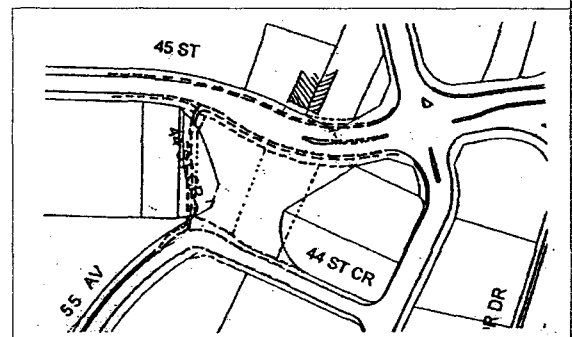
**Policy # 17** A safe, convenient and accessible traffic and parking environment is to be achieved through the redevelopment process.

### Alternative Design for 55 Avenue / 45 Street Intersection

**Policy # 18** As part of the traffic and off-street parking analysis, consider the possibility of an alternative design for the 55 Avenue / 45 Street intersection whereby 45 Street would extend directly westward into Riverlands from the Downtown and the continuous flow of 45 Street into 55 Avenue would be eliminated (as shown in the drawing to the right).

### Transit Service

**Policy # 19** Maintain existing transit service to the Riverlands area and increase service as population increases warrant.



*This sketch shows an alternative design for the 55 Avenue / 45 Street intersection. This design would provide for a more direct entrance into Riverlands from the Downtown while removing the free flowing traffic movement from the Downtown towards the West Park neighbourhood.*



## **RIVERLANDS AREA REDEVELOPMENT PLAN**

### ■ **Parking**

#### **Residential Parking Requirements**

**Policy # 20** Residential buildings will be required to provide primarily underground parking for their tenants in accordance with the parking requirements contained in the City of Red Deer Land Use Bylaw.

#### **Commercial and Institutional Parking Requirements**

**Policy # 21** Commercial and institutional land uses will be required to provide parking in accordance with the parking requirements of the City of the Red Deer Land Use Bylaw. This parking could be provided in the form of at-grade, below-grade or above-grade parking spaces.

#### **On-Street Parking throughout the Area**

**Policy # 22** The roadways will be designed to accommodate on-street parking on both sides of the street throughout the Riverlands area. On-street angle parking will be provided on the 48 Street Promenade, in the section of roadway adjacent to the major park/civic area.

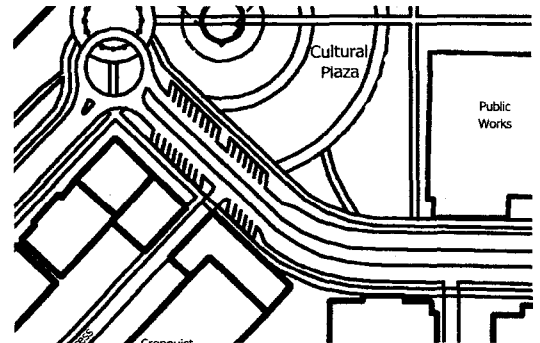
#### **Public Parking for Public Facilities and Areas**

**Policy # 23** Provide public parking lots in the Riverlands area, to serve those people coming to visit public facilities in the area. Potential locations for these public parking lots are shown in Figure 7: Transportation and Parking Concept.

### ■ **Bicycle Network**

#### **New Bicycle Connections to the Downtown Core**

**Policy # 24** Develop two new bikeway connections to the Downtown bicycle network (as shown in Figure 8: Bicycle Network Concept). One new bike path is to be built as part of the 48 Street Promenade. It would connect with a pedestrian structure/crossing at Taylor Drive. A second new bike path would connect the trail at the southern boundary of Riverlands with 45 Avenue and run eastward along the sidewalk on the south side of 45 Avenue.

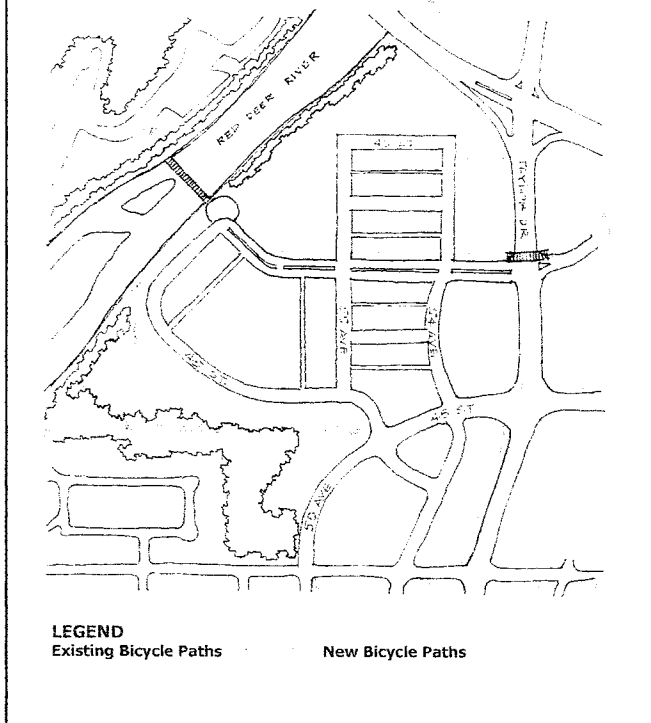


*This drawing illustrates the on-street angle parking concept in the vicinity of the riverside park/civic area.*



## RIVERLANDS AREA REDEVELOPMENT PLAN

**Figure 8: Bicycle Network Concept**



*The location of these bicycle paths is consistent with the routes recommended in the Greater Downtown Action Plan (2000).*

### 4.1.3 Public Realm Improvements

#### Objective

*To invest in the streetscape environment of Riverlands to ensure the public environment is built to a standard sufficient to attract the desired quality of urban development. To establish design guidelines that encourage livability, social interaction, interesting urban spaces and a distinctive neighbourhood environment.*

#### Continuity of Boulevard Tree Planting

**Policy # 25** There is to be a continuity of boulevard tree planting and other landscaping along every street in Riverlands.

#### Street Furniture in Locations of High Pedestrian Activity

**Policy # 26** Street furniture locations in Riverlands will be provided in a manner that groups street furniture strategically, focussing on locations of high pedestrian activity such as intersections, bus stops, open spaces and entries to major commercial and residential developments.

#### Distinctive Street Signs for Riverlands

**Policy # 27** Street signs in Riverlands will be distinctive new signs unique to the area.



## **RIVERLANDS AREA REDEVELOPMENT PLAN**

### **Coordination of Street Furniture Design**

**Policy # 28** The design and location of street furniture placed on private property adjacent to the public sidewalk will be complementary to the design and location of the street furniture in the public realm.

### **Gateways into Riverlands**

**Policy # 29** Special gateway features will be constructed at the roadway entrances into Riverlands.

### **Common Theme and Uniform Colors**

**Policy # 30** A common theme for Riverlands streetscaping items will be reflected in the design, style, uniform color and use of materials for benches, waste/recycle containers, light and traffic light standards and other related street furniture.

### **Pedestrian Oriented Lighting**

**Policy # 31** Pedestrian oriented lighting, similar to that in existence in the downtown core, will be provided throughout the area, in accordance with a detailed street lighting concept and the phasing of redevelopment.

### **Boulevard Landscaping Features**

**Policy # 32** Major Boulevard landscaping features will be comprised of:

- Grass boulevards with a soil trench; and
- Adjacent raised planters or beds.

### **Green Energy Efficient Buildings**

**Policy # 33** Develop and apply green energy efficient building standards for new development in Riverlands, especially for development on lands currently owned by the City of Red Deer.

### **A District Heating System for Riverlands**

**Policy #34** Undertake research into a district heating system for new development in Riverlands, considering a variety of approaches, including the construction of one or more district heating plants/systems if economically feasible.



*An example of a generous sidewalk width. Its width allows for outdoor display, a clear width for people to easily pass one another and street furniture.*



## **RIVERLANDS AREA REDEVELOPMENT PLAN**

### **4.2 ZONING**

Land use and development in the Riverlands area will be regulated under the City of Red Deer Land Use Bylaw in accordance with the Greater Downtown Action Plan and this Riverlands Area Redevelopment Plan (ARP). The zoning changes that will be required to implement the objectives of the Riverlands ARP are described below. Map 9: Proposed Zoning illustrates the proposed zoning changes.

#### **4.2.1 Residential Zoning**

##### **Residential District**

**Policy # 35** Lands changing from commercial or industrial use to medium density residential use will be rezoned to a new Residential or Direct Control (DC) District. The general purpose of this new District will be to achieve the new vision for Riverlands, which calls for the development of an urban residential precinct in the heart of the area.

The new Residential District will be designed to provide for compact 2 to 5 storey multi-family residential development as the predominant permitted use. Redevelopment of the EL&P site for greater than 5 stories will be a discretionary use. The District will require mandatory ground floor commercial along the 48 Street Promenade but allows ground floor commercial throughout the District and will incorporate development design criteria similar to the C1 Commercial District. Parking will need to be provided primarily underground.

#### **4.2.2 Commercial Zoning**

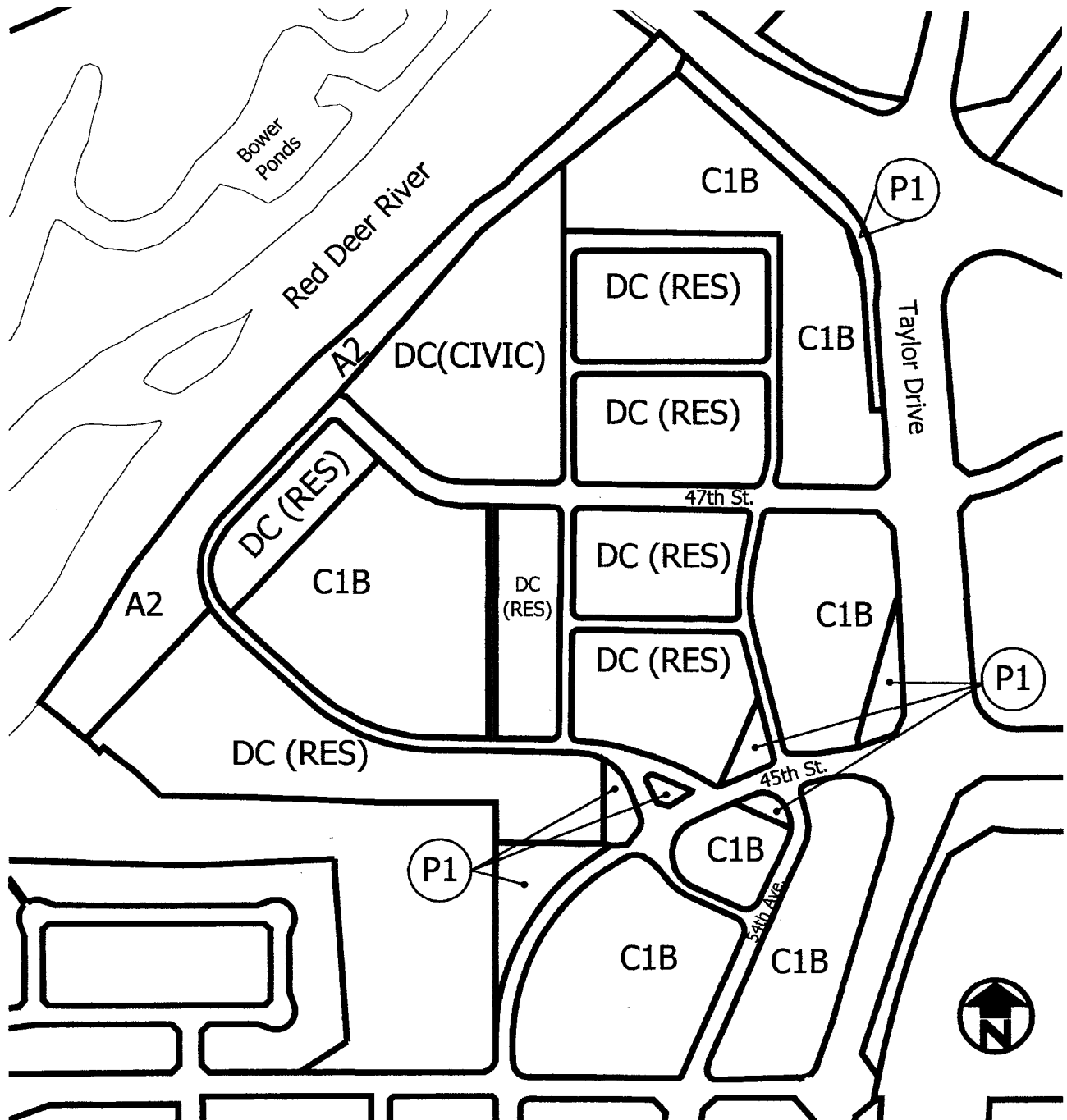
##### **Commercial C1B District**

**Policy # 36** Commercial lands in Riverlands will be zoned C1B Commercial district. The C1B District will be very similar to the C1A District except that industrial uses and large drinking establishments will not be permitted uses and, development design criteria (as described in Chapter 6 of this Plan) will be incorporated into the new district. All existing industrial uses approved under the C1A District will be made discretionary under the new C1B District so that they will still be legal, but non-conforming under the Land Use Bylaw.

The intent of the new development design criteria is to provide for commercial development that achieves the desirable urban characteristics identified in this Riverlands Plan.

The application of the C1B District to new commercial development will lead to the gradual urbanization of the area, providing for the westward extension of the Downtown commercial core to the Red Deer River.



**RIVERLANDS AREA REDEVELOPMENT PLAN****MAP 9 PROPOSED ZONING****SCALE 1:5000****LEGEND**

<b>ZONE A2:</b>	<b>Environmental Preservation</b>
<b>ZONE C1B:</b>	<b>Commercial (Riverlands)</b>
<b>ZONE DC (RES):</b>	<b>Residential</b>
<b>ZONE DC (CIVIC):</b>	<b>Mixed Use Public/ Private development</b>
<b>ZONE P1:</b>	<b>Parks and Recreation</b>



**John Hull Architect  
and Urban Plans Inc**

**In Association With:  
Carlyle & Associates  
Grandview Consulting  
Infrastructure Systems Ltd**



## **RIVERLANDS AREA REDEVELOPMENT PLAN**

### **4.2.3 Civic, Parks and Open Space Area Zoning**

#### **River's Edge Open Space – A2 Environmental Preservation District**

**Policy # 37** The natural open space area at the river's edge on the western boundary of Riverlands will be zoned A2 Environmental Preservation in order to preserve the natural qualities of this portion of the Waskasoo Park trail system.

#### **Riverside Park/Civic/Cultural Area – Civic Direct Control District**

**Policy # 38** The Civic Direct Control District will provide for the development of public and quasi-public uses, passive and active open space areas and, civic/cultural uses, facilities and activities. This zoning will allow for the development of a major riverside park and public square area.

The Civic Direct Control District will also provide opportunity for mixed use developments that could incorporate, through public/private partnerships, residential and/or commercial uses constructed with the purpose of acquiring civic and cultural amenities and facilities.

#### **Miscellaneous Park Spaces – P1 Parks and Recreation District**

**Policy # 39** The linear landscaped open space buffer on the northern edge of Riverlands and a number of small open space areas in the vicinity of 45 Street will be zoned P1 Parks and Recreation.

### **4.2.4 Development Design Criteria**

**Policy # 40** Development design criteria will be applied to all development and redevelopment areas in Riverlands. It is through the application of these design criteria that a high quality urban environment, including the pedestrian environment, will be achieved. Design criteria will provide continuity between adjoining land uses.

The development design criteria is described in Chapter 6 of this Riverlands Community Plan.



**RIVERLANDS AREA REDEVELOPMENT PLAN**

---

**4.3 IMPLEMENTATION**

The Riverlands Community Plan shall be implemented in accordance with the objectives and policies as contained in Chapter 4. This chapter constitutes the official Riverlands Area Redevelopment Plan and is the only portion of the larger Riverlands Community Plan document adopted as a Statutory Plan under the Municipal Government Act. Notwithstanding that Section 5.1 Implementation Strategy is outside of the official Area Redevelopment Plan, this section is intended to identify and guide additional key initiatives to be undertaken by the City as part of the Riverlands redevelopment process.

Any amendments to the Riverlands Area Redevelopment Plan (Chapter 4) shall follow the process as outlined in the *Municipal Government Act* and the City's *Neighbourhood Planning and Design Guidelines and Standards*. Provided the intent of the Plan is maintained, minor adjustments to proposed land use and zoning boundaries and roadway locations may be made where necessary without amendments to this Plan.

The Riverlands Area Redevelopment Plan should undergo a comprehensive review and update every five years. This way, any changing or emerging land use and development issues can be given appropriate consideration, and the best interests of the Riverlands community can continue to be recognized in the future.



Item No. 2

**BYLAW NO. 3156/E - 2004**

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

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

Bylaw No. 3156/96 is hereby amended:

- 1 By deleting the wording of Section 10(3) and replacing it with the following new wording:

“10(3) The Development Authority may require that an application for a development permit be accompanied by survey plans of the site prepared by an Alberta Land Surveyor in the quantity specified by the Development Officer.”

- 2 By adding the following new Section 10.1 after Section 10:

**“10.1 Crime Prevention Through Environmental Design (“C.P.T.E.D.”)**

- (1) The City encourages the inclusion in site plans for commercial buildings, school buildings, recreational buildings, places of worship, residential buildings consisting of three or more storeys, and parkades of the following design elements that incorporate C.P.T.E.D. principles:
  - (a) “*natural surveillance*” - design the site and buildings thereon, including the use of lighting and the placing and selection of landscaping elements, to promote natural observation and maximize the opportunities for people to observe and be observed from adjacent spaces;
  - (b) “*access control*” - design the site and buildings thereon, including the placing and selection of landscaping elements, to physically or subtly create a perception of risk for potential offenders, clearly indicate public routes and discourage access to private areas and structural elements.
  - (c) “*territorial reinforcement*” - design landscaping elements, sidewalks, lighting, fencing and building features to clearly identify and distinguish between public and private spaces.”

- 3 Add new section 13(4) as follows:

“The Development Authority may include in development permits for buildings and land uses listed in section 10.1(1), conditions to ensure adherence to C.P.T.E.D. principles.”



READ A FIRST TIME IN OPEN COUNCIL this            day of            2004.

READ A SECOND TIME IN OPEN COUNCIL this            day of            2004.

READ A THIRD TIME IN OPEN COUNCIL this            day of            2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this            day of            2004.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK



Item No. 3

**BYLAW NO. 3156/T-2004**

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

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

Bylaw No. 3156/96 is hereby amended:

- 1 By substituting the following wording for the existing wording in Section 189 (10) Special Regulations in the R1N Residential (Narrow Lot) District:
  - “(10) Not more than 33% of the “net residential area” (i.e. the area of land designated for residential use within a Neighbourhood Area Structure Plan) shall be developed for narrow-lot housing. (R1N).

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      2004.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      2004.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      2004.

---

MAYOR

---

CITY CLERK



Item No. 4

**BYLAW NO. 3156/U-2004**

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

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

1. That "Use District Map I4" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 13/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      2004.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      2004.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      2004.

---

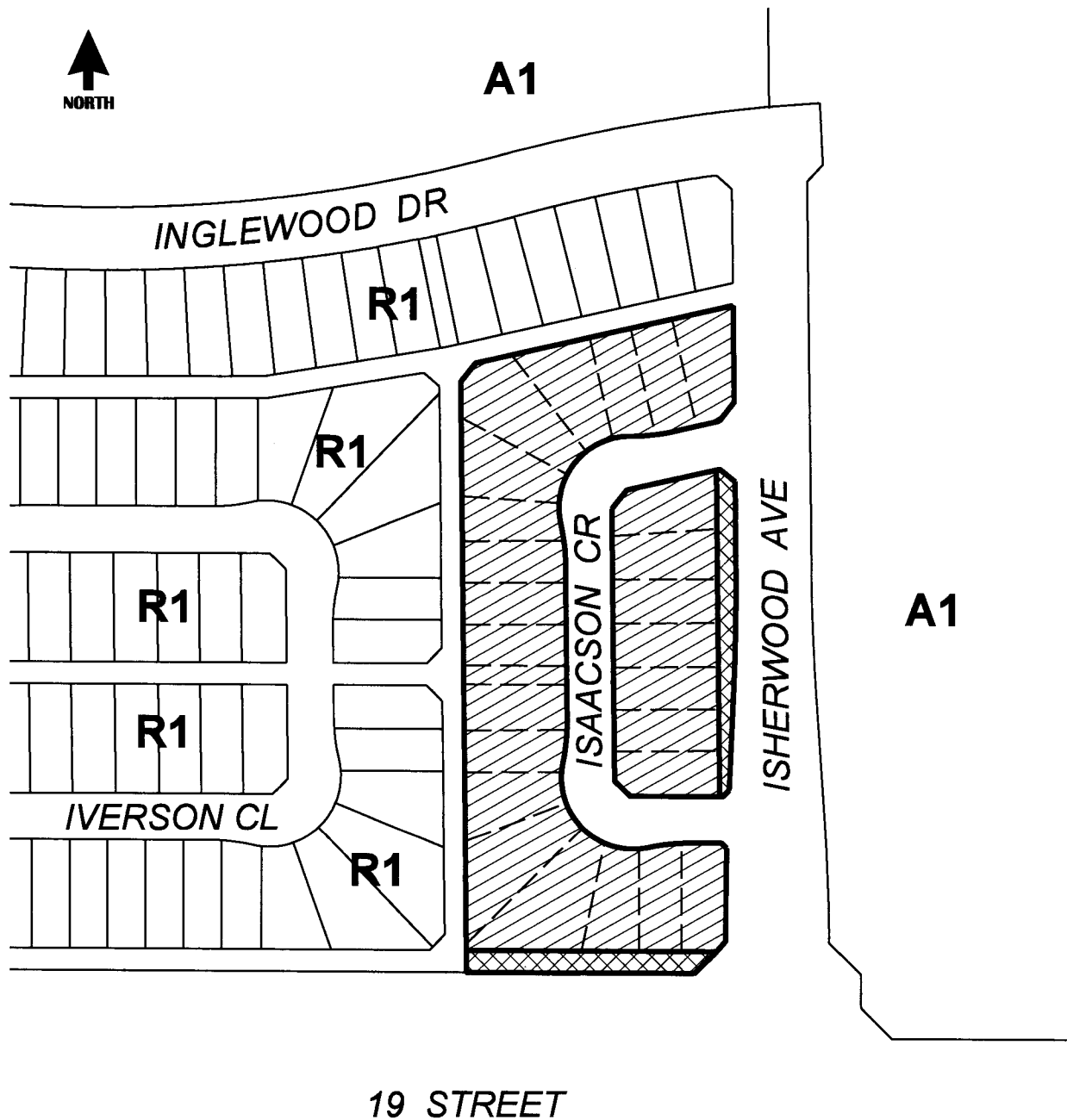
MAYOR

---

CITY CLERK



# The City of Red Deer *PROPOSED LAND USE BYLAW AMENDMENT*



## AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

P1 - Parks and Recreation

## Change from :

A1 to R1



A1 to P1



MAP No. 13 / 2004  
BYLAW No. 3156 / U - 2004





**COUNCIL MEETING OF JUNE 28<sup>TH</sup>, 2004**

**ATTACHMENT**

**DOCUMENT STATUS:        PUBLIC**

**REFERS TO:                CITY OF RED DEER  
TRANSIT/SPECIAL  
TRANSPORTATION STUDY  
25-YEAR STRATEGY  
EXECUTIVE SUMMARY**





The City of Red Deer

## TRANSIT/SPECIAL TRANSPORTATION STUDY 25-YEAR STRATEGY

---



DRAFT EXECUTIVE SUMMARY

JUNE 2004





## TABLE OF CONTENTS

<b>1. EXECUTIVE SUMMARY .....</b>	<b>1</b>
1.1 Introduction .....	1
1.2 Needs Assessment .....	1
1.2.1 Red Deer Transit .....	1
1.2.2 Citizen Action Bus.....	3
1.3 Transit Policies and Strategies .....	8
1.3.1 Policy Framework.....	8
1.3.2 Short Term Service Strategies.....	9
1.3.3 Long Term Service Strategies .....	10
1.4 Special Transportation Service Policies, Strategies and Plans.....	11
1.4.1 Mobility Vision – A Way Forward .....	11
1.4.2 Short-Term Strategies.....	12
1.5 Resource Plans .....	15
1.5.1 Infrastructure Plan .....	15
1.5.2 Management And Staffing Plan .....	16
1.5.3 Marketing Plan .....	17
1.6 Financial Plans .....	18
1.6.1 Conventional Transit .....	18
1.6.2 Specialized Transit.....	19
1.7 Implementation Plan .....	22

## APPENDIX A: TRANSIT 2004, 2005 SERVICE PLANS AND LONG TERM SERVICE STRATEGIES

### LIST OF EXHIBITS

Exhibit 1.1: Citizen Action Bus Statistical Profile .....	4
Exhibit 1.2: Transportation Disabled Population by Functional Disability.....	5
Exhibit 1.6.1: Red Deer Transit Financial Plan .....	20
Exhibit 1.6.2: Specialized Transit Financial Plan .....	21



## 1. EXECUTIVE SUMMARY

### 1.1 Introduction

The Red Deer Transit/Special Transportation Study was initiated in June 2003 to advise Council and staff on future directions for the City's transit and special transportation services. The goal is to identify the most effective and efficient way of delivering public transportation services as population reaches the 78,000 level over the next 5-years, and a framework for expanding public transportation services in the future as the City reaches the 85,000 and 115,000 population plateaus over the next 10 to 25-years.

The study involved a comprehensive review and assessment of needs, the identification of strategies for the meeting the needs over the next 25-years, and the development of short-term plans for the services, infrastructure, resources and budgets of the transit systems. The study included an extensive public outreach program involving customer surveys, citizen open houses, and stakeholder consultation to determine what users and non-users liked and disliked about the transit systems and what the City should be doing to improve the systems as the city grows in the future.

### 1.2 Needs Assessment

The needs of Red Deer Transit and Citizen Action Bus were identified through market research, critical evaluation of services, peer review of best practices and performance, and the findings of the public outreach program. Key issues arising from this program are listed in Appendix A.

#### 1.2.1 RED DEER TRANSIT

- **Market Needs** - transit's main markets are students, seniors, and adults with no or limited access to autos or other modes
  - Student market, 65% of transit ridership, is well served by the transit system, although it is not growing and its use of transit could remain at the present level for some time
  - Seniors market, 9% of transit ridership, is growing and is expected to triple in size by 2030; its use of transit is declining as more seniors are driving or switching to Action Bus. Need to make transit more accessible to stop the switch to the more expensive Action Bus
  - Adult market, 26% of transit ridership, is growing because of aging; its use of transit is increasing although its use of transit for work trips is low by industry standards. For future ridership growth and to lessen the public's increasing dependency on the automobile, the transit system must be improved for this market including better service to the City's industrial and major employment areas
- **Service Needs** - transit services are primarily focussed on the needs of the student market and are the main reason for the transit system's past performance in terms of the growth in ridership and market penetration. Because of the static nature of the student market, ridership will likely level off and possibly decline in the future if the



following weaknesses are not corrected; there is a strong and growing non-student demand for transit improvements in these areas

- Lack of direct service between east and southwest Red Deer in the 32St corridor
  - Lack of through fast service in the Gaetz north and south corridors
  - Discontinuous service in the Ross, 32St and 30Av corridors
  - Circuitous routings, excessive travel times in north and east Red Deer
  - No service to several growing residential areas with a total current population of almost 7,000; South Anders and South Lancaster in the east, Inglewood in the south, West Park Extension in the west, Johnstone Park and North Kentwood in the north
  - No service to the Riverside and Northlands industrial areas in the north and Westerner Park in the south
- **Fare Needs** – the transit fare structure is based on a basic \$1.85 adult cash fare, reduced rates for tickets and monthly passes, and deep discounts for students, seniors and children. Some stakeholders indicated that the fares rates were too low (Social Services Agencies not Transit should be subsidizing disadvantaged users). Most transit systems are charging at least \$2.00 cash and do not have the deep discounts offered by Transit.
  - **Infrastructure Needs** - The Transit Operations and Maintenance Facilities have reached capacity and will need to be expanded or relocated in the near future to accommodate the growth in buses and staff. The City Centre Terminal can handle the growth of the transit system for at least the next ten years, although the terminal needs to be made more user-friendly in terms of kiosks and protected shelters.
  - **Resource Needs** - Red Deer Transit has an experienced and knowledgeable staff with a strong commitment to customer service. Staff is well managed, works well together, has good morale, and is positive in its relationships with Council. The main weaknesses are:
    - Shortage of staff in the organization is causing shortfalls in administrative support, training, scheduling and run cutting, planning and marketing, internal communications. Modern transit technologies are needed.
    - Shortage of buses is causing runs to be cancelled because Public Works does not have enough buses available for the service. Three more buses are needed for the current services.
    - Dial-a-bus dispatchers spend a disproportionate amount of time on this function. Considering the performance of the dial-a-bus services and the high cost of administering the services, the dial-a-bus services may need to be replaced with expanded fixed route services. This will enable the dial-a-bus dispatchers to return to their previous jobs of driving buses.



### 1.2.2 CITIZEN ACTION BUS

The Citizens Action Bus (CAB) provides (specialized) door-to-door public transportation for Red Deer's elderly and disability communities. The Board of Directors of a local non-profit organization, the Red Deer Action Group for the Physically Disabled, administers the Citizens Action Bus under contract to the City.

The delivery of specialized public transport such as that provided by the Citizens Action Bus creates strategic planning challenges and financial pressures which are unprecedented. The issue before the City of Red Deer is to develop a plan to deliver public transit services to older adults and people with a disability that satisfies community requirements and expectations in a cost-effective manner. The demand for Action Bus specialized transit services are expected to increase by close to 11% over the next 5 years and increase by approximately 130% by 2030. This increase can be attributed to a number of factors including an aging population; changes in the delivery of health services (e.g. centralization of programs); and the increase in the amount of long term care facilities and programs within the Region.

The objective for the City includes the development of an effective strategy to accommodate growth in the demand for specialized transit services and to address this challenge through an increasingly close relationship between the conventional and specialized transit systems.

The Citizens Action Bus provides tremendous benefits to Red Deer's older adult and disability communities, but because of increasing demands and high costs, it is important that the service be provided with maximum efficiency. Improving cost efficiencies required review of current processes, and implementation of other creative and innovative solutions to best respond to emerging specialized transit needs over both the next five years and longer term.

The development of a strategic approach to manage and deliver public transportation services for older adults and the disability community, needs to consider:

- Different functional disabilities;
- What efficiencies may be gained through both the standardization and enhancements to administrative and operating processes including eligibility and certification?
- What opportunities exist to better coordinate, through a community collaborative effort, the operation and funding of transportation services for persons with a disability?
- The extent that accessible conventional transit may meet the mobility needs of older adults and persons with a disability; and
- Incentives, policies and practices to address demand / mobility management opportunities.

Exhibit 1.1 provides a statistical synopsis of CAB services, profiling key trip and budget information for 2003 and 2004 (budgeted).



**Exhibit 1.1: Citizen Action Bus Statistical Profile**

	2003	2004
# of Registrants	1,450	-
Trips *	48,565	52,461
Trips / Capita **	.49	.53
Total Budget	\$694,626	\$764,620
Net Expenditure	\$536,726	\$589,620
Net Cost / Trip	\$11.05	\$11.24
Net Cost / Capita	\$7.38	\$7.95
* Includes approx. 12,600 school trips		
** National average trips/capita .44 (based on systems under 200,000 population)		

2003	Total	Action Bus	Taxi Contract
Budget	\$694,626	\$668,126	\$26,500
Cost/Trip	\$14.40	\$14.92	\$7.01
# of Trips	48,565	44,786 (92%)	3,779 (8%)

**DEMOGRAPHICS AND TRAVEL DEMAND**

Changing demographics (i.e., aging population), growth in population through migration, and changes in settlement patterns certainly affect the demand for transit, whether it be conventional or specialized transit services. These changes are, however, usually anticipated and, as such, are included in the population and demand projections from 2003 to 2031. There are however, issues that are not as easy to project, and are almost impossible to include in a transportation demand model. These issues are usually more socio/political in nature and affect the need and use of many kinds of transportation services. They include, but are not limited to:

- Trends towards community-based living;
- Expansion of adult day programs;
- Health care restructuring;
- Social policy framework; and
- Changes to service standards and other operational policies.

This section provides baseline data on the transportation-disabled community in Red Deer, and their existing and potential future use of transportation systems and services. The baseline data year is 2003 with projections for the years 2008 and 2030.

Exhibit 1.2 provides a profile of the transportation disability population by functional disability for each of 2003, 2008 and 2031.



**Exhibit 1.2: Transportation Disabled Population by Functional Disability**

Year	Population	Transportation disabled by functional disability (# of people)				TOTAL
		mobility/ agility (2.8%)	cognitive / mental (1.1%)	visual (.28%)	other (.76%)	
2003	72,700	2,035	800	200	550	3,585
2008	80,700	2,260	890	225	610	3,985
2031	117,000 (+60%)*	(4.0%) 4,680	(1.6%) 1,870	(.4%) 470	(1.1%) 1,290	8,310 (+132%)*
		source: derived from Transport Access Database				
		* % increase: 2003 to 2031				

**GOVERNANCE / ADMINISTRATION**

The difficulties encountered in providing cost-efficient and effective specialized or paratransit services such as CAB are causing transit agencies throughout North America to review their arrangements for service provision. A review of industry practices suggests that:

- Financial pressures have historically encouraged many transit agencies to seek an expanded role for the private sector in paratransit provision.
- Rising demand has increased the use of multiple private operators, while there is a decreased use of nonprofit providers in the industry.
- The use of coordinated paratransit service delivery programs appears to be primarily limited to smaller transit agencies.
- Notwithstanding the fact that many municipalities contract all or a portion of their paratransit services to the private sector, there is a *growing tendency* to bring some of the program responsibilities in-house.

This latter point appears to be a result of the recognition that in order to best address issues of accountability and to foster a more integrated approach between accessible conventional and paratransit services, core program responsibilities have been brought in-house. Such responsibilities include eligibility and certification /client registration / database management, reservations, scheduling, and dispatch (or trip management). Further, there is a growing tendency for municipal transit operations to assume operation of core services, namely wheelchair accessible van or bus services and contract out supplemental services such as sedan, taxi or accessible taxi services.

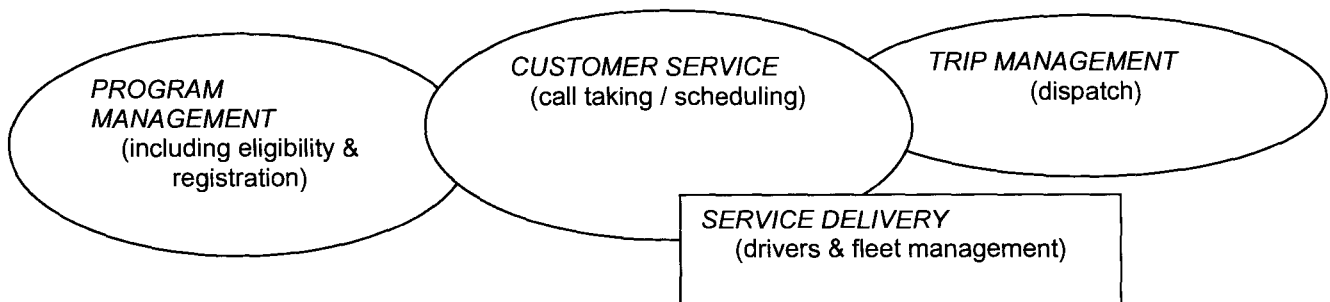


Cost and accountability are the major factors driving decisions about specialized or paratransit service delivery methods. The other major determinants are responsiveness (equipment availability, ability to respond rapidly), experience with paratransit service delivery, and control over service delivery, quality and usage. Larger agencies are typically more concerned about eliminating labour union conflict. As a result, agencies are handling their own reservation and scheduling to control demand and have implemented performance standards, incentives, penalties, and increased numbers of transit monitoring practices to control quality.

Transit agencies are continuing to evolve their methodology for providing paratransit services. There is a growing tendency for municipal transit operations to assume operation of core services, namely wheelchair accessible van or bus services and contract out supplemental services such as sedan, taxi or accessible taxi services. Cost and accountability are the major factors driving decisions about paratransit service delivery methods.

City of Red Deer officials are being challenged by fiscal pressures, by technological change, and by changing constituency and stakeholder expectations, to seek new approaches to the design, organization and delivery of mandated CAB / specialized transit services. Managing these complex, and often conflicting requirements has led to a wide-ranging examination of options for alternative approaches to service delivery beyond the status quo.

Alternate approaches have been identified in terms of who or what organization is best suited to assume responsibility for all or some of the following four functional areas:



In terms of the options as to who or what organization is best suited to assume responsibility for all or some of the four functional areas illustrated above, the options are:

#### OPTIONS:

- A) In-House by CITY: The City, through RDT assuming responsibility for the Customer Service, Trip Management and Service Delivery functions as well as their current responsibility for Program Management.
- B) In-House by CITY (+ supplemental taxi): This is the same as (A) above but with the addition of using contracted taxis.
- C) HYBRID: The City, through RDT assuming responsibility for the Customer Service and Trip Management functions as well as their current responsibility for Program Management. Service Delivery would remain with Action Bus and their taxi contractor.
- D) STATUS QUO: Action Bus is responsible for Program Management, Customer Service, Trip Management and Service Delivery functions. Action Bus has an arrangement for supplemental taxi service.



## MOBILITY MANAGEMENT

There exists opportunity to both (a) better assist and influence travel behaviour and mode choice amongst Red Deer's older adults and disability community, and (b) maximize the use of community-based resources. There is a need to develop partnerships with social service agencies, the medical community and others in order to address the continuity of access to programs and services.

Mobility Manager has been defined as a mechanism for achieving the integration and coordination of transportation services offered by multiple providers -- public, private for-profit, private non-profit and volunteer -- involving a variety of travel modes and multiple sources of funding. Mobility Manager's function resembles that of a travel agency and a financial clearinghouse. The mobility management approach first addresses consumer access concerns with resulting mobility enhancement strategies that include a centralized system for efficient use of a communities transportation providers. Further, this approach will encourage resource pooling and partnering.

The City has an opportunity to embrace the concept of mobility management in order to bring a more holistic perspective to transportation service delivery throughout the City and to formalize contacts with community based agencies and organizations to ascertain specific outstanding transportation needs which could be addressed within the City's Action Bus administrative framework. Initial contact was made with a number of pertinent agencies and organizations as well as the medical/health care community, as a result of the Focus Group sessions held in the Fall 2003.

It is important to recognize that assuming mobility management functions is an evolutionary process requiring the building of relationships with potential community transportation partners. While a menu of opportunities exists in terms of potential responsibilities that may be assumed by a mobility manager, near term strategies include:

- Provide fixed-route trip planning information to Action Bus registrants. This would include providing information about the using fixed-route transit services as an alternative to their Action Bus trip request. Providing such information is contingent on having detailed client information about ones ability to use fixed-route services and ensure that such services are available in close proximity to requested trip origin and destination.
- Centralized information dissemination and referral service. This activity has a two-fold requirement:
  - Convene a discussion group comprised of existing transportation resources, together with agencies and organizations whose client populations require transportation. The intent of such a meeting is to (a) build on the momentum established at the Fall 2003 meetings and (b) gauge interest in the sharing of resources.
  - Build on existing resource data and develop a database of transportation needs and resources. This database may be used by RDT staff to advise Action Bus customers of other transportation resources available in the City.
- Brokering of services. Based on outcomes of further discussions with other local transportation resources and agencies, other opportunities of transportation coordination and collaboration may be explored.



## 1.3 Transit Policies and Strategies

This section reviews policies, strategies and plans for meeting the needs of the Red Deer Transit services.

### 1.3.1 POLICY FRAMEWORK

To meet the needs, a policy framework needs to be established that can encourage a more balanced cost-effective approach to the delivery of transit services in Red Deer, by gradually expanding the transit program over the short and long terms to attract more non-student riders to the transit system and lessen the public's dependency on the automobile. The attainment of this strategy will require a new vision, goals and objectives for the transit system.

- **Vision For Transit** - while Red Deer is experiencing population and employment growth rates that are amongst the highest in Alberta, Transit has been concentrating primarily on serving young people under 25 who are "captive" to the transit system and are a relatively static market (because of the aging population). In the future, Transit will need to place more emphasis on providing the right kind of services for the non-captive "general markets" in Red Deer, if it wants to serve the growing population and employment cost-effectively, and have ridership continue its upward trend. The long-term vision for the transit system is one that emphasizes quality of life, sustainability and economic development:
  - *Quality of Life:* Transit needs to provide mobility options for all residents to ensure access to work, education, health care, shopping, social and recreational opportunities
  - *Sustainable:* Transit needs to be a cost effective alternative to the automobile for environmental reasons, affordable for the community, fiscally responsible to the taxpayers
  - *Economic Development:* Transit needs to position itself as the "economic engine" for community growth and prosperity, with services and costs reflective of the City's economic development initiatives and consistent with the growth in its residential and commercial sectors.

To achieve this long-term vision for transit, the following mission, goals, objectives, and service standards are recommended. . To meet the needs, a policy framework needs to be established that can encourage a more balanced cost-effective approach to the delivery of transit services in Red Deer, by gradually expanding the transit program over the short and long terms to attract more non-student riders to the transit system and lessen the public's dependency on the automobile. A proposed policy framework is outlined in Chapter 2 including vision, mission statement, goals and objectives, and service standards for the transit system.

- **Mission Statement** - to provide cost-effective, safe and affordable public transit services using clean and environmentally friendly equipment that enables all residents to access work, education, health care, shopping, social and recreational opportunities in Red Deer, and to connect with outside transportation systems so that region residents can also access these opportunities.



- **Goal and Objectives** - to realize the mission, 5-year goals and objectives have been established, which will position Red Deer Transit as a significant contributor to the City's vision of quality of life and sustainable development.
  1. *Service Levels and Ridership* - increase annual vehicle service hours from 72,000 to 100,000 by 2008; increase annual revenue passengers from 1.7 million to 2.2 million by 2008.
  2. *Service Quality and Customer Satisfaction* - have buses operate on-time 95% of the time; buses should never operate ahead of schedule or be more than 3 minutes behind schedule at identified time points. Supply enough buses and operators so that there are no cancelled runs and maintain the buses so that on-road service interruptions due to vehicle breakdowns do not exceed a maximum of 20 per 100,000 vehicle kilometres. Improving the appeal, cleanliness and accessibility of the transit system, including the on-street facilities, the buses and their exteriors and interiors, and the information that is provided customers.
  3. *System Financial Policy* - attain an overall cost recovery, inclusive of capital cost, of 40% over the short-term 2004-2008 period; the budgeted 2004 cost recovery rate is 38%. Freeze the municipal subsidy or tax burden at a net operating cost per capita of \$60.00; the budgeted 2004 subsidy rate is \$49.
  4. *Fare Policy* - adjust the fare structure and rates to increase the average fare by 5 cents a ride each year over the 2004-2008 period. Use fare media that can encourage the greater use of transit (i.e. College tuition passes, corporate passes). To achieve the 40% system financial policy, the average fares will need to grow from \$1.28 in 2004 to \$1.46 by 2008. The increase should be consistent with inflation and the significant improvements made to the transit system

Within this policy framework, Red Deer Transit can expand and change its services so that it can accommodate the growth and development of the City cost-effectively over the next 25-years. The following strategies are suggested.

### 1.3.2 SHORT TERM SERVICE STRATEGIES

Short term service strategies concentrate on improving the basic structure of the transit routes in the City so that the goals and objectives can be achieved in the short term by at least 2008. The Short Term Service Strategies would be implemented starting in 2004 and would include:

- **Improved Grid System** – replacing most of the one-way loops in the transit routes with two-way service in Clearview, Rosedale, Deer Park and Kentwood. Providing straight-line through services in the major corridors; 32 St., Ross, Gaetz and Taylor corridors.
- **Improved Services to Major Activity Centres** – more direct access from all areas to the major activity centres outside the downtown; Bower Mall/Southpoint, Red Deer College, Collicutt Centre, Village Mall/Red Deer Centre.
- **Service to Industrial Areas** - improved service to Edgar industrial area, new services to Riverside and Northlands industrial areas, Westerner Park, where there are over 2,000 employees not served by transit
- **Service to Growing Residential Areas** - new and extended services into Kentwood North, Johnstone Park, West Park Extension, Inglewood, Aspen Ridge, East Deer Park where there are a total of almost 7,000 people not served by transit.



- **Fixed Routes in Evenings and Weekends** – dropping the dial-a-bus services and replacing with fixed route evening, Saturday morning and Sunday services; some east-end routes would be different from the weekday daytime routes because of the limited demand
- **Improved Span of Service** – standardizing the spans of service by starting the bus routes earlier (6:00am) and operating the routes to 11:00pm Monday-Saturday.

A Service Plan for the implementation of these strategies in 2004 and 2005 is outlined in Chapter 4. Suggested routes and schedules for the Service Plan are shown in the Appendix of this Executive Summary.

### 1.3.3 LONG TERM SERVICE STRATEGIES

Long term service strategies concentrate on accommodating Red Deer's growth as it approaches the 86,000 population level by 2015, and the 115,000 population level by 2030. The Long Term Service Strategies would be implemented after 2008 and would include:

#### By 2015

- **Further Extension of Services to Growing Areas** – extending the transit services to areas that will be developed and can support transit after 2008; the expanding areas of Johnstone Park and Oriole Park West, and the proposed new developments in East Inglewood, Michener Lands in 55St corridor, the areas to be annexed in North Rosedale and the 30Av corridor. These will likely require 3 new transit routes; one in the 30 Av corridor terminating at the Village Mall, one in the Johnstone/Kerrywood corridors and one serving the annexed areas in North Rosedale.
- **Cross-Boundary Services** – providing a regional transit service into Gasoline Alley and possibly the Penhold area south of Red Deer where almost 7% of the population will work by 2015. The route would operate out of a Bower Mall terminal and would be provided at full cost recovery by the City.
- **Consistent Fixed Routes** – providing the same fixed routes on weekdays, evenings, weekends
- **Later Service** – providing service to midnight Monday-Saturday, and to 10:00 pm on Sundays and holidays on all routes.

#### By 2030

- **Improved Corridor Services** – providing spine routes in the major corridors using a ring-route structure. A first ring-route would be provided in the Gaetz South/19St/30Av/67 St.corridors. A second ring-route would be provided in the Gaetz North/77St/Johnstone Drive/ Kerrywood.corridors.
- **15-Minute Terminal Meeting Times** – half the routes would be timed to meet at City Centre Terminal on the hour and half hour, and half the routes would be timed to meet at the terminal at quarter to and quarter after the hour as now.
- **Higher Frequency Services** – as the City approaches the 115,000 population level, the strategy is to give the Gaetz corridor, the College, Hospital and Collicutt Centre 15-minute frequency service from the north, east and southwest quadrants of the City



- **Downtown Shuttle Services** – with the 15-minute terminal meeting times, buses can be made available to shuttle passengers to and from downtown attractions every 15 minutes. The downtown shuttle would circulate the downtown serving the Hospital, Golden Circle and the Arena and Recreation Center south of the terminal, and the businesses on Ross and the schools north of the terminal.
- **Higher Order Spine Services** – improving the road and traffic conditions in the Gaetz/49 Av. corridor so that the Gaetz spine routes can be turned into high frequency bus rapid transit services on Gaetz Avenue between 19St and 77St in the future.

The expected route structure of the long-term service strategies is shown in the Appendix of this Executive Summary.

## 1.4 Special Transportation Service Policies, Strategies and Plans

The following section presents a series of service policies, strategies and plans designed to:

- Preserve the integrity of the City's specialized transportation services (CAB) for those persons with a disability who are unable to use accessible conventional transit;
- Recognize the investments made by the City in accessible conventional transit and accompanying infrastructure and maximize the use of accessible conventional buses; and
- Provide flexible mobility options with a cost-effective mix of accessible shared-ride public transportation services.

### 1.4.1 MOBILITY VISION – A WAY FORWARD

At the February 11, 2004 Workshop with City Council the following three key attributes of a vision were articulated:

#### Quality of Life

- Provide mobility options for all residents
- Ensure access to work, education, health care, shopping, social and recreational opportunities

#### Sustainable

- Provide cost effective and affordable transportation options for the community
- Ensure transportation options are fiscally responsible to taxpayers in the City of Red Deer
- Reflect environmental and traffic congestion considerations (transit as an attractive alternative to the private automobile)

#### Economic Development

- Position transit as the “economic engine” for community growth and prosperity
- Ensure access to industrial/work sites
- Reflect Regional development
- Address the daily living requirements of older adults and the disability community

Council's vision was subsequently translated into the following guiding principles provide the foundation for the recommended specialized transit service plan strategies:

- Universal access including an accessible infrastructure;



- Flexible mobility options with a cost-effective mix of accessible shared-ride, public transportation services; and
- Maximize the utility and investment in accessible conventional transit (mobility management strategies) to encourage a shift from specialized to conventional public transit.

These guiding principles recognize the requirement for an accessible infrastructure including a commitment to the future procurement of accessible, low-floor transit buses.

As a transit provider, RDT can facilitate a more integrated approach between accessible conventional transit services and specialized (Citizens Action Bus) transit services. RDT can build on current initiatives and further foster a user friendly, accessible conventional service that actually (voluntarily) attracts older adults and riders with a disability away from specialized transit services. RDT's accessible public transit system provides a higher degree of trip making flexibility and facilitates greater travel spontaneity and independence. A truly accessible transit system can become the preferred choice for many people with a disability.

In order to fully implement an effective near-term service plan as well as a twenty-five year strategic direction, RDT must develop a corporate and community culture that recognizes and supports the strategic, social and economic benefits of a Mobility Plan. This culture must be fully accepted and supported by the City, RDT management and frontline staff. The longer-term vision is to move towards the concept of universal access to conventional public transit services.

#### 1.4.2 SHORT-TERM STRATEGIES

**Integration with Conventional Transit:** In spite of the growth in demand, Action Bus services will not need to be expanded appreciably if more is done to ensure that persons with disabilities use RDT conventional services whenever possible. Presently, the two systems are relatively independent since, to date, there have not been sufficient fully accessible routes to make close integration practical. However, over the next number of years, with the conversion of the regular transit fleet to fully accessible units, there will be growing opportunities to use conventional bus services to meet some of the needs of many Action Bus customers.

- *The City shall pursue universal accessibility in terms of fleet acquisitions and on-street infrastructure.*

**Partnership with Agencies:** The structure of Action Bus services is changing due to shifts in provincial policy and funding scenarios for several agencies and organizations in the City. There is a need to develop partnerships with social service agencies, the Michener Center, the medical community and others in order to address the continuity of access to programs and services.

CAB is by definition, shared-ride, public transit for those unable to use accessible conventional transit services. It is important to preserve the integrity of specialized transit services for those individuals who have little or no alternate modes of travel. Typically, agency program requirements entail the transport of individuals who may not otherwise be eligible for Action Bus services. This may include persons with cognitive disabilities or mental illness. Building on the partnership concept or collaborative approach to mobility management, opportunity exists for RDT management to assume responsibility for the facilitation of agency or program specific transportation.

- *Embrace the concept of mobility management in order to bring a more holistic perspective to transportation service delivery;*
- *Offer charter type services tailored to meet specific travel needs and requirements; and*



- *Provide service on a cost recovery basis for programs related specifically to customer group/agency service.*

**Eligibility and Certification:** CAB service is public transportation for those persons unable to use the conventional transit system. It is important to recognize however, that determining and managing the demand for transport is done sensitively as there are many customers who have good and bad days regarding their disabilities. It is also important to ensure that customers using Action Bus can act independently when arriving at their destination.

The provision of an accessible infrastructure including streetscape, services and vehicles will assist persons with a disability to access conventional public transit. Providing system wide accessible infrastructure will maximize the use of conventional transit services.

Currently, Action Bus registrants typically do not complete an application form. Based on self-declaration in a telephone call, eligibility is granted. On an exception basis, applicants may be requested to have a medical practitioner validate the applicant's need for specialized transportation. Opportunities exist to introduce a "formal" eligibility application form. Further, this form would reflect more of a functional model rather than the current strictly physical disability model.

It is important to recognize the transport needs of persons with a cognitive disability or mental illness where functional limitations may be less straightforward to assess. The proposed application form drafted as part of this project, reflects the requirements of those with a functional limitation. While possibly eligible for Action Bus service, there exist a multitude of opportunities to address some of the transportation requirements of this market segment through alternate modes and strategies including those discussed under demand management and agency partnering arrangements.

- *CAB eligibility will be based on a functional model– reflecting how a person's functional disability may affect their ability to use conventional transit services.*
- *Adopt the proposed application form that addresses applicant's functional limitations.*
- *Assess the proposed application form using a points based system which will reflect different weights attached to each question/applicants response. The weights will be designed to reflect the fact that some answers are more relevant than others in determining the impact on the applicants' ability to use accessible conventional transit services (some or all of the time). The points based scoring system shall be developed in concert with the TAB.*
- *Existing registrants will be "grandfathered" or deemed eligible for Action Bus transit services. However, existing registrants will be requested to complete the revised application form in order that the Social Planning Department, through RDT may develop and maintain a comprehensive and updated client database.*

**Specialized Transit (CAB) Governance, Operations and Service Delivery Strategies:** The following presents a number of recommended strategies to address the operation and service delivery of the City's specialized transit services (Action Bus).

- *RDT will assume responsibility eligibility and certification as well as all trip booking and scheduling through a centralized call taking center.*
- *Near term service expansion will be addressed through the expanded use of supplemental (accessible and sedan) taxi services, (requiring on-going dialogue with local taxi industry and City by-law officials).*



- *Future service planning will incorporate the use of Action Bus vehicles in a dual-purpose mode providing public transit for both the general public and the elderly and disability communities at select times of day and days of week and in select areas. Reflecting the service standards addressed in the fixed-route report, the joint use of vehicles will typically be deployed for evening, weekend and in low dense areas of service.*
- *Fare Policy: Maintain the \$3.00 cash fare. Introduce a reduced fare of \$2.25 per one-way trip for those who establish an account and pre-pay their Action Bus trips. Accounts will be debited at time of making trip booking.*

**Ancillary Demand Management Strategies:** To encourage CAB registrants to use accessible fixed route transit services.

- Free Fare Policy – In order to encourage CAB registrants to voluntarily use conventional transit (possibly for some of their trips, some of the time), the City shall provide for the free use of accessible conventional transit services for a select experimental group of Action Bus registrants for a six-month pilot period. It is important that the administration develop an evaluation framework in order to gauge the effectiveness of this initiative.
- Driver Training – Concern regarding the lack of driver training specific to the taxi industry was mentioned repeatedly during the series of stakeholder consultations.
  - The City incorporate mandatory driver training and disability sensitivity training in CAB operating contracts.
  - Conventional transit driver training incorporate disability sensitivity training in addition to mobility aid securement and handling.

### Technology Plan

In assuming CAB responsibilities, RDT requires a computer reservations, dispatch and “real-time” scheduling, hardware and software system. Such a system should have the capability to be integrated with on-board mobile data terminals (MDT’s) and a global positioning system (GPS), which may be added at some future date. The system must be able to identify customers (customer information database), accept trip requests, take reservations and schedule and support dispatch of trips. Included in an appendix of the final report is a draft functional specification for the procurement of a client data, scheduling and dispatching software package.

- *The City shall procure specialized transit scheduling, dispatch and data management software.*



## 1.5 Resource Plans

Changes will need to be made to the City infrastructure, staffing, and marketing so that Red Deer Transit can implement the short term service plan and position itself to address the long term strategies when the City reaches the 86,000 and 115,000 population horizons over the next 25 years.

Similarly, with the recommendation of Red Deer Transit assuming primary responsibility for program management, customer service and trip management of CAB specialized transit, additional city staff resources (additional administrative burden) will be required.

### 1.5.1 INFRASTRUCTURE PLAN

The expected impact of the Service Plan on resources and costs are summarized in Exhibit 1.6.1. The exhibit shows multi-year projections for the bus fleet, staff resources, service levels, ridership, revenues and operating costs for the Short Term (2004-2008) and Long Term (2015, 2030)

- **Bus Fleet Requirements** – 36 to 56 buses over the 25 year period; 6 more for growth by 2008, 7 more for growth by 2015, 7 more for growth by 2030. All new buses should be low floor buses.
- **Garage Facility Requirements** – the transit garage is at capacity and will need to be expanded or a new facility built over the next five years. If a new facility is to be built, the facility should be designed for 56 buses, 10 maintenance and servicing staff, 15 administrative staff, and 102 operators for the conventional transit services .
- **City Centre Terminal Requirements**– the City Centre Terminal has the capacity to accommodate 15 buses at one time, which will be adequate for the expected 25-year growth of the transit system, if route schedules are offset to have buses in the terminal every 15-minutes by 2030. .
- **Mall Facility Requirements** – a mini-transit terminal is required at the Village Mall and possibly at the Bower Mall to accommodate 5 connecting buses in the future by 2015. .
- **Bus Stop and Shelter Requirements** – the Service Plan will require the installation of about 120 new transit zones for bus stops, and the installation of 30 new shelters at existing stops. By 2015, 60 new shelters will be required. All transit zones should be accessible (198 are currently accessible), and some zones need to be better located because of traffic and other conflicts. Consideration should be given to designing and installing bus stop signs that show route, schedule and customer information.
- **Road and Traffic Requirements** – it is essential that the road and traffic conditions on Gaetz and 49 Avenues be improved for buses. Gaetz/49 Av. is the main transit corridor in Red Deer with 4 buses an hour currently operating in the corridor; by 2030, up to 8 buses an hour will operate in the corridor. The congested conditions in the corridor north and south of the downtown, the one-way road structure in the central area, the timing of the traffic signals, and conflicts with turning vehicles affect bus running times and passengers. Transfer connections cannot be made at the important 32 St and Gaetz intersection because of traffic conflicts. Access to the Hospital for northbound bus users is prevented by the road structure in the Gaetz South corridor. Access and egress from the City Terminal is circuitous and time consuming because of the one-way road structure in the central area. The long term plan is to have higher order



transit services in the Gaetz corridor that can eventually be upgraded to bus rapid transit. This will require relatively low-cost changes to the road and traffic signals for

- faster speeds with the ability for buses to avoid traffic congestion and back-ups (possibly by using the collector roads in the corridor)
- priority for buses at the traffic signals
- conveniently located bus stops, free of traffic conflicts, for reliable timed-transfer connections at the main cross streets in the corridor
- two-way service for buses on 49 Av. to give direct in and out access at the City Centre Terminal.
- direct access to the Hospital for Gaetz buses from the northbound and southbound directions of travel.

The objective is to create the conditions for high frequency bus rapid transit services on Gaetz Avenue between 19 St. and 76St in the future.

## 1.5.2 MANAGEMENT AND STAFFING PLAN

The expected impact of the Service Plan on resources and costs are summarized in Exhibit 1.6.1. The exhibit shows multi-year projections for the bus fleet, staff resources, service levels, ridership, revenues and operating costs for the Short Term (2004-2008) and Long Term (2015, 2030)

- **Short Term Staff Resources** – Transit and Public Works will need to add 17 staff if the Short Term Service Plans are implemented:
  - *Transportation* - 20 additional operators will be required for the Short Term Service Plan. As the dial-a-bus services are to be dropped, the dial-a-bus dispatchers can return to their operator duties. By 2008, it is expected that RDT will require a transportation staff of 75 including 67 operators, 3 dispatchers and 5 on-road supervisors.
  - *Maintenance and Servicing* – an additional Public Works maintenance employee will be required for the Short Term Service Plan (for a total of 4 dedicated to the transit fleet). 3 RDT personnel will be required for servicing the buses (the same as now). By 2008, it is expected that 7 staff will be required for the Maintenance and Servicing function including 4 Public Works mechanics and 3 RDT servicing personnel.
  - *Administration* - an additional staff member will be required to administer the service for the Short Term Service Plan for a total of 5 staff in administration.
- **Long Term Staff Resources** – Transit will need to add about 41 staff if the Long Term Strategy Plans are implemented:
  - *Transportation* - up to 35 additional operators will be required for the Long Term Strategies. Three additional inspectors will be required to supervise the service.
  - *Maintenance* – up to 2 additional maintenance and servicing employees will be required for the Long Term Strategies
  - *Administration* – an additional staff member will be required to market the service for the Long Term Strategies for a total of 6 staff in administration.



- **Management Systems** – modern transit technologies are required to strengthen the transit organization and reduce the workloads on the dispatchers and supervisors; a computerized scheduling and dispatch system to reduce the paperwork and improve labour productivity, new training programs to update operators on safety standards and customer service issues, and a new electronic fare box system for improved revenue management.
- **CAB Specialized Transit** – in addition to the current CAB program management, customer service, and trip management staff resources (currently approximately 2.5 to 3.0 FTE) there is a near-term requirement for an additional .3 to .5 FTE to handle additional administrative responsibilities including eligibility and certification (and re-certification of existing CAB registrants) as well as initial *mobility management* function.

### 1.5.3 MARKETING PLAN

Marketing involves promotion, advertising and customer communications to increase awareness, raise the profile of the transit system, and encourage greater use of the transit services in Red Deer. In the short term, it will need to do the following:

- **Route Maps and Timetables** – new route maps and timetables need to be developed for the Short Term Service Plan. They need to be made available on the buses, at City Hall, at the City Centre Terminal, at ticket outlets, and at the College and high schools. They should be posted in shelters, schools, malls, seniors and community centres.
- **Bus Stop Signage** – bus stops should have a consistency of image, design and posted information. Consider developing a new bus stop sign to display the RDT logo and key information about the route serving the stop.
- **Bus Card Advertising** – use unsold space in the interior and exterior of buses to promote the transit system. The exterior cards should target prospective customers.
- **Transit Specific Shelter Ads** – use of unsold ad space in shelters for transit promotion purposes. The ads should be targeted at the auto driver, and to advertise route and timetable changes.
- **Media Ad Campaigns** – RDT should periodically use the media to promote the transit system, alert the public about changes to routes and services, and advertise certain features of the system that would be of interest to auto users.
- **Public Relations** – marketing staff should meet periodically with the media to establish a long term and solid relationship to increase public awareness and support of Transit. They should supply new industries with information on the transit system, and meet on a regular basis with key people from the various businesses in Red Deer to review needs and and to gain support Transit.
- **Staff Training** – operators who have not yet been through the CUTA Ambassador Program should be scheduled to go through the program at the earliest possible date. Marketing and communications staff would benefit from a customer service training program such as that offered by Bell Canada.
- **Accessible Transit Guide** – profiling the accessibility features of conventional transit and a “how to” explanation on the use of transit.

The Short Term Service Plan must be supported by an effective marketing and communications program as outline above.



## 1.6 Financial Plans

### 1.6.1 CONVENTIONAL TRANSIT

The Financial Plan for the conventional transit services presents a 5, 10 and 25-year summary of capital and operating costs, revenues and system performance associated with each of the elements of the Public Transit Strategy. Detailed estimates are provided for 2005-2008 covering the period when the Short Term Service Plan will be implemented. Broad estimates are provided for 2015 and 2030 covering the 86,000 and 115,000 population horizons. The longer term figures are broad estimates due to the uncertainty of the transit needs and timing of service changes beyond the 5 year time period. The costs associated with the elements of the public transit strategy include staff resources, marketing and capital budget requirements. Recommendations with respect to transit fares and financial targets are provided.

The Financial Plan is outlined in Exhibit 1.6.1 and summarized below:

- **Revenue Hours** – the proposed Service Plan will make significant improvements to the transit services in 2004, 2005 and 2007. There will be relative large increases in revenue hours and accordingly operating costs. When the Short Term Service Plan is implemented in Fall 2004, revenue hours will increase to 80,000 in 2004, 98,000 in 2005 when all of the route improvements are implemented, and 100,000 in 2007 when full evening service is provided on all routes (no separate evening routes). As transit services are expanded over the long term, revenue hours could increase to 121,000 and 156,000 when the city reaches the 86,000 and 115,000 population plateaus over the next 10 to 25-years
- **Operating costs** – transit operating costs could range from \$5.1 million in 2003 to \$8.0 million in 2008 after the Short Term Service Plan is implemented. If the Long Term Service Strategies are implemented after 2008, operating costs could increase to \$11.5 million by 2015 and \$21.6 million by 2030. The increase is due to an almost doubling of the service hours over the 25-year period and rising unit operating costs caused by wage rate increases and inflation.
- **Ridership and Modal Split** – when implemented, the Short Term Service Plan and long-term service strategies with their increased levels of service should cause annual ridership to increase by 384,000 passengers in the short term (by 2008), by 880,000 over the 2009–2015 period, and by 1,120,000 over the 2016-2030 period. This is an average annual ridership increase of 2.5%, which is consistent with the population increase and the service improvements that will have been made. The ridership level is expected to rise from 28 to 30 passengers per capita in the short term, and to 35 passengers per capita over the long term. The service improvements are intended to increase the modal split from 4.0% to 5% over the 25-year period; higher modal splits than this will require more extensive improvements and significantly higher costs.
- **Passenger Revenues and Fare Rates** – annual passenger revenues are based on the expected ridership using the proposed fare policies and rates outlined in Section 4.3 and summarized in Exhibit 1.6.1 in this section. The fare policy assumes cash, tickets and monthly passes with discounts for students for the unrestricted and restricted use of the transit system, and for non-subsidized and GIS subsidized seniors. The fare policy also assumes the approval of a \$125.00 tuition pass by Red Deer College students; the pass cost would be added to the College tuition fees of all students, and it would give all students unrestricted access to the transit system for the September to April school year. Council will need to increase fare rates annually



starting in 2004 so that Transit's financial targets can be achieved. The proposal is to increase fare rates annually by an average of 4 to 5 cents a ride, consistent with inflation and the significant improvements made to the transit services. Fare rates are low by industry standards, and increases of approximately 3% per annum should not affect the ridership over the short and long term.

- **Other Revenue** - the Financial Plan shows other operating revenue. It includes advertising and charter revenue. The Financial Plan makes no changes to these revenues other than to increase them yearly to reflect inflation.
- **Operating Cost Recovery** – it has been determined that the transit system will need to recover 40% of its operating costs from operating revenue within the next ten years. If the transit system performs as shown in Exhibit 1.6.1, the cost recovery goal could be achieved by 2008 when the Short Term Service Plan is expected to be completely implemented,
- **Net Operating Cost/Tax Burden** - the net operating costs of the transit system will rise over the five-year period from \$2,932,000 in 2003 to an expected \$4,790,000 by 2008 after the Short Term Service Plan is completely implemented. On a per capita basis, which is representative of the municipal subsidy or tax burden, net operating cost per capita could grow from its approved level of \$49.00 per capita in 2004 to \$60.00 per capita over the 2005-2009 period, after the Short Term Service Plan is implemented. The municipal subsidy is consistent with that being experienced by Calgary, Edmonton and other cities in Alberta. After 2009, the municipal subsidy could increase depending on the elements of the Long Term Strategy Plan that are implemented
- **New Capital Expenditures** - a number of new capital expenditures will be required if the Service and Infrastructure Plans are implemented. In the short term, \$5.0 million will need to be spent for the purchase of 12 new buses and equipment, \$5.0 million to \$6.0 million (exclusive of land) for the building of a new garage facility, \$200,000 for upgrades to the City Centre Terminal, \$350,000 (exclusive of land) to build a mini-terminal at the Village Mall, \$300,000 to install new bus zones/stops and purchase and installation of 30 new shelters. Long term expenditures are broadly estimated for the 2015 to 2030 period, although these will need to be confirmed through a detailed design of the long term requirements. Exhibit 1.6 shows the years when these expenditures could occur.

## 1.6.2 SPECIALIZED TRANSIT

The Financial Plan for the specialized transit services outlined in Exhibit 1.6.2 presents a 5, 10 and 25-year summary of capital and operating costs, trips and trip distribution (CAB vs. taxi) as well as costs for additional administrative burden.

Key elements of the Financial Plan include: (based on calculations in 2004 dollars)

- All future service expansion will take place with the use of supplemental taxi services;
- The use of supplemental taxis (accessible and sedans) will rise from 8% to 20% of the total service, by 2030.



The City of Red Deer  
TRANSIT/SPECIAL TRANSPORTATION STUDY  
25-YEAR STRATEGY

**Exhibit 1.6.1: Red Deer Transit Financial Plan**

*Assumes Implementation of Short Term Service Plan 2004 - 2008, Long Term Strategies by 2015 and 2030*

	2002 Actual	Budget 2003	Five Year Projections					2015	2030
			2004	2005	2006	2007	2008		
City Population	70,600	72,700	74,600	76,300	77,800	79,100	80,500	86,000	115,000
Service Area Population	60,000	60,000	64,000	70,000	72,000	74,000	76,000	82,000	109,000
%Coverage	0.85	0.83	0.86	0.92	0.93	0.94	0.94	0.95	0.95
<b>Bus Fleet</b>									
Standard Buses	23	24	27	27	27	25	23		
Standard LF Buses	12	12	12	15	15	17	19	49	56
Total Fleet	35	36	39	42	42	42	42	49	56
Peak Requirement	29	29	33	34	34	34	34	39	45
Spare Ratio	17.1%	19.4%	15.4%	19.0%	19.0%	19.0%	19.0%	20.4%	19.6%
<b>Staff Resources</b>									
Operators	46.0	47.0	49.5	65.0	65.0	67.0	67.0	74	102
Dispatchers and supervisors	10.5	10.5	8.0	8.0	8.0	8.0	8.0	9	11
Maintenance Staff	5.5	5.5	5.5	7.0	7.0	7.0	7.0	8	9
Administrative Staff	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4	5
Total Staff	66.0	67.0	67.0	84.0	84.0	86.0	86.0	95	127
Revenue Service Hours	72,200	71,600	80,000	98,000	98,000	100,000	100,000	121,000	156,000
Hours/Capita	1.20	1.19	1.25	1.40	1.36	1.35	1.32	1.48	1.43
<b>Boarding Passengers</b>	2,331,800	2,378,000	2,484,300	2,533,650	2,651,760	2,772,410	2,895,600	3,644,900	4,768,750
Pass./Hour	32.3	33.2	31.1	25.9	27.1	27.7	29.0	30.1	30.6
<b>Revenue Passengers</b>	1,748,850	1,688,400	1,703,900	1,995,000	2,088,000	2,183,000	2,280,000	2,870,000	3,815,000
Pass./Capita	29.1	28.1	26.6	28.5	29.0	29.5	30.0	35.0	35.0
Modal Split	4.2%	4.0%	3.8%	4.1%	4.1%	4.2%	4.3%	5.0%	5.0%
<b>Passenger Revenue</b>	\$ 2,149,900	\$ 2,113,400	\$ 2,184,600	\$ 2,653,350	\$ 2,881,440	\$ 3,099,860	\$ 3,334,728	\$ 5,166,000	\$ 10,682,000
Average Fare	\$ 1.23	\$ 1.25	\$ 1.28	\$ 1.33	\$ 1.38	\$ 1.42	\$ 1.46	\$ 1.80	\$ 2.80
Advertising & Other Revenue	\$ 82,400	\$ 65,000	\$ 65,000	\$ 66,950	\$ 68,959	\$ 71,027	\$ 73,158	\$ 100,000	\$ 200,000
<b>Operating Revenue</b>	\$ 2,232,300	\$ 2,178,400	\$ 2,249,600	\$ 2,720,300	\$ 2,950,399	\$ 3,170,887	\$ 3,407,886	\$ 5,266,000	\$ 10,882,000
<b>Direct Operating Cost</b>									
Transportation	\$ 2,868,400	\$ 2,936,500	\$ 3,349,300	\$ 4,205,465	\$ 4,310,601	\$ 4,508,537	\$ 4,621,251	\$ 6,654,139	\$ 12,696,757
Cost/Hr	\$ 39.73	\$ 41.01	\$ 41.87	\$ 42.91	\$ 43.99	\$ 45.09	\$ 46.21	\$ 54.99	\$ 81.39
Vehicle Maintenance	\$ 1,008,400	\$ 1,187,900	\$ 1,402,100	\$ 1,760,512	\$ 1,804,525	\$ 1,887,385	\$ 1,934,570	\$ 2,785,587	\$ 5,315,177
Cost/Hr	\$ 13.97	\$ 16.59	\$ 17.53	\$ 17.96	\$ 18.41	\$ 18.87	\$ 19.35	\$ 23.02	\$ 34.07
Plant Maintenance	\$ 211,300	\$ 265,000	\$ 336,700	\$ 422,769	\$ 433,338	\$ 453,236	\$ 464,567	\$ 668,930	\$ 1,276,386
Cost/Hr	\$ 2.93	\$ 3.70	\$ 4.21	\$ 4.31	\$ 4.42	\$ 4.53	\$ 4.65	\$ 5.53	\$ 8.18
Administration	\$ 328,400	\$ 343,200	\$ 460,300	\$ 626,964	\$ 642,638	\$ 672,147	\$ 688,951	\$ 992,020	\$ 1,892,873
Cost/Hr	\$ 4.55	\$ 4.79	\$ 5.75	\$ 6.40	\$ 6.56	\$ 6.72	\$ 6.89	\$ 8.20	\$ 12.13
Total Direct Operating Cost	\$ 4,416,500	\$ 4,732,600	\$ 5,548,400	\$ 7,015,710	\$ 7,191,102	\$ 7,521,306	\$ 7,709,339	\$ 11,100,677	\$ 21,181,193
Total Direct Op. Cost/Hour	\$ 61.17	\$ 66.10	\$ 69.36	\$ 71.59	\$ 73.38	\$ 75.21	\$ 77.09	\$ 91.74	\$ 135.78
Debt Service Charge	\$ 296,600	\$ 377,400	\$ 356,400	\$ 384,900	\$ 384,900	\$ 384,900	\$ 384,900	\$ 465,500	\$ 532,000
<b>Total Operating Cost</b>	\$ 4,713,100	\$ 5,110,000	\$ 5,904,800	\$ 7,400,610	\$ 7,576,002	\$ 7,906,206	\$ 8,094,239	\$ 11,566,177	\$ 21,713,193
<b>Net Operating Cost</b>	\$ 2,480,800	\$ 2,931,600	\$ 3,655,200	\$ 4,680,310	\$ 4,625,604	\$ 4,735,319	\$ 4,686,353	\$ 6,300,177	\$ 10,831,193
Net Cost/Capita	\$ 35.14	\$ 40.32	\$ 49.00	\$ 61.34	\$ 59.46	\$ 59.86	\$ 58.22	\$ 73.26	\$ 94.18
Revenue/Cost	47.4%	42.6%	38.1%	36.8%	38.9%	40.1%	42.1%	45.5%	51.4%
<b>Capital Expenditures</b>									
Buses for Replacement						\$ 1,000,000		\$ 12,600,000	\$ 31,500,000
Buses for Growth			\$ 600,000	\$ 1,440,000		\$ 1,000,000	\$ 1,000,000	\$ 3,000,000	\$ 5,400,000
Electronic Farebox System					\$ 300,000				
Garage Facilities							\$ 6,000,000		
City Centre Terminal Kiosks					\$ 200,000				
Mini-Terminal Facility					\$ 350,000				
Stops and Shelters			\$ 140,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000		
Road and Traffic Improvements								\$ 2,000,000	

Prepared June 18, 2004

**Proposed Fare Structure**

Adult Cash	\$ 1.80	\$ 1.85	\$ 1.90	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.25	\$ 2.50	\$ 3.50
Student Cash	\$ 1.55	\$ 1.60	\$ 1.65	\$ 1.70	\$ 1.75	\$ 1.80	\$ 1.85	\$ 2.25	\$ 3.00
Child Cash	free	free	free	free	free	free	free	free	free
Seniors Cash	\$ 1.55	\$ 1.60	\$ 1.65	\$ 1.70	\$ 1.75	\$ 1.80	\$ 1.85	\$ 2.25	\$ 3.00
Adult Ticket (Unit Price)	\$ 1.53	\$ 1.58	\$ 1.61	\$ 1.71	\$ 1.82	\$ 1.92	\$ 2.03	\$ 2.10	\$ 3.00
Student Ticket (Unit Price)	\$ 1.32	\$ 1.36	\$ 1.40	\$ 1.45	\$ 1.52	\$ 1.59	\$ 1.65	\$ 1.90	\$ 2.50
Seniors Ticket (Unit Price)	\$ 1.32	\$ 1.36	\$ 1.40	\$ 1.45	\$ 1.52	\$ 1.59	\$ 1.65	\$ 1.90	\$ 2.50
Adult Monthly Pass	\$ 54.00	\$ 55.00	\$ 56.00	\$ 59.00	\$ 61.00	\$ 63.00	\$ 65.00	\$ 71.50	\$ 100.00
Student Monthly Pass	\$ 46.00	\$ 47.00	\$ 48.00	\$ 49.40	\$ 50.80	\$ 52.20	\$ 53.70	\$ 64.50	\$ 85.00
School Board Bulk Purchase		\$ 40.00	\$ 41.00	\$ 42.50	\$ 44.00	\$ 45.00	\$ 47.50	\$ 54.50	\$ 75.00
Student Restricted Monthly Pass		\$ 26.00	\$ 26.50	\$ 28.00	\$ 29.50	\$ 31.00	\$ 32.50	\$ 42.50	\$ 56.00
Seniors Monthly Pass	\$ 43.00	\$ 47.00	\$ 48.00	\$ 50.00	\$ 52.00	\$ 54.00	\$ 56.00	\$ 64.50	\$ 85.00
Seniors Monthly with GIS	\$ 27.00	\$ 27.50	\$ 28.00	\$ 29.50	\$ 30.50	\$ 31.50	\$ 32.50	\$ 44.00	\$ 65.00
College Tuition Pass				\$ 125.00	\$ 130.00	\$ 135.00	\$ 140.00	\$ 175.00	\$ 250.00



**Exhibit 1.6.2: Specialized Transit Financial Plan**

	2004	2005	2006	2007	2008	2015	2030
Population	74,580	76,300	77,820	79,150	80,700	86,000	115,000
# of registrants	1,450	1,530	1,580	1,620	1,680	1,990	2,340
<b>Rideship / Demand</b>	<b>52,460</b>	<b>53,380</b>	<b>54,170</b>	<b>54,770</b>	<b>55,370</b>	<b>58,460</b>	<b>61,980</b>
# of trips: Action Bus	48,260	48,000	48,000	48,000	48,000	50,000	50,000
# of trips: Supplemental Taxi	4,200	5,380	6,170	6,770	7,370	8,460	11,980
% Trips / Action Bus	92%	90%	89%	88%	87%	85%	80%
% Trips / Taxi	8%	10%	11%	12%	13%	15%	20%
# of Action Bus Vehicles	10	10	10	10	10	10	10
<b>Budget:</b>							
Fully Loaded: CAB	\$735,220	\$739,200	\$740,000	\$740,000	\$740,000	\$770,000	\$770,000
taxi contract	\$29,400	\$37,660	\$46,275	\$50,775	\$55,275	\$66,420	\$98,560
Sub-Total	\$764,620	\$776,860	\$786,275	\$790,775	\$795,275	\$836,420	\$868,560
Additional administrative costs as City employees & no Action Group contribution to wages	\$0	\$13,250	\$26,500	\$26,500	\$26,500	\$26,500	\$26,500
Additional Administrative Costs / Expanded Responsibilities	\$12,150	\$26,550	\$22,500	\$18,000	\$18,000	\$18,000	\$18,000
<b>Gross Costs ('04 \$)</b>	<b>\$776,770</b>	<b>\$816,660</b>	<b>\$835,275</b>	<b>\$835,275</b>	<b>\$839,775</b>	<b>\$880,920</b>	<b>\$913,060</b>
eligibility & certification: technician (.3 - .2 FTE)	\$4,050	\$13,500	\$13,500	\$9,000	\$9,000	\$9,000	\$9,000
contract admin. (.3 FTE)	\$4,050	\$4,050					
Mobility Manager responsibilities / merge with Action Bus admin.	\$4,050	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000
Gross Cost / Capita	\$10.41	\$10.70	\$10.73	\$10.55	\$10.40	\$10.24	\$7.94
Gross Cost / Trip	\$14.80	\$15.30	\$15.42	\$15.25	\$15.17	\$15.07	\$14.73
<b>Capital Requirements</b>							
Software Procurement		\$70,000					
Vehicles (@\$75k each)	\$0	\$450,000	\$150,000	\$0	\$0	TBD	TBD



- In 2004 dollars, the gross cost for CAB trips will increase by 17.5% from 2004 to 2030.
  - During this same period, the gross cost per capita will decline by 23.7%
- According to CAB vehicle inventory and replacement schedule, there is the likely requirement for five vehicles to be purchased in 2005.
- Capital expenditures of \$70,000. have been identified for software procurement in 2005.

## 1.7 Implementation Plan

The following Implementation Plan is intended to guide City Council, transit/specialized transportation administration and operating staff in the implementing the policies, strategies and plans described in the previous sections. The Implementation Plan outlines the action steps and the proposed time schedule for each step by operating function.

Action Steps		Time Schedule
<b>GENERAL ITEMS</b>		
1.	Approval of Transit/Special Transportation vision, goals and objectives including financial and fare policy for the transit system	July 2004
2.	Approval of the strategies (general directions) that Transit/Special Transportation will be taking over the next 25 years	July 2004
3.	Initialize the Transit/Special Transportation integration process taking into account human resource and bus considerations, taxi bylaws and regulations, attendant care issues, fund raising	July 2004
4.	Approach Province for transportation grant to provide reduced fares for people on AISH and social assistance	July 2004
5.	Investigate, design, recommend for Council approval: <ul style="list-style-type: none"> <li>• Upgrading Gaetz corridor for spine bus routes and future bus rapid transit serving the downtown, the two Malls, Hospital, Red Deer College, businesses in the corridor</li> <li>• New garage facility for Transit and Action Bus management, planning, operation</li> </ul>	Fall 2005  Fall 2005
<b>TRANSIT ADMINISTRATION</b>		
1.	Prepare and distribute new route maps and timetables for the 2004 Service Plan, prepare media campaigns to promote the services to be implemented in August 2004.	By August 2004
2.	Develop position description and recruit administrative assistant; duties would include fare/ridership monitoring, planning, marketing, customer communications	Fall 2004
3.	Develop bus card and shelter ads for unsold spaces on exterior/interior of buses and in shelters. Begin public relations. Begin putting operators through the CUTA Ambassador Program	Fall 2004
4.	Prepare specifications and tender for electronic fare box/smart card system, scheduling and dispatch system for delivery in 2005.	Fall 2004



The City of Red Deer  
TRANSIT/SPECIAL TRANSPORTATION STUDY  
25-YEAR STRATEGY

	Action Steps	Time Schedule
<b>SPECIALIZED ADMINISTRATION</b>		
5.	Mobility Management Function -Initiate discussions with community-based agencies / organizations and transportation providers	Sept. '04 (6-12 mo.)
6.	Demand Management Strategies - Driver training (incorporate in contracts), "Free Fare" pilot	Oct. '04 (6-12 mo.)
7.	Assume administrative & operational (trip management) CAB functions	Nov. '04 (9-18 mo.)
8.	Eligibility & Certification- Adopt use of amended application form (reflecting "functional" limitation); Commence re-certification process (over 2 year period)	Oct. '04 (12-24mo.)
9.	Marketing & Public Information- Revise Action Bus brochure Develop Accessible Transit Guide	Nov. '04 (6-9 mo.)

<b>TRANSIT OPERATIONS</b>		
1.	Finalize route design, running times, operator schedules for 2004 Service Plan	By July 2004
2.	Reassign dial-a-bus dispatchers to the operating crew. Recruit and train new operators so that total complement of operators is 63 for the 2004 Service Plan	By August 2004
3.	Locate and install new transit zones and bus stop signs on the new routes in the 2004 Service Plan (about 100 zones/stops are required)	By August 2004
4.	Purchase three used 3 to 4 year old buses for the transit fleet	By Sept 2004
5.	Implement 2004 Service Plan preceded by 3 weeks of promotion	By Sept 2004
6.	Prepare specifications and tender for 3 new buses for delivery in 2005	By Sept 2004
7.	Finalize route design, running times, operator schedules for 2005 Service Plan	By July 2005
8.	Recruit and train new operators so that total complement of operators is 65 for the 2005 Service Plan	By August 2005
9.	Locate and install new transit zones and bus stop signs on the new routes in the 2005 Service Plan (about 20 new zones/stops are required)	By August 2005
10.	Implement 2005 Service Plan preceded by 2 weeks of promotion	By Sept 2005
11.	Prepare specifications and tender for 2 new buses for growth and 2 new buses for replacement for delivery in 2007	By Sept 2006
12.	Finalize route design, running times, operator schedules for 2007 Service Plan	By July 2007
13.	Recruit and train new operators so that total complement of operators is 67 for the 2007 Service Plan	By August 2007
14.	Implement 2007 Service Plan preceded by 2 weeks of promotion	By Sept 2007



Action Steps		Time Schedule
15.	Prepare specifications and tender for 2 new buses for replacement for delivery in 2008	By Sept 2007

**SPECIALIZED TRANSIT OPERATIONS**

16.	Amend Scheduling Policies / Procedures- Reduce advance booking requirement to 24 hours; Real-time trip confirmations / eliminate call-backs "Formalize" use of 30 min. scheduling window	Oct. '04 (6-10mo)
17.	Procure scheduling/dispatch software	Nov. '04 (9-12mo)
18.	Expanded use of contracted taxi services- Gauge taxi industry interest in providing supplemental CAB service; Discussions with City by-law officials	Oct. '04 (6-8mo)

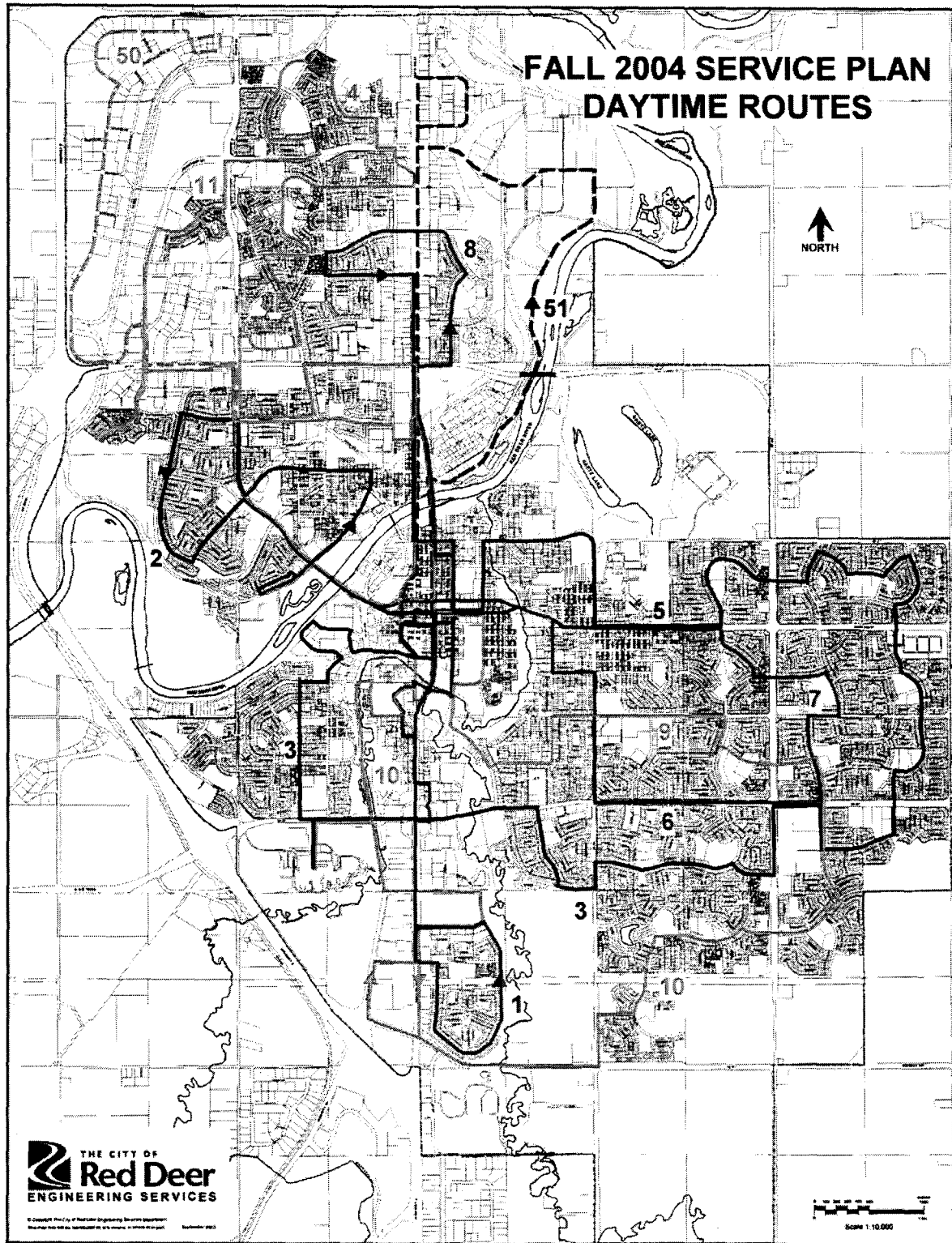


## APPENDIX

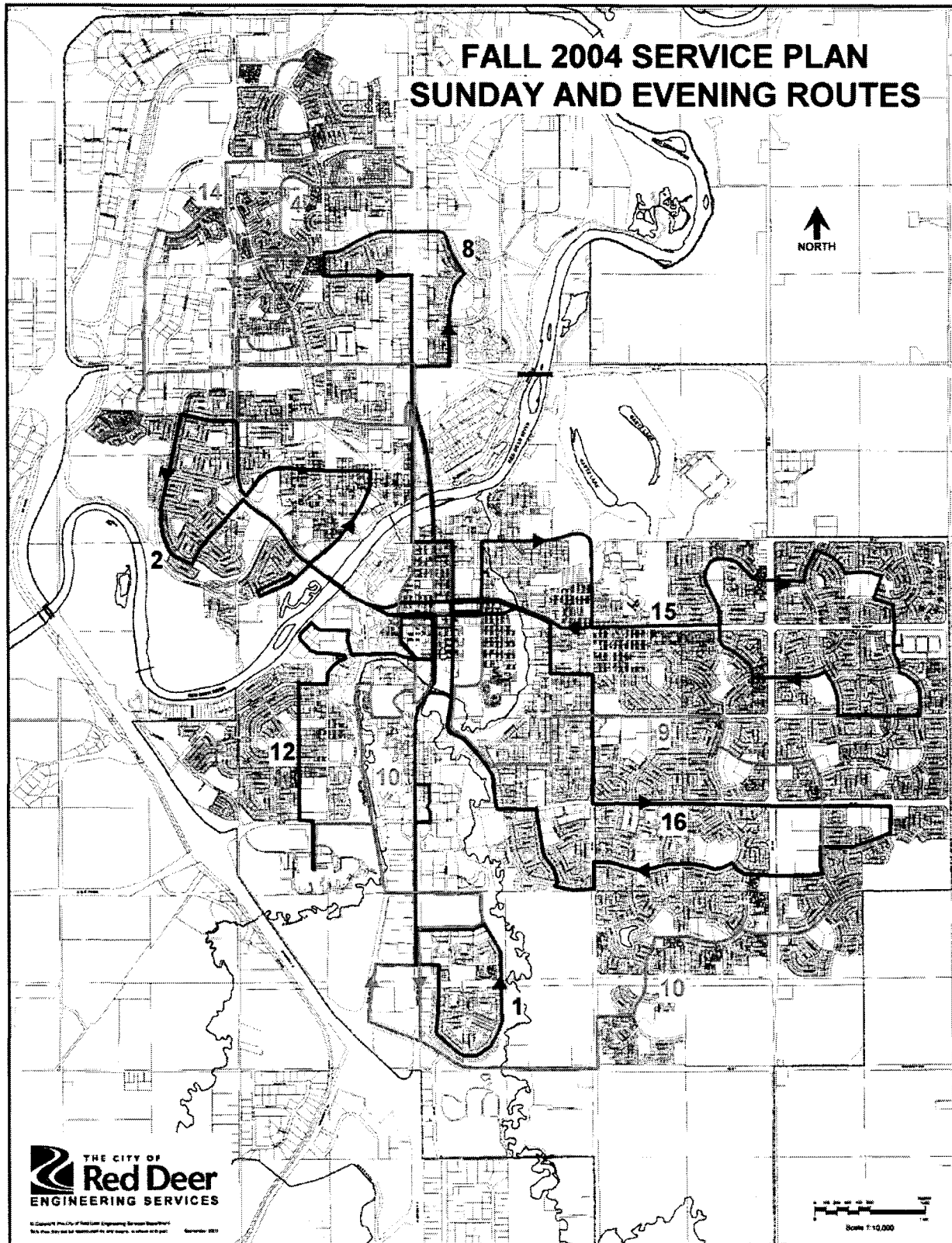
---

### TRANSIT 2004, 2005 SERVICE PLANS AND LONG TERM SERVICE STRATEGIES

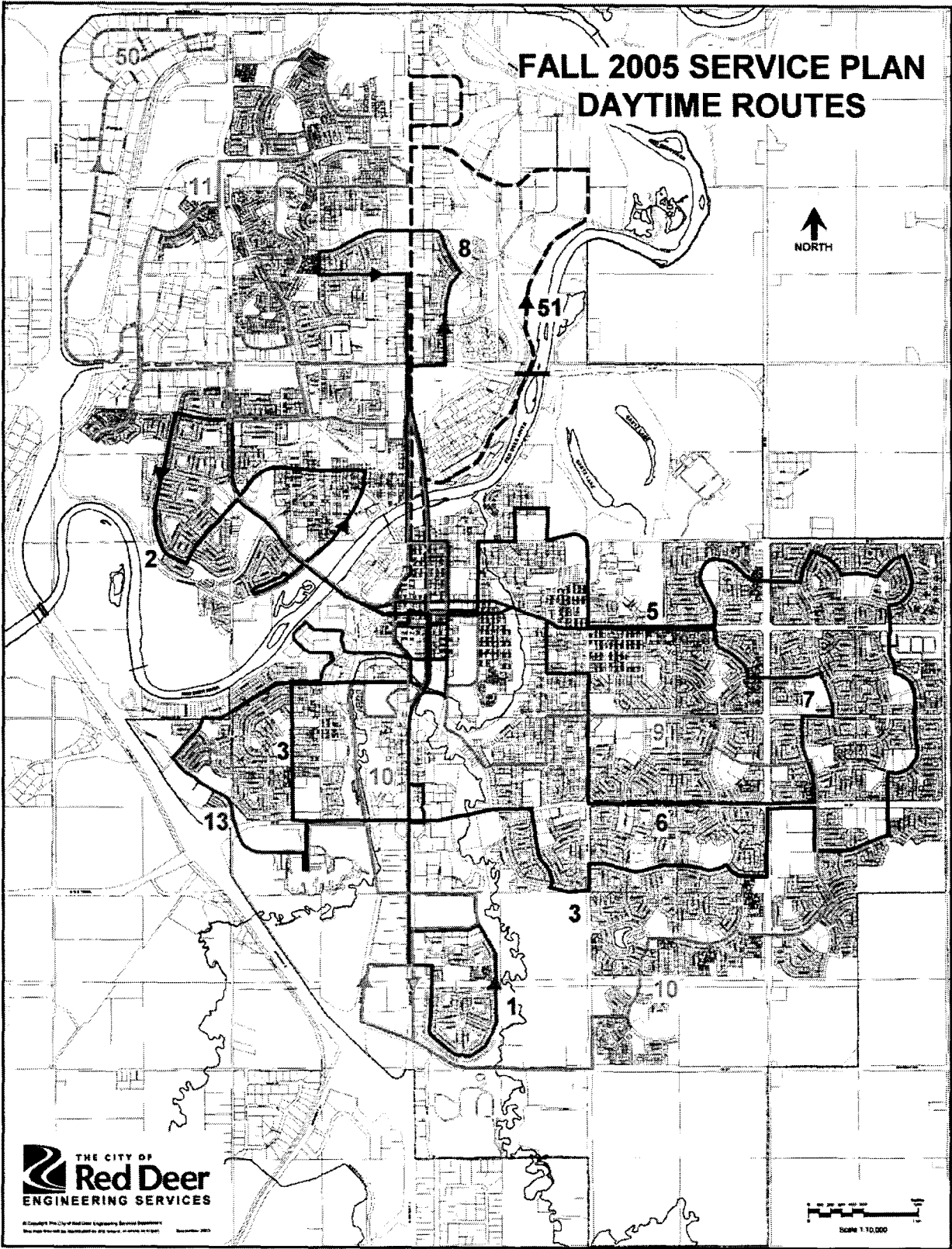




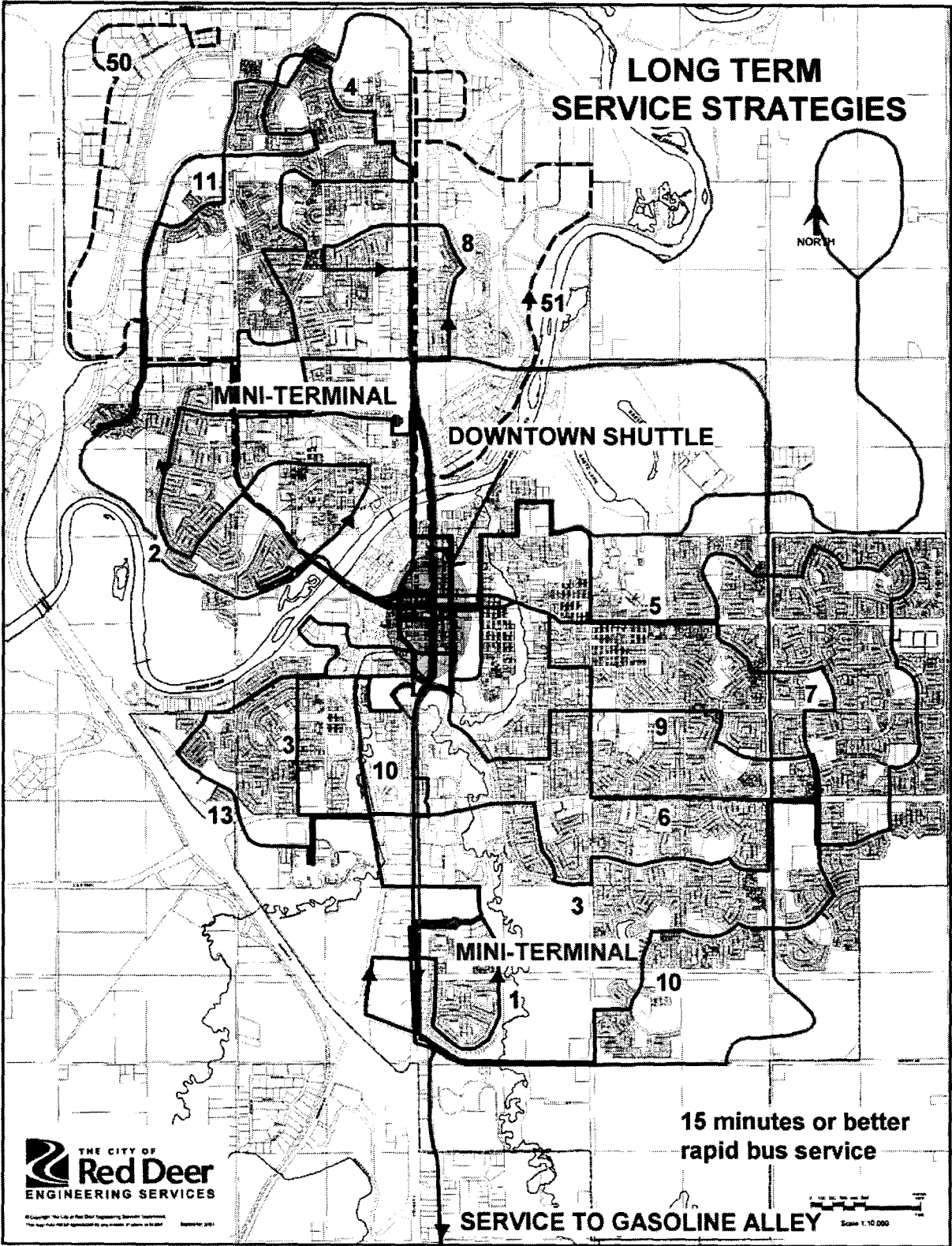
















## **COUNCIL MEETING OF JUNE 28<sup>TH</sup>, 2004**

### **ATTACHMENT**

**DOCUMENT STATUS:      PUBLIC**

**REFERS TO:              CITY OF RED DEER  
ANNUAL REPORT 2003**





## **ANNUAL REPORT 2003**

**The Corporation of The City of Red Deer  
Alberta, Canada**





# **ANNUAL REPORT**

**For the year ended December 31, 2003**

**The Corporation of The City of Red Deer  
Alberta, Canada**

**Prepared by Corporate Services**



## TABLE OF CONTENTS

	Page
<b>INTRODUCTORY INFORMATION</b>	
City Council, Directors and Department Heads	1
Organization Chart	2
City Profile	3
Report from the Director of Corporate Services	5
<b>FINANCIAL INFORMATION</b>	
Management Report	11
Auditors' Report	11
<b>FINANCIAL STATEMENTS</b>	
Consolidated Statement of Financial Position	15
Consolidated Statement of Financial Activities	16
Consolidated Statement of Changes in Financial Position	18
Schedule of Operating Fund Activities	19
Schedule of Capital Fund Activities	20
Schedule of Reserves	21
Schedule of Property Taxes Levied	22
Schedule of Government Transfers	23
Schedule of Consolidated Other Revenue	24
Schedule of Consolidated Sale of Goods And Services	24
Schedule of Consolidated Expenditures by Object	25
NOTES TO FINANCIAL STATEMENTS	28
<b>SUPPLEMENTARY FINANCIAL STATEMENTS</b>	
<b>OPERATING DETAIL - GENERAL FUNDS</b>	
Schedule A – General	44
Schedule B – General Tax & Other Revenue Details	46
<b>OPERATING DETAIL - UTILITY FUNDS</b>	
Schedule C – Parking	49
Schedule D – Equipment	50
Schedule E – Water	51
Schedule F – Wastewater	52
Schedule G - Solid Waste Collection	53
Schedule H - Solid Waste Disposal	54
Schedule I – Recycling	55
Schedule J – Subdivisions	56
Schedule K - Electric Light & Power	57
Schedule L - Internal Charges & Transfers	58
<b>STATISTICAL INFORMATION</b>	
Tax and Other Statistics	62



# **INTRODUCTORY INFORMATION**



## **CITY COUNCIL**

**MAYOR G. SURKAN**

**Councillor J. Dawson  
Councillor M. Flewwelling  
Councillor V. Higham  
Councillor B. Hughes**

**Councillor D. Moffat  
Councillor L. Pimm  
Councillor D. Rowe  
Councillor L. Watkinson-Zimmer**

## **CITY MANAGER**

**N. Van Wyk**

### **CORPORATE SERVICES DIRECTOR**

**R. Burkard**

### **Treasury Services Manager**

**G. Mullin**

### **Assessment & Tax Manager**

**R. Risling**

### **Information Technology Manager**

**D. Newton**

### **Legislative & Administrative Manager**

**K. Kloss**

### **COMMUNITY SERVICES DIRECTOR**

**C. Jensen**

### **Social Planning Manager**

**B. Jeffrey**

### **Recreation, Parks & Culture Manager**

**H. Jeske**

### **Transit Manager**

**K. Joll**

### **Officer in Charge**

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

**Supt. J. Steele**

### **DEVELOPMENT SERVICES DIRECTOR**

**B. Jeffers**

### **Engineering Manager**

**T. Warder**

### **Public Works Manager**

**P. Goranson**

### **Fire Chief/Emergency Services Manager**

**J. MacDonald**

### **Electric Light & Power Manager**

**A. Roth**

### **Land & Economic Development Manager**

**H. Thompson**

### **Inspections & Licensing Manager**

**G. Scott**

### **Personnel Manager**

**G. Howell**

### **City Solicitor**

**Chapman Riebeek**

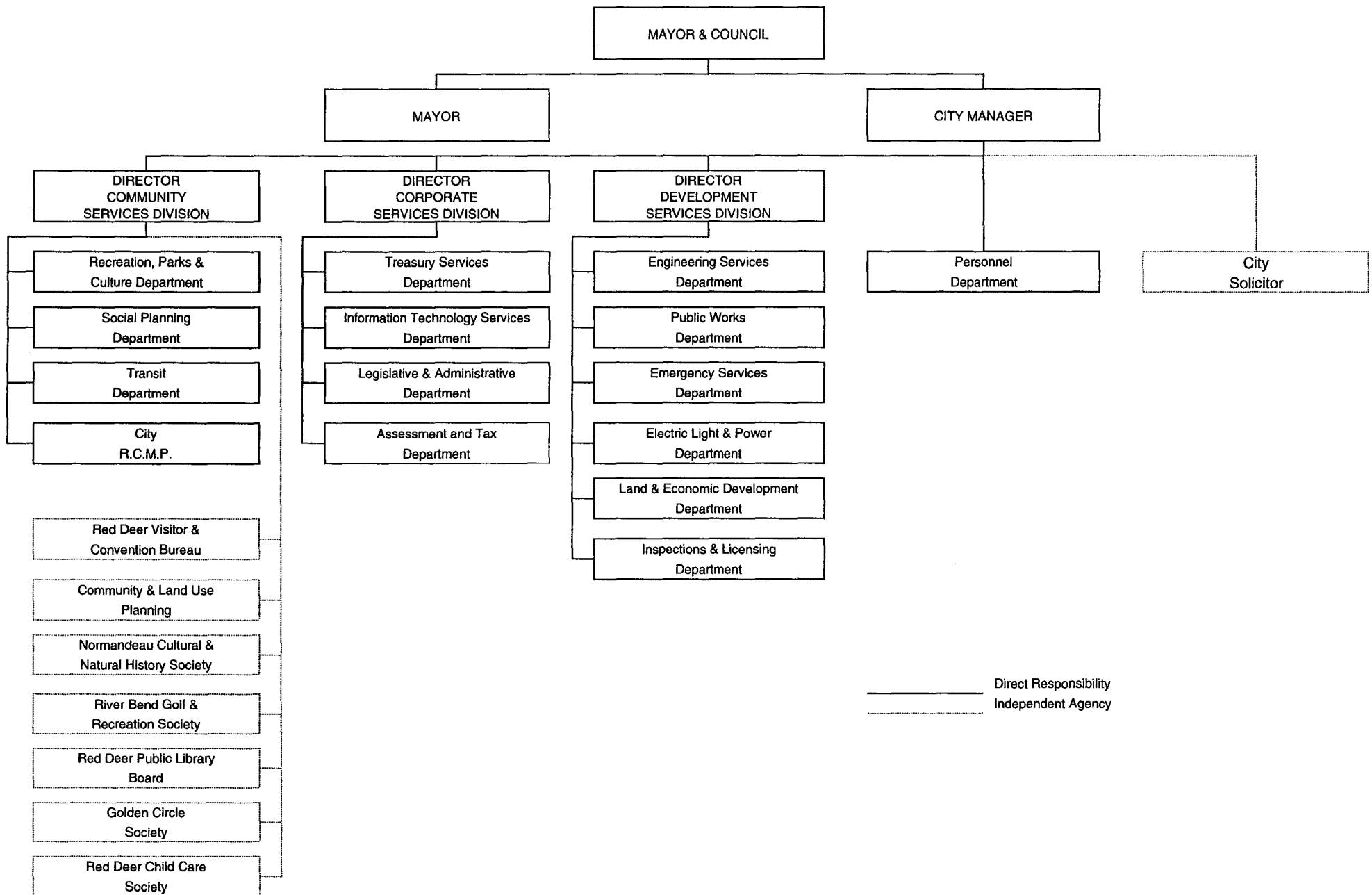
### **City Auditor**

**Collins Barrow Red Deer LLP**

\*\*\*\*\*



# THE CITY OF RED DEER ORGANIZATIONAL CHART





## **CITY PROFILE**

The City of Red Deer is a thriving, modern city of over 72,000 people located between Calgary and Edmonton. The City provides its citizens with a wide range of services, some funded primarily by property taxes, and others operating as self funding utilities.

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

**COMMUNITY SERVICES** - The Community Services Division co-ordinates the delivery of recreation, culture, parks, transit, and social services in Red Deer through the Recreation, Parks & Culture, Transit, and Social Planning departments. Services include development and maintenance of the city's extensive parks and open space system, playground and rink maintenance, operation of the city's two cemeteries, operation of a wide variety of recreational and cultural activities and facilities, and the co-ordination of day care, special transportation, and family and community support services. Transit offers fixed transit routes throughout the City, an after hours Dial-A-Bus system, and some charter services. The Community Services Division is also responsible for policing and planning, as follows:

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

**PLANNING SERVICES** - Planning services are provided by Parkland Community Planning Services.

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

**DEVELOPMENT SERVICES** - The Development Services Division includes the Engineering, Public Works, Land & Economic Development, Inspections & Licensing, Emergency Services, and Electric Light & Power departments. In addition to providing engineering services, roadway and bridge maintenance, sidewalk repair, and meter maintenance, the division is also responsible for the operation of the water, wastewater, solid waste utilities and recycling program, and the operation of The City's Equipment Pool and Electric Utility. Emergency Services provides a number of services including Fire Suppression, Emergency Medical Services and Fire Prevention. The department operates out of four fire stations located in the city.

**OTHER** - The City also has a Personnel department which provides service to all departments. Legal services are provided to The City by a local law firm.



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

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

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

**PARKING UTILITY** - The City provides parking in the downtown area, through on-street metered parking, and metered and spattered off street parking lots in a number of locations. The parking utility is administered by the Inspections and Licensing Department, and is funded primarily through fines and parking revenues.

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

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

**SOLID WASTE UTILITY** - The City provides solid waste collection recycling, and landfill operation within the solid waste utility. These services are largely carried out by contracts to the private sector. The City also has a household hazardous waste site at the landfill site that is available year round. The solid waste utility is funded through user fees.

**ELECTRIC UTILITY** - The City is an entitled electric distribution system which is subject to the obligations and entitlements set out in of the Electric Utilities Act of the Province of Alberta. The utility is not a retailer of electricity and only distributes electricity to the citizens of Red Deer through its distribution and transmission system comprised of substations, transformers, and overhead and underground distribution lines. This utility is operated by the Electric Light & Power department as a self supporting utility with funding provided through distribution service rates regulated by City Council and charged to customers.





## REPORT FROM THE DIRECTOR OF CORPORATE SERVICES

For the year ended December 31, 2003

### INTRODUCTION

I am pleased to submit The City of Red Deer's Consolidated Annual Financial Statements for the fiscal year ended December 31, 2003 in accordance with Section 276 of the Municipal Government Act of the Province of Alberta.

The preparation and presentation of the Financial Statements and related information in the Annual Report is the responsibility of the Management of The City of Red Deer. The statements have been prepared in conformity with Canadian generally accepted accounting standards for municipalities as established by the Public Sector Accounting Board and are consistent with other information presented in the Annual Report. The accounting firm of Collins Barrow Red Deer LLP has been appointed auditors by City Council, and is responsible to report directly to Council with their audit results.

The 2003 financial statements of The City of Red Deer have been prepared on a fund basis, consisting of an Operating Fund, Reserve Fund, and Capital Fund. These funds are briefly explained below.

**Operating Fund** – Day-to-day operating costs and revenues are recorded in the Operating Fund which has been divided into General Municipal Operations funded primarily by Taxation and the Self-Supported and Utility Operations funded primarily through user charges. Details of these funds are set out in Schedules A to K of this Annual Report. The specific funds are listed below:

#### **General Municipal Operations (Funded by Taxation)**

- Police & Protective
- Emergency Services
- Public Transit
- Transportation
- Social Planning
- Community Services
- Recreation, Parks & Culture
- Legislative & Administrative

#### **Self Supported and Utility Operations**

- Parking
- Equipment
- Water
- Wastewater
- Solid Waste Collection
- Solid Waste Disposal
- Recycling
- Subdivisions
- Electric Light & Power

**Reserve Fund** – If operating revenues exceed expenses, the resulting surplus is transferred to the Reserve Fund. Similarly, if additional revenues are required, transfers from the Reserve Fund are available. The Reserve Fund is divided into a number of individual reserve balances, based on their intended use within the overall categories of operating and capital. Details of reserves are set out in Schedule 3 and Note 10 of this Annual Report. Some of the more important reserves are as follows:

#### **Operating Reserves**

- Tax Stabilization
- Utility Stabilization
- Various other reserves

#### **Capital Reserves**

- Capital Projects
- Equipment Replacement
- Various other reserves



**Capital Fund** – The revenues and costs associated with building or buying new assets, like roads or recreation facilities, are recorded in the Capital Fund. Sources of revenue include grants from other governments, contributions from customers and developers, etc. A major source of funding for capital projects are two other funds, the Operating Fund and the Reserve Fund.

The results of the Operating Fund, Reserve Fund and Capital Fund have been combined to show the overall financial position and financial activities of The City. These combined results are shown at the beginning of the financial information section of the enclosed Annual Report, and are known as consolidated financial statements.

## **2003 FINANCIAL HIGHLIGHTS**

### **OPERATING FUND**

**General Operations** - The 2003 tax supported surplus transferred to the Tax Stabilization Reserve, was in excess of \$2.9 million, resulting primarily from a record year of building permit fees, and Police staff vacancies.

**Electric Utility** – The 2003 Electric Light & Power surplus transferred to the E.L.&P. Stabilization Reserve, was \$4.6 million resulting from lower than expected transmission service costs, cost recovery from previous years expenditures resulting from AEUB decisions, and lower than expected costs for deferred industry restructuring.

Detail of tax supported operations for the year is provided in Schedules A and B of the enclosed financial statements, and details on individual utility operations are provided in Schedules C through K. Details of the transfers to reserves are set out in Note 10 of the enclosed financial statements.

### **CAPITAL FUND**

Capital expenditures in 2003 amounted to \$37.9 million. Details by major category are shown on Schedule 2 of this Annual Report. These capital projects were financed without debt, on a pay-as-you-go basis, including transfers from other governments (grants), costs recovered from developers, transfers from reserves and an allocation from the Operating Fund.

### **RESERVE FUND**

The City maintains a number of reserves. Some reserves have been established to provide for specific purposes, such as the replacement of The City's fleet of vehicles, while others are intended to assist in providing stability to future tax and utility rates.

Most of these reserves are discretionary, which means they can be expended based on Council's decision. There are also non-discretionary reserves that must meet legislative requirements or contractual arrangements.

Greater detail related to these reserves is set out in Schedule 3 and Note 10 of this annual report.

## **CONCLUSION**

The year 2003 ended with Red Deer maintaining its strong financial and economic position in relation to other cities in the province, across Canada and in the world. This standing is confirmed by the KPMG survey released in February, which ranked Red Deer as the second best city in Canada's Midwest for having the lowest cost location to conduct business. Overall, Red Deer was the sixth most cost competitive city in Canada out of 39 Canadian communities, and sixth in the world out of the total 121



communities included in the study. Red Deer's cost advantage was 12.3 per cent better than the U.S. average. A recent study prepared by the Canadian Federation of Independent Business shows that the property taxes paid by businesses in Red Deer is lower than the majority of its competitors.

In addition, the City of Edmonton's annual Residential Property Taxes and Utility Charges Survey once again shows Red Deer's combined municipal taxes and utility fees to be the second lowest in the province. As well, Red Deer continues to operate without a business tax, which when combined with the low property taxes and utility fees, makes this city an ideal location to live and operate a business, as pointed out in the KPMG survey.

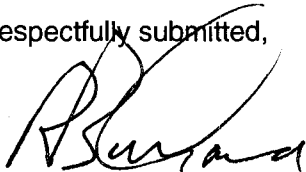
The continued strong growth in Central Alberta is not without its difficulties as additional pressures are continually brought to bear on the infrastructure of the city. As a result, Council continued with the second year of a five-year commitment for a one per cent capital levy to set aside funds for the many critical projects that are advancing more quickly than expected because of this strong growth.

At the end of 2003, The City had only \$10.7 million in long-term outstanding debt, which is \$148 per capita. This is the lowest of comparable cities in Alberta. However, projections indicate an expected infrastructure funding shortfall of close to \$100 million over the next 10 years. If this funding shortfall is debt financed, the debt per capita would increase significantly but would still be much less than was the case in 1983, based on projected population growth. As such, this level of debt is manageable but there are significant operating cost implications for the future that need to be considered when making program and service level decisions.

The City continues to advance the position to the Provincial Government that cities need access to new funding sources if they are to maintain the "Alberta Advantage." High growth cities, such as Red Deer cannot meet this continued pressure without a large tax increase or increased use of debt. The Premier has been advised of The City's position regarding the need for broader funding sources that do not impact the property tax base and that have a natural economic growth factor built in. Included in this position was the need for the Province to fund education from general revenues, rather than the municipal property tax base.

In conclusion, Red Deer continues to have a financial and economic edge over most communities, which places it in a strong position for dealing with the significant infrastructure and operating challenges that continued high growth and a changing society are bringing to bear on The City's resources. It is expected that The City will continue to play an important role in dealing with the issue of expanded funding sources with the Provincial Government. As a result, setting budget priorities and strengthening funding sources needs to be a major focus over the next few years.

Respectfully submitted,



Rodney J. Burkard, BA, CA.  
Director of Corporate Services

Red Deer, Alberta  
March 18, 2004



# **FINANCIAL INFORMATION**



## MANAGEMENT REPORT

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

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

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



N. Van Wyk  
City Manager



R. Burkard  
Director of Corporate Services

## AUDITORS' REPORT

Her Worship the Mayor and Council  
The City of Red Deer

We have audited the consolidated statement of financial position of The City of Red Deer as at December 31, 2003 and the consolidated statement of financial activities with change in fund balances and the consolidated statement of changes in financial position for the year then ended. These financial statements are the responsibility of The City's management. Our responsibility is to express an opinion on these financial statements based on our audit.

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

In our opinion, these consolidated financial statements present fairly, in all material respects, the financial position of The City of Red Deer as at December 31, 2003 and the results of its financial activities and the changes in its financial position for the year then ended in accordance with accounting principles for municipal governments established by the Canadian Institute of Chartered Accountants.

Collins Barrow Red Deer LLP

Red Deer, Alberta  
March 26, 2004

Chartered Accountants



# **FINANCIAL STATEMENTS**



THE CITY OF RED DEER  
**CONSOLIDATED STATEMENT OF FINANCIAL POSITION**  
AS OF DECEMBER 31, 2003

STATEMENT 1

**ASSETS**

	<u>2003</u>	<u>2002</u>
<b>Financial Assets</b>		
Cash and Temporary Investments (Note 2)	\$ 13,337,723	\$ 18,211,523
Accounts Receivable (Note 3)	17,866,679	18,521,410
Land Held For Resale (Note 4)	4,457,717	4,729,125
Long Term Investments (Note 5)	81,246,749	60,003,786
Deferred Expense	658,245	546,105
Loan Receivable (Note 6)	956,838	1,071,225
	<u>118,523,951</u>	<u>103,083,174</u>
<b>Physical Assets (Note 7)</b>		
Capital Assets	618,165,757	587,477,449
Inventories	2,988,563	3,245,091
	<u>621,154,320</u>	<u>590,722,540</u>
<b>Total Assets</b>	<u><u>\$ 739,678,271</u></u>	<u><u>\$ 693,805,714</u></u>

**LIABILITIES**

Short Term Borrowing	\$ 6,093,267	\$ -
Accounts Payable and Accrued Liabilities	18,099,911	14,114,620
Deposits	497,254	480,737
Deferred Revenue (Note 8)	2,944,007	2,035,011
Long Term Debt (Note 9)	10,745,772	13,585,319
<b>Total Liabilities</b>	<u>38,380,211</u>	<u>30,215,687</u>

**MUNICIPAL EQUITY**

Equity in Capital Assets	611,877,702	578,621,255
Operating Fund - Schedule 1	1,086,307	900,823
Capital Fund - Schedule 2	7,909,099	8,991,231
Reserves - Schedule 3	80,424,952	75,076,718
	<u>701,298,060</u>	<u>663,590,027</u>
<b>Total Municipal Equity</b>	<u><u>\$ 739,678,271</u></u>	<u><u>\$ 693,805,714</u></u>

The accompanying notes form an integral part of these Financial Statements.



THE CITY OF RED DEER  
**CONSOLIDATED STATEMENT OF FINANCIAL ACTIVITIES**  
 FOR THE YEAR ENDED DECEMBER 31, 2003

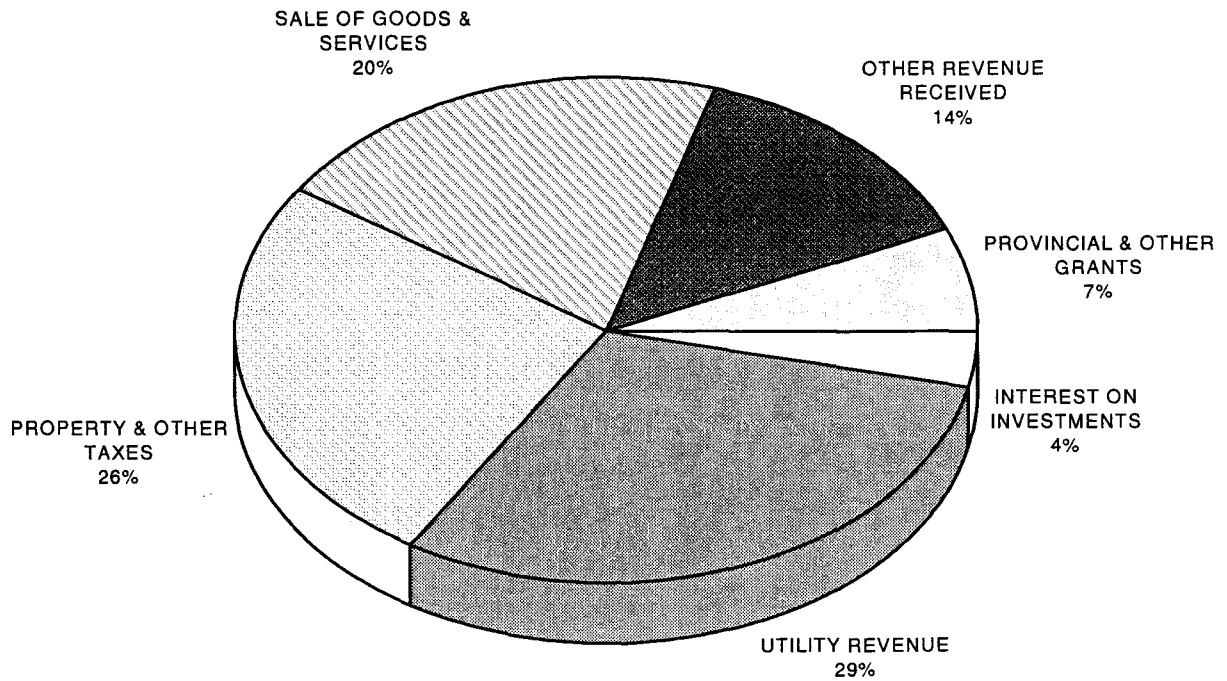
STATEMENT 2

	<u>2003</u> <u>Budget</u>	<u>2003</u> <u>Actual</u>	<u>2002</u> <u>Actual</u>
<b>REVENUES</b>			
Property and Other Taxes - Schedule 4	\$ 59,778,666	\$ 61,753,760	\$ 55,442,174
Less: Education Requisitions	22,927,396	24,909,241	23,132,968
Net Municipal Property Taxes	36,851,270	36,844,519	32,309,206
Utility User Fees	42,270,724	43,177,594	42,207,081
Sale of Goods and Services	43,404,531	28,868,651	34,048,490
Government Transfers - Schedule 5	9,800,229	9,402,198	11,840,724
Other Revenues - Schedule 6	14,772,916	19,650,454	18,325,282
Investment Earnings	2,145,850	5,270,910	3,854,069
<b>Total Revenues</b>	<u>149,245,520</u>	<u>143,214,326</u>	<u>142,584,852</u>
<b>EXPENDITURES - Schedule 7</b>			
<b>Operating</b>			
Legislative and Administrative	13,930,741	13,755,913	11,750,999
Police and Other Protective	12,360,363	11,861,417	10,997,436
Fire and Ambulance	10,686,832	10,657,179	9,987,173
Public Transit	3,297,273	3,261,894	2,972,383
Transportation	11,616,315	11,751,255	10,316,701
Social Planning	2,458,443	2,551,438	2,162,202
Community	1,301,128	1,972,158	1,840,633
Recreation Parks and Culture	16,204,846	17,080,019	15,001,979
Parking	544,481	559,030	512,944
Equipment Pool	3,329,474	3,852,128	3,459,186
Water	4,380,247	4,493,859	3,988,159
Wastewater	2,503,457	2,884,697	3,066,268
Solid Waste Collection	3,447,052	3,328,314	3,123,531
Solid Waste Disposal	1,301,104	1,541,924	1,022,704
Recycling	970,423	1,038,783	863,731
Subdivisions	413,761	413,626	461,552
Electric Light and Power	9,390,978	6,971,736	7,740,008
<b>Total Operating Expenditures</b>	<u>98,136,918</u>	<u>97,975,370</u>	<u>89,267,589</u>
<b>Total Capital Expenditures - Schedule 2</b>	<u>62,382,564</u>	<u>37,947,823</u>	<u>28,537,660</u>
<b>Total Expenditures</b>	<u>160,519,482</u>	<u>135,923,193</u>	<u>117,805,249</u>
<b>Excess (Deficiency) of Revenue Over Expenditures</b>	(11,273,962)	7,291,133	24,779,603
Less: Debt Repayments	1,692,463	2,839,547	3,545,268
<b>CHANGE IN FUND BALANCES</b>	<u>\$ (12,966,425)</u>	<u>\$ 4,451,586</u>	<u>\$ 21,234,335</u>
Change in Fund Balances Consists of:			
Operating Fund - Schedule 1	-	185,484	(149,996)
Capital Fund - Schedule 2	-	(1,082,132)	(13,304,871)
Reserves - Schedule 3	(12,966,425)	5,348,234	34,689,202
	<u>\$ (12,966,425)</u>	<u>\$ 4,451,586</u>	<u>\$ 21,234,335</u>

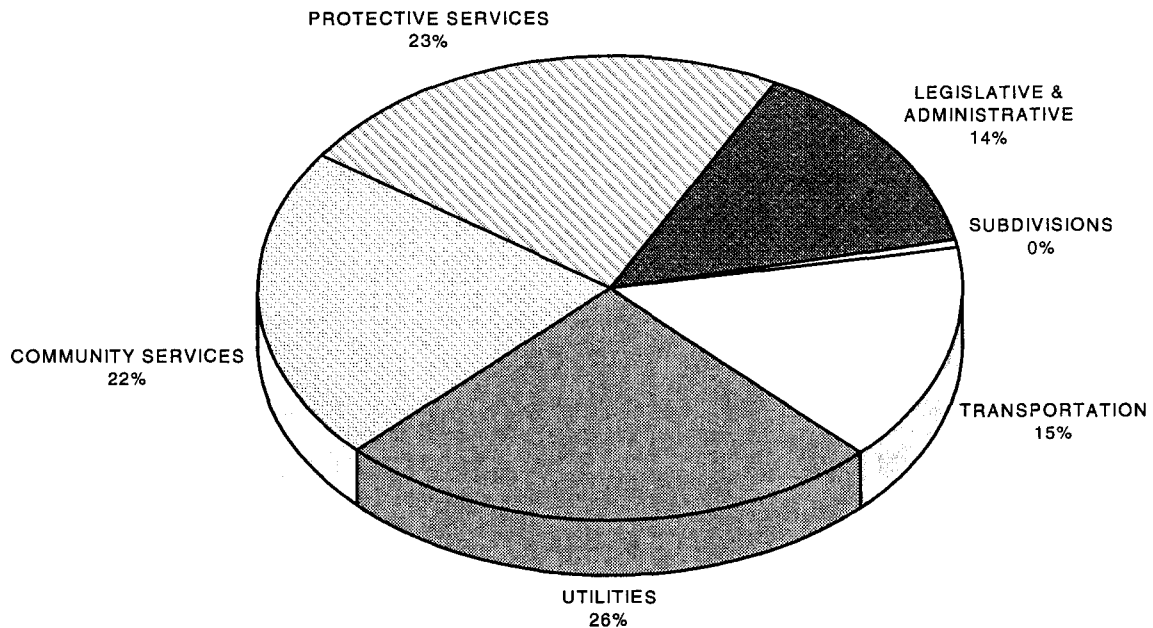
The accompanying notes form an integral part of these Financial Statements.



## OPERATING REVENUE 2003



## OPERATING EXPENDITURES 2003



The accompanying notes form an integral part of these Financial Statements.



**CONSOLIDATED STATEMENT OF CHANGES IN FINANCIAL POSITION**

FOR THE YEAR ENDED DECEMBER 31, 2003

	<u>2003</u>	<u>2002</u>
<b>Cash provided by (used for)</b>		
<b>Operating Activities</b>		
Excess of Revenues Over Expenditures	\$ 7,291,133	\$ 24,779,603
Net Changes in Non-Cash Working Capital		
Receivables	654,731	(2,293,001)
Loans Receivable (excluding Debt Related)	114,387	(102,098)
Inventories	256,528	(548,289)
Deferred Expense	(112,140)	296,529
Payables	3,985,291	1,644,282
Other Liabilities	925,513	(1,237,067)
	<u>13,115,443</u>	<u>22,539,959</u>
<b>Investing Activities</b>		
Investments Purchased	(77,187,666)	(50,745,452)
Proceeds on Disposals	55,944,703	41,639,499
	<u>(21,242,963)</u>	<u>(9,105,953)</u>
<b>Financing Activities</b>		
Long-term Debt Repayment	<u>(2,839,547)</u>	<u>(3,545,268)</u>
Change in Cash Position	(10,967,067)	9,888,738
Cash Position, Beginning of Year	18,211,523	8,322,785
Cash Position, End of Year	<u>7,244,456</u>	<u>18,211,523</u>
<b>Cash Comprised of:</b>		
Cash and Temporary Investments	13,337,723	18,211,523
Short Term Borrowing	(6,093,267)	-
	<u>\$ 7,244,456</u>	<u>\$ 18,211,523</u>

The accompanying notes form an integral part of these Financial Statements.



THE CITY OF RED DEER  
**SCHEDULE OF OPERATING FUND ACTIVITIES**  
 FOR THE YEAR ENDED DECEMBER 31, 2003

SCHEDULE 1

	2003 <u>Budget</u>	2003 <u>Actual</u>	2002 <u>Actual</u>
<b>REVENUES</b>			
Net Taxes for General Municipal Purposes - Schedule 4	\$ 36,851,270	\$ 36,844,519	\$ 32,309,206
Utility User Fees	42,270,724	43,177,594	42,207,081
Sale of Goods & Services - Schedule 6	23,069,531	21,806,790	25,596,039
Government Transfers	4,873,249	6,079,619	6,209,426
Other Revenues - Schedule 6	14,119,831	19,007,459	16,989,133
Investment Earnings	2,145,850	5,110,502	3,698,150
Total Revenues	<u>123,330,455</u>	<u>132,026,483</u>	<u>127,009,035</u>
<b>EXPENDITURES</b>			
Legislative & Administrative	13,930,741	13,755,913	11,750,999
Police & Other Protective	12,360,363	11,861,417	10,997,436
Fire & Ambulance	10,686,832	10,657,179	9,987,173
Public Transit	3,297,273	3,261,894	2,972,383
Transportation	11,616,315	11,751,255	10,316,701
Social Planning	2,458,443	2,551,438	2,162,202
Community	1,301,128	1,972,158	1,840,633
Recreation, Parks and Culture	16,204,846	17,080,019	15,001,979
Parking	544,481	559,030	512,944
Equipment Pool	3,329,474	3,852,128	3,459,186
Water	4,380,247	4,493,859	3,988,159
Wastewater	2,503,457	2,884,697	3,066,268
Solid Waste Collection	3,447,052	3,328,314	3,123,531
Solid Waste Disposal	1,301,104	1,541,924	1,022,704
Recycling	970,423	1,038,783	863,731
Subdivisions	413,761	413,626	461,552
Electric Light & Power	9,390,978	6,971,736	7,740,008
Total Expenditures	<u>98,136,918</u>	<u>97,975,370</u>	<u>89,267,589</u>
<b>Excess of Revenues over Expenditures</b>	<u>25,193,537</u>	<u>34,051,113</u>	<u>37,741,446</u>
Less: Debt Repayment	1,692,463	2,839,547	3,545,268
Transfers to Capital	21,044,653	27,351,472	33,645,526
<b>OPERATING SURPLUS (DEFICIT)</b>	<u>2,456,421</u>	<u>3,860,094</u>	<u>550,652</u>
Transfers from (to) Reserves	(2,456,421)	(3,674,610)	(700,648)
<b>CHANGE IN FUND BALANCE</b>	<u>\$ -</u>	<u>185,484</u>	<u>(149,996)</u>
<b>FUND BALANCE, BEGINNING OF YEAR</b>		900,823	1,050,819
<b>FUND BALANCE, END OF YEAR</b>		<u>\$ 1,086,307</u>	<u>\$ 900,823</u>

The accompanying notes form an integral part of these Financial Statements.



THE CITY OF RED DEER  
**SCHEDULE OF CAPITAL FUND ACTIVITIES**  
 FOR THE YEAR ENDED DECEMBER 31, 2003

SCHEDULE 2

	2003 <u>Budget</u>	2003 <u>Actual</u>	2002 <u>Actual</u>
<b>REVENUES</b>			
Government Transfers	\$ 4,926,980	\$ 3,322,579	\$ 5,631,298
Return on Investments	-	160,408	155,919
Developer Contributions	20,335,000	7,061,861	8,452,451
Other Revenues - Schedule 6	653,085	642,995	1,336,149
	<u>25,915,065</u>	<u>11,187,843</u>	<u>15,575,817</u>
<b>CAPITAL EXPENDITURES</b>			
Subdivision Servicing	14,340,000	9,632,327	7,616,279
Roads and Bridges	15,646,450	10,323,476	5,289,226
Water and Wastewater	14,557,650	7,385,618	3,564,315
Recreation, Culture & Parks Facilities	5,426,000	2,723,342	1,413,372
Electrical Distribution	3,174,600	2,340,423	2,884,172
Equipment Purchases	2,884,600	734,182	2,678,610
Landfill Site	2,997,000	1,678,346	120,525
Subdivision Land	-	350,425	-
Other	3,356,264	2,779,684	4,971,161
	<u>62,382,564</u>	<u>37,947,823</u>	<u>28,537,660</u>
<b>Excess Of Expenditures Over Revenues</b>	<u>(36,467,499)</u>	<u>(26,759,980)</u>	<u>(12,961,843)</u>
<b>INTERFUND TRANSFERS</b>			
From (to) Reserves	15,422,846	(1,673,624)	(33,988,554)
From Operations	21,044,653	27,351,472	33,645,526
	<u>36,467,499</u>	<u>25,677,848</u>	<u>(343,028)</u>
<b>CHANGE IN FUND BALANCE</b>	<u>\$ -</u>	<u>(1,082,132)</u>	<u>(13,304,871)</u>
<b>FUND BALANCE, BEGINNING OF YEAR</b>		8,991,231	22,296,102
<b>FUND BALANCE, END OF YEAR</b>		<u>\$ 7,909,099</u>	<u>\$ 8,991,231</u>

The accompanying notes form an integral part of these Financial Statements.



THE CITY OF RED DEER  
**SCHEDULE OF RESERVES**  
 FOR THE YEAR ENDED DECEMBER 31, 2003

SCHEDULE 3

	2003 <u>Budget</u>	2003 <u>Actual</u>	2002 <u>Actual</u>
<b>BALANCE, BEGINNING OF YEAR</b>	<u>\$ 75,076,718</u>	<u>\$ 75,076,718</u>	<u>\$ 40,387,516</u>
Add / (Deduct)			
Net Transfer (to) from Operating Fund	2,456,421	<b>3,674,610</b>	700,648
Net Transfer (to) from Capital Fund	<u>(15,422,846)</u>	<u><b>1,673,624</b></u>	<u>33,988,554</u>
<b>CHANGE IN RESERVE BALANCE</b>	<u>(12,966,425)</u>	<u><b>5,348,234</b></u>	<u>34,689,202</u>
<b>BALANCE, END OF YEAR (NOTE 10)</b>	<u><u>\$ 62,110,293</u></u>	<u><u><b>\$ 80,424,952</b></u></u>	<u><u>\$ 75,076,718</u></u>

The accompanying notes form an integral part of these Financial Statements.



THE CITY OF RED DEER  
**SCHEDULE OF PROPERTY TAXES LEVIED**  
 FOR THE YEAR ENDED DECEMBER 31, 2003

SCHEDULE 4

	2003 <u>Budget</u>	2003 <u>Actual</u>	2002 <u>Actual</u>
<b>TAXATION</b>			
Real Property Taxes	\$ 57,462,921	\$ 59,368,961	\$ 52,747,122
Grants in Lieu of Taxes			
- Provincial Government	1,416,360	1,452,249	1,170,157
- Federal Government	123,393	127,041	231,386
Local Improvement Levies	391,000	322,729	385,682
Power, Pipelines, Cable TV and Other Taxes	384,992	482,780	907,827
	<u>59,778,666</u>	<u>61,753,760</u>	<u>55,442,174</u>
 <b>LESS: REQUISITIONS (Note 1. m)</b>			
Public Schools	20,109,130	21,930,518	20,294,710
Catholic Schools	2,796,470	2,956,727	2,838,258
Piper Creek Foundation	21,796	21,996	-
	<u>22,927,396</u>	<u>24,909,241</u>	<u>23,132,968</u>
 <b>Net Municipal Property Taxes</b>	 <u><u>\$ 36,851,270</u></u>	 <u><u>\$ 36,844,519</u></u>	 <u><u>\$ 32,309,206</u></u>

The accompanying notes form an integral part of these Financial Statements.



THE CITY OF RED DEER  
**SCHEDULE OF GOVERNMENT TRANSFERS**  
 FOR THE YEAR ENDED DECEMBER 31, 2003

SCHEDULE 5

	2003 <u>Budget</u>	2003 <u>Actual</u>	2002 <u>Actual</u>
<b>FEDERAL TRANSFERS</b>			
Other Grants	<u>\$ 274,128</u>	<u>\$ 952,775</u>	<u>\$ 999,686</u>
<b>PROVINCIAL TRANSFERS</b>			
Transportation Grants	2,946,000	<b>3,105,226</b>	6,001,935
Capital Infrastructure Grants	-	<b>515,509</b>	369,934
Debenture Interest Grants	36,966	<b>87,846</b>	115,792
Other Grants	<u>6,514,008</u>	<u><b>4,348,679</b></u>	<u>4,016,139</u>
	<u>9,496,974</u>	<u><b>8,057,260</b></u>	<u>10,503,800</u>
<b>LOCAL GOVERNMENT TRANSFERS</b>			
Shared Cost Agreements and Grants	<u>29,127</u>	<u><b>392,163</b></u>	<u>337,238</u>
<b>TOTAL GOVERNMENT TRANSFERS</b>	<u><u>\$ 9,800,229</u></u>	<u><u>\$ 9,402,198</u></u>	<u><u>\$ 11,840,724</u></u>

The accompanying notes form an integral part of these Financial Statements.



THE CITY OF RED DEER  
**SCHEDULE OF CONSOLIDATED OTHER REVENUE**  
 FOR THE YEAR ENDED DECEMBER 31, 2003

SCHEDULE 6

	2003 <u>Budget</u>	2003 <u>Actual</u>	2002 <u>Actual</u>
<b>OPERATING</b>			
Equipment and Facility Rental	\$ 2,307,875	\$ 3,919,990	\$ 3,639,475
Electrical Transmission Recovery	2,940,000	3,004,000	3,010,855
Franchise Fees	1,424,110	1,391,290	1,331,120
Licenses and Permits	2,218,800	2,568,721	2,725,408
Parking and Traffic Fines	2,441,000	2,594,389	2,293,734
Penalties and Service Charges	578,600	730,220	641,918
Other	2,209,446	4,798,849	3,346,623
	<u>14,119,831</u>	<u>19,007,459</u>	<u>16,989,133</u>
<b>CAPITAL</b>			
Proceeds on Disposal of Capital Assets	76,400	487,925	835,889
Other	576,685	155,070	500,260
	<u>653,085</u>	<u>642,995</u>	<u>1,336,149</u>
<b>TOTAL OTHER REVENUE</b>	<u>\$ 14,772,916</u>	<u>\$ 19,650,454</u>	<u>\$ 18,325,282</u>

**SCHEDULE OF CONSOLIDATED SALE OF GOODS & SERVICES**  
 FOR THE YEAR ENDED DECEMBER 31, 2003

	2003 <u>Budget</u>	2003 <u>Actual</u>	2002 <u>Actual</u>
<b>OPERATING</b>			
Land Sales	\$ 14,419,000	\$ 12,700,701	\$ 16,573,345
Transit Revenue	2,178,432	2,255,363	2,232,300
Ambulance Revenue	930,000	1,043,219	980,942
User Fees	4,199,623	4,123,003	4,127,460
Other	1,342,476	1,684,504	1,681,992
<b>TOTAL SALE OF GOODS &amp; SERVICES</b>	<u>\$ 23,069,531</u>	<u>\$ 21,806,790</u>	<u>\$ 25,596,039</u>

The accompanying notes form an integral part of these Financial Statements.



THE CITY OF RED DEER  
**SCHEDULE OF CONSOLIDATED EXPENDITURES BY OBJECT**  
 FOR THE YEAR ENDED DECEMBER 31, 2003

SCHEDULE 7

	2003 <u>Budget</u>	2003 <u>Actual</u>	2002 <u>Actual</u>
<b>EXPENDITURES</b>			
Salaries, Wages & Benefits	\$ 46,736,527	\$ 45,778,119	\$ 42,912,418
Contracted Services	21,524,882	20,182,151	17,878,457
Purchases from Other Governments	8,359,645	7,582,609	7,195,717
Purchases of Materials & Supplies	11,408,708	13,108,659	11,110,756
Purchase of Transmission Access	4,884,000	3,553,731	4,779,121
Contributions to Municipal Agencies	2,462,938	3,651,599	2,721,650
Grants to Organizations	1,290,304	1,163,191	823,017
Financial Charges	1,054,322	1,523,123	1,845,367
Other Expenses	415,592	1,432,188	1,086
	<u>98,136,918</u>	<u>97,975,370</u>	<u>89,267,589</u>
Capital Assets Acquired	<u>62,382,564</u>	<u>37,947,823</u>	<u>28,537,660</u>
<b>TOTAL EXPENDITURES</b>	<u><u>\$ 160,519,482</u></u>	<u><u>\$ 135,923,193</u></u>	<u><u>\$ 117,805,249</u></u>

The accompanying notes form an integral part of these Financial Statements.



## **Notes to the Financial Statements**



The City of Red Deer  
NOTES TO FINANCIAL STATEMENTS  
December 31, 2003

**1. SIGNIFICANT ACCOUNTING POLICIES**

The consolidated financial statements of The City of Red Deer are the representations of management prepared in accordance with local government accounting standards established by the Public Sector Accounting Board of the Canadian Institute of Chartered Accountants. These standards require management to make estimates and assumptions that affect the reported amounts of assets and liabilities, and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenditures during the reporting period. Where measurement uncertainty exists, the financial statements have been prepared within reasonable limits of materiality. Actual results could differ from those estimates.

In particular there were significant accounting estimates made with regard to the costs and revenues associated with electrical services acquired and provided by The City. These estimates are based on the best information available to The City, relative to the measurement of electrical consumption by the City and its residents in 2003. Electricity consumption has not been finalized for six months in 2003.

Significant aspects of the accounting policies adopted by The City of Red Deer are as follows:

a) **Reporting Entity**

The consolidated financial statements reflect the assets, liabilities, revenues and expenditures, changes in fund balances and in financial position of the reporting entity which comprises all the organizations that are accountable for the administration of their financial affairs and resources to the Council and are owned or controlled by the municipality. The entities included are as follows:

City Municipal and Utility Operations

General municipal operations	Subdivision development
Water supply	Equipment pool
Wastewater treatment	Solid waste collection and disposal
Parking services	Electric power distribution

Societies and Boards

Red Deer Public Library	Red Deer Downtown Business Association
River Bend Golf Course	Normandeau Cultural and Natural History Society

The City owns certain assets funded by debenture debt that relate to Boards and Societies that are not considered to be under the City's control. The assets and debenture debt are reflected in the financial statements.

Interdepartmental and organizational transactions and balances are eliminated.

b) **Basis of Accounting**

i) **Revenues**

The accrual basis of accounting is followed for revenues except for:

- Parking fines which are recorded on a cash basis, and
- Government transfers which are recognized in the financial statements as revenues or capital finances acquired in the period that the events giving rise to the transfer occurred, providing the transfers are authorized, any eligibility criteria has been met by the City, and reasonable estimates of the amounts can be made, and
- Capital revenues which are recognized when received.

Proceeds from land held for resale are recorded as operating fund revenues.



The City of Red Deer  
NOTES TO FINANCIAL STATEMENTS  
December 31, 2003

ii) **Expenditures**

Expenditures are recognized in the period the goods and services are acquired and a liability is incurred or transfers are due with the exception of pension expenditures as disclosed in note 1d.

c) **Fund Accounting**

Management funds consist of the operating, capital and reserve funds. Transfers between funds are recorded as adjustments to the appropriate equity account.

d) **Pension Expenditure**

The City participates in a multi-employer defined benefit pension plan. This plan is accounted for as a defined contribution plan.

e) **Investments**

Investments are initially recorded at cost. The cost is then adjusted to amortize any premiums or discounts over the term of the respective investments.

f) **Inventories**

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

Land held for resale is recorded at the lower of cost or net realizable value. Costs include the acquisition costs of the land and the improvements required to prepare the land for servicing such as clearing, stripping and levelling. Related development costs incurred to provide infrastructure such as water and wastewater services, roads, sidewalks and street lighting are recorded as capital assets under their respective function.

g) **Capital Assets**

Capital assets are reported as expenditures in the period they are acquired. Capital assets are capitalized in the capital fund at cost except for donated assets which are reported at estimated fair market value.

Government contributions for the acquisition of capital assets are reported as capital revenue and do not reduce the related capital asset costs.

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

Amortization rates, on a straight line basis, are as follows:

Engineering Structures	2% to 5%
Buildings	1% to 2.5%
Equipment	10% to 100%
Mobile Equipment	3.3% to 14.3%



The City of Red Deer  
NOTES TO FINANCIAL STATEMENTS  
December 31, 2003

**1. SIGNIFICANT ACCOUNTING POLICIES (Continued)**

h) **Equity in Capital Assets**

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

i) **Reserves for Future Expenditures**

Reserves are established at the discretion of Council to set aside funds for future operating and capital expenditures. Transfers to and/or from reserves are reflected as an adjustment to the respective fund.

j) **Landfill Closure and Post Closure Liability**

Pursuant to the Alberta Environmental Protection and Enhancement Act, the City is required to fund costs of the closure and the post-closure care for all its active and inactive landfill sites. The City's 2003 liability provision provides for the estimated closure and post closure costs of the City's old landfill site that was closed in 2002 and its new waste management facility.

Closure activities include final cover and vegetation costs, and completing facilities for drainage, leachate monitoring, water quality monitoring and monitoring and recovery of gas. Post closure activities include leachate treatment and monitoring, regular inspection and maintenance of the final cover, annual groundwater and surface water monitoring, and biogas monitoring.

The closure and post closure costs are recognized as an accrued liability over the estimated remaining life of the landfill site. The liability is recognized using the net present value of the total estimated closure and post closure costs, and is prorated for the percentage of utilized capacity of each site. The City has calculated the net present value of the estimated closure and post closure costs using a interest rate of 8%

k) **Local Improvement Charges**

Construction costs associated with local improvement projects are recovered through annual special assessments collectible from property owners for work performed by the city. Taxpayers may elect to pay over a number of years or immediately prepay the outstanding local improvement charges. These amounts are recorded as revenue in the year they are paid.

l) **Over and Under Levies**

Over and under levies arise from the difference between the actual levy made to cover each requisition and the actual amount requisitioned. If the actual levy exceeds the requisition, the over levy is accrued as a liability and property tax revenue reduced. If the levy is less than the requisition amount, the under levy is accrued as a receivable and as property tax revenue. Tax rates are adjusted in the subsequent year for any over or under levies of the prior year.

m) **Property Tax Requisitions**

Property tax requisitions are amounts levied by organizations other than The City of Red Deer. The City of Red Deer is required by legislation to collect the requisitions.



The City of Red Deer  
NOTES TO FINANCIAL STATEMENTS  
December 31, 2003

**2. CASH AND TEMPORARY INVESTMENTS**

	<u>2003</u>	<u>2002</u>
Cash	\$ 468,603	\$ 4,589,304
Temporary Investments (Note 5)	<u>12,869,120</u>	<u>13,622,219</u>
	<u>\$ 13,337,723</u>	<u>\$ 18,211,523</u>

**3. ACCOUNTS RECEIVABLE**

Accounts Receivable are as follows:

	<u>2003</u>	<u>2002</u>
General Accounts Receivable	\$ 8,623,029	\$ 9,804,640
Utilities	5,341,907	6,063,843
Taxes & Grants in Lieu of Taxes	1,227,753	1,363,189
Other Governments	728,920	302,016
Interest on Investments	1,254,997	481,870
Other	876,331	692,149
	<u>18,052,937</u>	<u>18,707,707</u>
Allowance for Doubtful Accounts	<u>(186,258)</u>	<u>(186,297)</u>
	<u>\$ 17,866,679</u>	<u>\$ 18,521,410</u>

**4. LAND HELD FOR RESALE**

Land held for resale is categorized as follows:

	<u>2003</u>		<u>2002</u>	
	<u>Cost</u>	<u>Market Value</u>	<u>Cost</u>	<u>Market Value</u>
Undeveloped Land				
Residential	\$ 4,049,178	\$ 12,536,040	\$ 4,206,430	\$ 13,339,275
Industrial & Commercial	-	-	-	-
	<u>4,049,178</u>	<u>12,536,040</u>	<u>4,206,430</u>	<u>13,339,275</u>
Developed				
Residential	92,189	7,128,700	19,637	534,067
Industrial & Commercial	316,350	4,035,321	503,058	6,814,690
	<u>408,539</u>	<u>11,164,021</u>	<u>522,695</u>	<u>7,348,757</u>
	<u>\$ 4,457,717</u>	<u>\$ 23,700,061</u>	<u>\$ 4,729,125</u>	<u>\$ 20,688,032</u>



The City of Red Deer  
NOTES TO FINANCIAL STATEMENTS  
December 31, 2003

**5. LONG TERM INVESTMENTS**

<u>Type of Investment</u>	<u>2003</u>		<u>2002</u>	
	<u>Cost</u>	<u>Market Value</u>	<u>Cost</u>	<u>Market Value</u>
Federal Government	\$ 65,154,443	\$ 66,843,880	\$ 66,465,869	\$ 67,839,107
Provincial Government	-	-	2,622,219	2,643,966
Canadian Banks	28,000,000	27,946,960	4,000,000	4,000,000
Other	961,426	961,426	537,917	537,917
	<u>94,115,869</u>	<u>95,752,266</u>	<u>73,626,005</u>	<u>75,020,990</u>
Less Temporary Investments	<u>12,869,120</u>	<u>12,864,047</u>	<u>13,622,219</u>	<u>13,643,966</u>
	<u>\$ 81,246,749</u>	<u>\$ 82,888,219</u>	<u>\$ 60,003,786</u>	<u>\$ 61,377,024</u>

The investments consist of bonds and notes payable with interest rates of 2.95% to 6.25% and mature in periods from 2006 through 2018.

**6. LOANS RECEIVABLE**

	<u>2003</u>	<u>2002</u>
Red Deer Minor Hockey	\$ 259,500	\$ 298,269
Red Deer Gymnastics Club	471,480	491,356
Central Alberta Theatre	225,858	250,000
Red Deer and District Museum Society	-	31,600
Total	<u>\$ 956,838</u>	<u>\$ 1,071,225</u>

Principal amounts due are as follows:

2004	62,382
2005	56,460
2006	56,990
2007	57,554
2008	58,156
Thereafter	665,296
	<u>\$ 956,838</u>

The City of Red Deer has undertaken a partnership agreement with Red Deer Minor Hockey and the Red Deer Gymnastics Club for space in the Collicutt Leisure Centre. The amount of the capital contribution plus interest at 6.0% is recoverable from the Red Deer Minor Hockey and Red Deer Gymnastics Club.

The City of Red Deer provided a loan to the Central Alberta Theatre for the expansion of the Memorial Centre. The loan plus interest at 6.5% is recoverable from the Central Alberta Theatre.



The City of Red Deer  
NOTES TO FINANCIAL STATEMENTS  
December 31, 2003

**7. PHYSICAL ASSETS**

Details of Physical Assets recorded are as follows:

	2003	2003	2003
	<u>Cost</u>	<u>Accumulated Amortization</u>	<u>Net Book Value</u>
Engineering Structure	\$ 502,632,925	\$ 63,944,938	<b>\$ 438,687,987</b>
Buildings	106,528,806	15,334,128	<b>91,194,678</b>
Machinery and Equipment	81,559,378	21,632,423	<b>59,926,955</b>
Land	28,186,018	-	<b>28,186,018</b>
Artwork	170,119	-	<b>170,119</b>
Total Capital Assets	<u>719,077,246</u>	<u>100,911,489</u>	<b><u>618,165,757</u></b>
Inventories	2,988,563	-	<b>2,988,563</b>
Total Physical Assets	<u><b>\$ 722,065,809</b></u>	<u><b>\$ 100,911,489</b></u>	<b><u>\$ 621,154,320</u></b>

	2002	2002	2002
	<u>Cost</u>	<u>Accumulated Amortization</u>	<u>Net Book Value</u>
Engineering Structure	\$ 472,054,197	\$ 60,422,727	\$ 411,631,470
Buildings	104,283,435	14,716,836	89,566,599
Machinery and Equipment	78,283,406	19,716,876	58,566,530
Land	27,712,850	-	27,712,850
Total Capital Assets	<u>682,333,888</u>	<u>94,856,439</u>	<u>587,477,449</u>
Inventories	3,245,091	-	3,245,091
Total Physical Assets	<u><b>\$ 685,578,979</b></u>	<u><b>\$ 94,856,439</b></u>	<b><u>\$ 590,722,540</u></b>

**8. DEFERRED REVENUE**

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

	<u>2003</u>	<u>2002</u>
Provincial Urban Transportation	\$ 1,925,634	\$ 567,447
Federal Provincial Infrastructure	47,385	5,407
Prepaid Taxes	-	189,005
Other	<u>970,988</u>	<u>1,273,152</u>
	<u><b>\$ 2,944,007</b></u>	<u><b>\$ 2,035,011</b></u>

**9. LONG TERM DEBT**

Long Term Debt consists of debentures payable primarily to the Alberta Municipal Financing Corporation (AMFC), a loan payable to Canada Mortgage and Housing (CMHC) for the construction of public housing units, and an agreement to reimburse a developer for trunk servicing costs.

Debentures are payable in annual amounts to the year 2009. Interest rates on these debentures range from 9.75% to 12.00%. The Province of Alberta provides an interest subsidy grant on debenture issues as follows:



The City of Red Deer  
NOTES TO FINANCIAL STATEMENTS  
December 31, 2003

**9. LONG TERM DEBT (Continued)**

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

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

The loan payable to CMHC was issued January 1, 1972 for a term of 50 years at an interest rate of 8.25%, with an annual repayment of interest and principal of \$26,925.

The agreement to reimburse a developer for trunk servicing costs was entered into in 1998 for a period of ten years at 0% interest, with annual payments of \$152,976.

Principal and interest amounts due are as follows:

	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2004	2,608,998	1,151,223	3,760,221
2005	2,895,329	864,891	3,760,220
2006	3,081,132	545,001	3,626,133
2007	1,450,914	203,684	1,654,598
2008	421,220	54,844	476,064
Thereafter	288,179	167,837	456,016
	<u>\$ 10,745,772</u>	<u>\$ 2,987,480</u>	<u>\$ 13,733,252</u>

Details of long term debt by function are as follows:

<u>Function</u>	<u>Outstanding Beginning of Year</u>	<u>2003 Repayment</u>	<u>Outstanding End of Year</u>
General Administrative	\$ 91,370	\$ 12,549	\$ 78,821
Roads, Walks and Lighting	5,777,198	1,066,093	4,711,105
Airport	5,114	805	4,309
Water Supply	367,708	367,708	-
Wastewater	4,414,069	843,752	3,570,317
Day Care	22,376	22,376	-
Public Housing	256,291	5,345	250,946
Subdivisions	1,888,913	402,715	1,486,198
Recreation	762,280	118,204	644,076
	<u>\$ 13,585,319</u>	<u>\$ 2,839,547</u>	<u>\$ 10,745,772</u>



The City of Red Deer  
NOTES TO FINANCIAL STATEMENTS  
December 31, 2003

**Debt Limits**

Section 276(2) of the Municipal Government Act requires that debt and debt limits as defined by Alberta Regulation 255/2000 for The City of Red Deer be disclosed as follows:

	<u>2003</u>	<u>2002</u>
Total Debt Limit	<b>\$ 209,889,438</b>	\$ 205,585,368
Total Debt	<u><b>10,745,772</b></u>	<u>13,585,319</u>
Debt Limit Available	<u><b>199,143,666</b></u>	<u>192,000,049</u>
Service on Debt Limit	<b>\$ 34,981,573</b>	\$ 34,264,228
Service on Debt	<u><b>4,041,487</b></u>	<u>5,072,712</u>
Service on Debt Limit Available	<u><b>\$ 30,940,086</b></u>	<u>\$ 29,191,516</u>

**10. RESERVES**

Details of Reserves by function are as follows:

	<u>Balance Beginning of Year</u>	<u>Net Transfers to Reserves</u>	<u>Balance End of Year</u>
<b>Operating Reserves</b>			
Perpetual Care	\$ 719,239	\$ 43,903	<b>\$ 763,142</b>
Future Expenditures	2,584,781	1,432,228	<b>4,017,009</b>
Airport	390,112	(390,112)	-
Parking	1,829,668	(47,195)	<b>1,782,473</b>
Landfill Reserves	3,580,192	469,565	<b>4,049,757</b>
Power Utility	4,596,500	6,545,509	<b>11,142,009</b>
Water Utility	6,974,725	(5,063,627)	<b>1,911,098</b>
Wastewater Utility	1,296,110	1,046,093	<b>2,342,203</b>
Solid Waste Utility	891,617	(248,247)	<b>643,370</b>
Tax Rate Stabilization	<u>5,658,559</u>	<u>(113,507)</u>	<u><b>5,545,052</b></u>
Total Operating Reserves	<u>28,521,503</u>	<u>3,674,610</u>	<u><b>32,196,113</b></u>
<b>Capital Reserves</b>			
Equipment Replacement	4,110,670	1,197,072	<b>5,307,742</b>
Capital Projects	16,664,464	(2,900,938)	<b>13,763,526</b>
Subdivision Surplus	24,954,544	3,253,036	<b>28,207,580</b>
Public	<u>825,537</u>	<u>124,454</u>	<u><b>949,991</b></u>
Total Capital Reserves	<u>46,555,215</u>	<u>1,673,624</u>	<u><b>48,228,839</b></u>
<b>Total Reserves</b>	<u><b>\$ 75,076,718</b></u>	<u><b>\$ 5,348,234</b></u>	<u><b>\$ 80,424,952</b></u>



The City of Red Deer  
NOTES TO FINANCIAL STATEMENTS  
December 31, 2003

**11. LOCAL AUTHORITIES PENSION PLAN**

Employees of The City of Red Deer participate in the Local Authorities Pension Plan (LAPP), which is one of the plans covered by the Alberta Public Sector Pension Plans Act. The Plan covers approximately 143,000 employees of approximately 401 non-government employer organizations such as municipalities, hospitals, and schools (non-teachers). It is financed by employer and employee contributions and investment earnings of the LAPP Fund.

The City of Red Deer is required to make current service contributions to the Plan of 5.525% of pensionable payroll up to the year's maximum pensionable earnings under the Canada Pension Plan, and 7.400% on pensionable earnings above this amount.

Employees of The City of Red Deer are required to make current service contributions of 4.525% of pensionable salary up to the year's maximum pensionable earnings under the Canada Pension Plan, and 6.400% on pensionable salary above this amount.

Total contributions by The City of Red Deer to the Local Authorities Pension Plan in 2003 were \$1,939,360 (2002 - \$1,640,645). Total contributions by the employees of The City of Red Deer to the Local Authorities Pension Plan in 2003 were \$1,614,394 (2002 - \$1,340,021).

At December 31, 2003, the Plan disclosed an actuarial deficiency of \$1.411 billion.

**12. APEX SUPPLEMENTARY PENSION PLAN**

The APEX supplementary pension plan, an Alberta Urban Municipality Association (AUMA) sponsored defined benefit pension plan covered under the provisions of the Alberta Employment Pension Plans Act, commenced on January 1, 2003 and provides supplementary pension benefits to a prescribed class of employees (approximately 39 beneficiaries). The plan supplements the Local Authorities Pension Plan.

Contributions are made by the prescribed class of employees and the City. Employees and the City are required to make current service contributions to APEX of 2.5% and 3% respectively of pensionable earnings up to \$86,111.

Total current service contributions by the City to APEX in 2003 were \$86,445 (2002 - \$nil). Total current service contributions by the employees of the City were \$72,038 (2002 - \$nil).

The cost of post retirement benefits earned by employees is actuarially determined using the projected benefit method prorated on service and management's best estimate of salary and benefit escalation and retirement ages of employees. The cost of post retirement benefits are fully funded.

APEX PLUS supplementary pension plan, a plan sponsored by Alberta Urban Municipality Association (AUMA), commenced on January 1, 2003 and provides supplementary pension benefits to a prescribed class of employees (7 beneficiaries). APEX PLUS supplements APEX and LAPP and is a voluntary, non-contributory defined benefit pension plan. Total current and past service costs to the City were \$10,500 (2002 - \$nil).

The cost of post retirement benefits earned by employees is actuarially determined using the projected benefit method prorated on service and management's best estimate of salary and benefit escalation and retirement ages of employees. The City makes provision for its pension for its pension liability by earmarking a portion of its assets.



The City of Red Deer  
NOTES TO FINANCIAL STATEMENTS  
December 31, 2003

**13. COMMITMENTS**

Capital Environmental Resource Inc. Contract – The City is committed to a solid waste collection and recyclables collection contract that is based on a percentage of the utility billing until October 31, 2008. The estimated annual contract cost is \$4,062,000.

RCMP Contract – The City is committed to paying 90% of the operating costs for the RCMP through to March 31, 2012.

Red Deer Regional Airport Authority – The City is committed to providing funding to the Authority in order to assist with the operation of the airport until 2009. The estimated total cost is \$1,500,000 with a minimum annual payment of \$142,500.

Recreation Levies – The City has collected \$3.42 million which it is committed to spending for recreation related capital projects. There is no fixed timeline for making these expenditures.

Offsite Levies – The City has collected \$2.49 million which it is committed to spending for storm, water, sanitary sewer and roads capital projects. There is no fixed timeline for making these expenditures.

The City is committed to various roadway and subdivision development projects with an estimated total cost of \$4.98 million.

The City is committed to subdivision development and storm retention construction projects with an estimated total cost of \$1.27 million.

The City is committed to a water treatment plant upgrade and reservoir construction project with an estimated total cost of \$2.74 million.

**14. FINANCIAL INSTRUMENTS**

The City's financial instruments consist of cash and temporary investments, receivables, long term investments, bank overdraft, accounts payable, accrued liabilities and long-term debt. It is management's opinion that the City is not exposed to significant interest, currency or credit risk arising from these financial instruments other than electric utility receivables, which are discussed below. Unless otherwise noted, the fair value of these financial instruments approximates their carrying value.

The City relies on third party power retailers to collect and remit the distribution tariff charged City residents and businesses to access the electric distribution system of the City. To reduce the risk of default by these retailers of funds collected for the City management requires all retailers to post prudential requirements. These prudential requirements can be letters of credit, a guarantee from a suitable guarantor or a cash deposit. The amount of credit is to be equal to the value of the services provided or 75 days of the estimated value of services which ever is less. These credit requirements are monitored to ensure adequate coverage of the risk exposure.



The City of Red Deer  
NOTES TO FINANCIAL STATEMENTS  
December 31, 2003

**15. SALARY AND BENEFITS DISCLOSURE**

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

	2003			2002		
	No. of Persons	Salary (1)	Benefits & Allowances (2)	Total	No. of Persons	Total
<b>Mayor:</b>	<b>1</b>				<b>1</b>	
G. Surkan		64,585	11,938	<b>76,523</b>		78,817
<b>Councillors:</b>	<b>8</b>				<b>8</b>	
J. Dawson		22,759	8,076	<b>30,835</b>		26,136
M. Flewwelling		23,526	8,100	<b>31,626</b>		24,869
B. Hughes		23,823	6,092	<b>29,915</b>		27,569
V. Higham		22,801	6,186	<b>28,987</b>		22,135
D. Rowe		23,576	8,101	<b>31,677</b>		26,739
D. Moffat		22,391	6,109	<b>28,500</b>		25,449
L. Pimm		22,801	8,076	<b>30,877</b>		25,617
L. Watkinson-Zimmer		22,951	8,081	<b>31,032</b>		24,645
<b>City Manager</b>	<b>1</b>	146,782	20,944	<b>167,726</b>	<b>1</b>	146,929
<b>Designated Officers</b>	<b>5</b>	404,464	63,052	<b>467,516</b>	<b>4</b>	439,658

(1) Salary includes regular base pay, bonuses, overtime, lump sum payments, gross honoraria and any other direct cash remuneration.

(2) Employer's share of all employee benefits and contributions or payments made on behalf of employees including pension, health care, dental coverage, group life insurance, long and short term disability plans, professional memberships, tuition and car allowance.

**16. CONTINGENCIES**

**Insurance Agreement**

The City was a member of a reciprocal insurance agreement known as the Alberta Local Authorities Reciprocal Insurance Exchange (ALARIE), licensed by the Superintendent of Insurance of Alberta on October 1, 1990 and dissolved on December 31, 2002.

A portion of prior year payments, in excess of the cost of purchasing liability insurance, has been accumulated in a self insurance fund administered by ALARIE. Any balance of the self-insurance fund will be utilized for the settlement of the joint venture claims liability outstanding. If there is a residual balance in the fund, it will be refunded to City once the claims are settled.

**Environmental Issues**

The City of Red Deer owns parcels of properties which have undergone an initial Environmental Site Assessment. The Site Assessment identified environmental contamination which will require additional testing to determine the full extent of the future clean-up. The extent of the clean-up on the properties if sold will be dependent on the future use of the properties. The cost of future clean-up expenses cannot be determined at this time.



The City of Red Deer  
NOTES TO FINANCIAL STATEMENTS  
December 31, 2003

**16. CONTINGENCIES (Continued)**

**Linear Assessment**

The City uses assessment figures provided by Alberta Municipal Affairs for linear property such as telecommunications systems, pipelines and electrical power systems. Telus Corporation has successfully appealed the assessment number for 1997. Appeals for the 1998 – 2003 tax years have been heard but no decision has been rendered.

Based on the success of the appeal for the 1997 tax year and assessment information provided by Alberta Municipal Affairs a liability has been recorded in the 2003 financial statements for the tax years 1998 – 2003.

**17. LANDFILL CLOSURE AND POST CLOSURE LIABILITY**

The old landfill site reached its full capacity and was permanently closed in 2002. Post closure costs for the site include regular inspection of the cover layer and annual groundwater and surface water monitoring. The landfill is not large enough to warrant a biogas recovery or monitoring program. It is estimated that post closure care should be required for a period of 40 years.

The new waste management facility commenced its operations in 2001 and is expected to provide capacity for 40 years. Closure activities will be on going as the landfill reaches final design elevation. Post closure care activities will involve leachate treatment and cover maintenance. Management estimates that Phase 1 of the new site has approximately 2,242 thousand cubic meters of landfill capacity remaining. With an estimated annual utilization of 200 thousand cubic meters, Phase 1 has approximately eleven years of life remaining. It is estimated that post closure care should be required for a period of 40 years.

The following summarizes the total net present value for the estimated costs of closure and post-closure care:

	Old Site	New Site Phase 1
Estimated Closure Costs	\$ -	\$ 901,144
Estimated Post-Closure Costs	896,684	1,386,692
Total Estimated Costs	896,684	2,287,836
Amount accrued to December 31, 2003	866,684	204,453
Closure / Post-Closure Disbursements to December 31, 2003	30,000	94,296
Balance of Estimated Costs to Accrue	\$ -	\$ 1,989,087

The City has not designated assets for settling closure and post closure liabilities.

During the year City changed its estimate for the post closure care liability period. Post closure care is required for a minimum period of 25 years, however, management made a decision that the post closure care period for both landfill sites should be 40 years. As a result of this change in estimate, the accrued liability at December 31, 2003 was \$1,071,137 (2002 - \$795,585).



## **SUPPLEMENTARY FINANCIAL STATEMENTS**



## **Operating Detail - General Funds**



**GENERAL****STATEMENT OF REVENUE & EXPENDITURE (unaudited)  
FOR THE YEAR ENDED DECEMBER 31, 2003**

	<u>Legislative &amp; Administrative</u>	<u>Police &amp; Protective</u>	<u>Emergency Services</u>	<u>Public Transit</u>
<b>REVENUES</b>				
Sales of Goods & Services	\$ 79,294	\$ 82,926	\$ 1,136,658	\$ 2,255,363
Other Revenue from Own Sources	4,236,448	4,641,912	837,911	110
Provincial Government Transfers	97	102,130	-	-
Other Government Transfers	8,500	-	-	-
Transfers from Operating (Schedule L)	11,810,742	92,407	95,812	2,446
	<u>16,135,081</u>	<u>4,919,375</u>	<u>2,070,381</u>	<u>2,257,919</u>
<b>EXPENDITURES</b>				
Salaries, Wages & Benefits	6,392,773	2,957,231	9,593,693	2,804,098
Contracted Services	3,816,509	1,119,657	519,585	332,197
Purchases from Other Governments	-	7,582,609	-	-
Purchases of Materials & Supplies	542,647	189,522	543,902	125,598
Contribution to Municipal Agencies	-	-	-	-
Grants to Organizations	136,068	12,400	-	-
Financial Charges	120,711	-	-	-
Other	824,261	(3)	-	1
Transfer to Operating (Schedule L)	192,331	112,532	284,921	1,981,866
Net Transfer to Capital	3,776,727	33,436	270,497	31,323
	<u>15,802,027</u>	<u>12,007,384</u>	<u>11,212,598</u>	<u>5,275,083</u>
	333,054	(7,088,009)	(9,142,217)	(3,017,164)
Less: Debt Repayment	<u>12,549</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>OPERATING SURPLUS (DEFICIT) BEFORE TAXES &amp; OTHER REVENUE</b>	<u>\$ 320,505</u>	<u>\$ (7,088,009)</u>	<u>\$ (9,142,217)</u>	<u>\$ (3,017,164)</u>
<b>TAXES AND OTHER MUNICIPAL REVENUE</b>				
Net Taxes for General Purposes (Schedule B)				
General Municipal Revenue (Schedule B)				
<b>OPERATING DEFICIT</b>				
Net Transfer (to) from Reserves				
<b>SURPLUS AFTER TRANSFERS</b>				

Note: Interfund transactions have not been eliminated.



# SCHEDULE A

<u>Transportation</u>	<u>Social Planning</u>	<u>Community Services</u>	<u>Recreation, Parks &amp; Culture</u>	<u>2003 Total</u>	<u>2002 Total</u>
\$ 513,908	\$ -	\$ 242,802	\$ 4,123,004	\$ 8,433,955	\$ 8,367,600
752,474	-	(127,049)	3,699,525	14,041,331	11,901,231
950,064	1,850,594	178,444	561,219	3,642,548	3,248,533
-	62,266	757,990	(75,870)	752,886	845,632
1,455,949	21,913	-	241,165	13,720,434	13,305,812
<u>3,672,395</u>	<u>1,934,773</u>	<u>1,052,187</u>	<u>8,549,043</u>	<u>40,591,154</u>	<u>37,668,808</u>
5,444,354	410,951	519,523	11,048,881	39,171,504	36,527,030
2,500,037	61,700	630,925	3,019,127	11,999,737	10,367,993
64,266	-	-	5,924	7,652,799	7,255,231
2,111,866	11,130	73,063	3,671,982	7,269,710	6,432,550
-	-	-	500	500	500
1,140,076	2,065,090	525,059	935,598	4,814,291	3,544,168
574,760	2,567	23,072	133,367	854,477	969,802
(19,838)	-	3,527	(460)	807,488	144,288
1,609,532	16,624	62,939	1,211,532	5,472,277	4,969,001
356,460	-	(6,865)	84,223	4,545,801	13,818,109
<u>13,781,513</u>	<u>2,568,062</u>	<u>1,831,243</u>	<u>20,110,674</u>	<u>82,588,584</u>	<u>84,028,672</u>
(10,109,118)	(633,289)	(779,056)	(11,561,631)	(41,997,430)	(46,359,864)
<u>1,066,897</u>	<u>22,376</u>	<u>5,345</u>	<u>118,202</u>	<u>1,225,369</u>	<u>1,159,748</u>
<u><u>\$(11,176,015)</u></u>	<u><u>\$ (655,665)</u></u>	<u><u>\$ (784,401)</u></u>	<u><u>\$(11,679,833)</u></u>	<u><u>(43,222,799)</u></u>	<u><u>(47,519,612)</u></u>
				37,241,320	32,681,171
				<u>5,383,300</u>	<u>4,964,926</u>
				(598,179)	(9,873,515)
				<u>783,663</u>	<u>9,723,519</u>
				<u><u>\$ 185,484</u></u>	<u><u>\$ (149,996)</u></u>

Note: Interfund transactions have not been eliminated.



THE CITY OF RED DEER  
**GENERAL TAX & OTHER REVENUES – DETAILS** (unaudited)  
 FOR THE YEAR ENDED DECEMBER 31, 2003

SCHEDULE B

**NET TAXES FOR GENERAL MUNICIPAL PURPOSES**

	2003 <u>Actual</u>	2002 <u>Actual</u>
Net Property Taxes	\$ 36,521,790	\$ 31,923,524
Local Improvement Levies	<u>322,729</u>	<u>385,682</u>
	36,844,519	32,309,206
Transfer of Local Improvement Levies to Utilities	(210,000)	(207,000)
Transfer from City Departments in Lieu of Taxes	<u>606,801</u>	<u>578,965</u>
Net Taxes for General Municipal Purposes	<u>\$ 37,241,320</u>	<u>\$ 32,681,171</u>

**GENERAL MUNICIPAL REVENUES**

	2003 <u>Actual</u>	2002 <u>Actual</u>
Penalties and Costs on Taxes	\$ 257,135	\$ 251,476
Franchises	1,308,946	1,230,613
Return on Investments	1,340,055	1,912,991
Other Revenue from Own Sources	967,297	59,979
Provincial Unconditional Grants	<u>1,509,867</u>	<u>1,509,867</u>
General Municipal Revenues	<u>\$ 5,383,300</u>	<u>\$ 4,964,926</u>

Note: Interfund transactions have not been eliminated.



## **Operating Detail - Utility Funds**



**PARKING****STATEMENT OF REVENUE, EXPENSES & TRANSFERS (unaudited)  
FOR THE YEAR ENDED DECEMBER 31, 2003**

	<u>2003</u>	<u>2002</u>
<b>REVENUES</b>		
Fees	\$ 336,196	\$ 355,695
Fines	597,748	598,273
Other	9,768	725,482
Transfers from Operating (Schedule L)	178,644	171,698
	<u>1,122,356</u>	<u>1,851,148</u>
<b>EXPENSES</b>		
Administration	449,696	410,825
Meter & Lot Maintenance	109,333	102,562
Transfers to Operating (Schedule L)	457,162	453,087
Transfers to Capital	-	1,751
	<u>1,016,191</u>	<u>968,225</u>
<b>OPERATING SURPLUS (DEFICIT)</b>	<b>106,165</b>	<b>882,923</b>
<b>NET TRANSFER FROM (TO) RESERVE</b>	<b>(106,165)</b>	<b>(882,923)</b>
	<u>\$ -</u>	<u>\$ -</u>

Note: Interfund transactions have not been eliminated.



## THE CITY OF RED DEER

## SCHEDULE D

**EQUIPMENT**STATEMENT OF REVENUE, EXPENSES & TRANSFERS (unaudited)  
FOR THE YEAR ENDED DECEMBER 31, 2003

	<u>2003</u>	<u>2002</u>
<b>REVENUES</b>		
Other Rentals & Recoveries	\$ 915,051	\$ 950,729
Provincial Grants	105,755	513,421
Other	99,029	90,620
Transfers from Operating (Schedule L)	<u>6,424,182</u>	<u>5,892,805</u>
	<u>7,544,017</u>	<u>7,447,575</u>
<b>EXPENSES</b>		
Salaries, Wages & Benefits	1,132,801	1,091,949
Parts & Supplies	1,226,823	898,129
Fuel & Oil	881,220	688,412
Radio Rental	135,468	132,047
Insurance	135,323	109,999
Other Operating Costs	340,495	538,649
Transfers to Operating (Schedule L)	1,878,517	1,807,948
Transfer to Capital - Depreciation	1,234,632	647,965
Transfer to Capital - Minor Capital	<u>500,047</u>	<u>1,384,673</u>
	<u>7,465,326</u>	<u>7,299,771</u>
<b>OPERATING SURPLUS (DEFICIT)</b>	78,691	147,804
<b>NET TRANSFER FROM (TO) RESERVE</b>	<u>(78,691)</u>	<u>(147,804)</u>
	<u>\$ -</u>	<u>\$ -</u>

Note: Interfund transactions have not been eliminated.



**WATER****STATEMENT OF REVENUE, EXPENSES & TRANSFERS (unaudited)  
FOR THE YEAR ENDED DECEMBER 31, 2003**

	<u>2003</u>	<u>2002</u>
<b>REVENUES</b>		
Residential	\$ 4,864,919	\$ 4,470,289
Commercial	4,084,982	3,866,989
Service Connection Fees	25,965	37,805
Penalties & Charges	29,017	26,505
Provincial Grants	3,358	10,821
Local Improvement Levies	165,200	162,200
Other	366,504	278,415
Transfers from Operating (Schedule L)	720,675	691,245
	<u>10,260,620</u>	<u>9,544,269</u>
<b>EXPENSES</b>		
Administration	222,260	250,245
Purification & Treatment	3,248,398	2,734,513
Distribution	1,006,920	941,920
Pumping	7,118	636
Debt Charges	9,163	60,844
Transfers to Operating (Schedule L)	2,140,118	2,062,917
Net Transfer to Capital	8,561,585	1,319,712
	<u>15,195,562</u>	<u>7,370,787</u>
	(4,934,942)	2,173,482
Less: Debt Repayment	<u>367,709</u>	<u>819,526</u>
<b>OPERATING SURPLUS (DEFICIT)</b>	(5,302,651)	1,353,956
<b>NET TRANSFER FROM (TO) RESERVES</b>	<u>5,302,651</u>	<u>(1,353,956)</u>
	<u>\$ -</u>	<u>\$ -</u>

Note: Interfund transactions have not been eliminated.



## THE CITY OF RED DEER

## SCHEDULE F

**WASTEWATER**STATEMENT OF REVENUE, EXPENSES & TRANSFERS (unaudited)  
FOR THE YEAR ENDED DECEMBER 31, 2003

	<u>2003</u>	<u>2002</u>
<b>REVENUES</b>		
Residential	\$ 4,308,873	\$ 3,852,700
Commercial	3,238,676	3,280,518
Penalties & Charges	25,957	22,589
Provincial Grants	47,464	56,008
Local Improvement Levies	44,800	44,800
Other	394,722	263,860
Transfers from Operating (Schedule L)	64,335	67,426
	<u>8,124,827</u>	<u>7,587,901</u>
<b>EXPENSES</b>		
Administration	290,870	245,227
Collection	1,816,285	1,992,502
Treatment and Disposal	333,823	297,316
Debt Charges	443,720	531,224
Transfers to Operating (Schedule L)	1,693,745	1,623,208
Net Transfer to Capital	1,750,062	2,965,083
	<u>6,328,505</u>	<u>7,654,560</u>
	1,796,322	(66,659)
Less: Debt Repayment	<u>843,753</u>	<u>760,397</u>
<b>OPERATING SURPLUS (DEFICIT)</b>	952,569	(827,056)
<b>NET TRANSFER FROM (TO) RESERVES</b>	<u>(952,569)</u>	<u>827,056</u>
	<u>\$ -</u>	<u>\$ -</u>

Note: Interfund transactions have not been eliminated.



## THE CITY OF RED DEER

## SCHEDULE G

**SOLID WASTE COLLECTION**STATEMENT OF REVENUE, EXPENSES & TRANSFERS (unaudited)  
FOR THE YEAR ENDED DECEMBER 31, 2003

	<u>2003</u>	<u>2002</u>
<b>REVENUES</b>		
Residential	\$ 1,769,206	\$ 1,637,026
Commercial	2,138,296	2,003,197
Penalties & Charges	10,419	11,556
Other	25,152	2,815
Transfers from Operating (Schedule L)	47,042	47,189
	<u>3,990,115</u>	<u>3,701,783</u>
<b>EXPENSES</b>		
Administration	50,478	52,743
Collection	3,277,837	3,070,788
Transfers to Operating (Schedule L)	563,170	600,543
	<u>3,891,485</u>	<u>3,724,074</u>
<b>OPERATING SURPLUS (DEFICIT)</b>	98,630	(22,291)
<b>NET TRANSFER FROM (TO) RESERVES</b>	<u>(98,630)</u>	<u>22,291</u>
	<u>\$ -</u>	<u>\$ -</u>

Note: Interfund transactions have not been eliminated.



THE CITY OF RED DEER  
**SOLID WASTE DISPOSAL**

SCHEDULE H

STATEMENT OF REVENUE, EXPENSES & TRANSFERS (unaudited)  
FOR THE YEAR ENDED DECEMBER 31, 2003

	<u>2003</u>	<u>2002</u>
<b>REVENUES</b>		
Fees	\$ 4,871,569	\$ 2,680,944
Transfer from Operating (Schedule L)	<u>17,122</u>	<u>11,748</u>
	<u>4,888,691</u>	<u>2,692,692</u>
<b>EXPENSES</b>		
Disposal Costs	1,313,249	1,078,851
Landfill Closure Provision	227,781	(56,938)
Debt Charges	894	792
Transfers to Operating (Schedule L)	476,113	455,278
Transfer to Capital	<u>2,997,000</u>	<u>158,000</u>
	<u>5,015,037</u>	<u>1,635,983</u>
<b>OPERATING SURPLUS (DEFICIT)</b>	<b>(126,346)</b>	<b>1,056,709</b>
<b>NET TRANSFER FROM (TO) RESERVES</b>	<u>126,346</u>	<u>(1,056,709)</u>
	<u>\$ -</u>	<u>\$ -</u>

Note: Interfund transactions have not been eliminated.



## THE CITY OF RED DEER

## SCHEDULE I

**RECYCLING**STATEMENT OF REVENUE, EXPENSES & TRANSFERS (unaudited)  
FOR THE YEAR ENDED DECEMBER 31, 2003

	<u>2003</u>	<u>2002</u>
<b>REVENUES</b>		
Residential	\$ 747,468	\$ 688,277
Multi-Family Residential	239,753	220,533
Penalties & Charges	2,556	2,860
Other	239,122	226,008
Transfers from Operating (Schedule L)	105,000	105,000
	<u>1,333,899</u>	<u>1,242,678</u>
<b>EXPENSES</b>		
Recycling Costs	1,038,783	863,732
Transfers to Operating (Schedule L)	279,432	181,649
	<u>1,318,215</u>	<u>1,045,381</u>
<b>OPERATING SURPLUS (DEFICIT)</b>	15,684	197,297
<b>NET TRANSFER FROM (TO) RESERVES</b>	<u>(15,684)</u>	<u>(197,297)</u>
	<u>\$ -</u>	<u>\$ -</u>

Note: Interfund transactions have not been eliminated.



## THE CITY OF RED DEER

## SCHEDULE J

**SUBDIVISIONS**STATEMENT OF REVENUE, EXPENSES & TRANSFERS (unaudited)  
FOR THE YEAR ENDED DECEMBER 31, 2003

	<u>2003</u>	<u>2002</u>
<b>REVENUES</b>		
Lot Sales	\$ 12,700,701	\$ 16,573,345
Debenture Interest Subsidy	17,742	25,146
Other	72,232	-
	<u>12,790,675</u>	<u>16,598,491</u>
<b>EXPENSES</b>		
Administration	193,687	173,977
Debt Charges	219,939	287,576
Transfers to Operating (Schedule L)	966,384	1,001,204
Transfer to Capital	11,010,603	14,327,483
	<u>12,390,613</u>	<u>15,790,240</u>
	400,062	808,251
Less: Debt Repayment	<u>402,717</u>	<u>805,597</u>
<b>OPERATING SURPLUS (DEFICIT)</b>	(2,655)	2,654
<b>NET TRANSFER FROM (TO) RESERVES</b>	<u>2,655</u>	<u>(2,654)</u>
	<u>\$ -</u>	<u>\$ -</u>

Note: Interfund transactions have not been eliminated.



THE CITY OF RED DEER  
**ELECTRIC LIGHT & POWER**

SCHEDULE K

STATEMENT OF REVENUE, EXPENSES & TRANSFERS (unaudited)  
 FOR THE YEAR ENDED DECEMBER 31, 2003

	<u>2003</u>	<u>2002</u>
<b>REVENUES</b>		
Residential	\$ 7,367,195	\$ 7,365,966
Commercial	11,126,866	12,032,999
Penalties & Charges	286,070	266,970
Transmission Cost Recovery	1,814,000	1,820,000
Energy Cost Recovery for 2000	-	855
Customer Valuation Rights	1,190,000	1,190,000
Other	1,409,583	278,182
Transfer from Capital	808,154	74,301
Transfers from Operating (Schedule L)	-	37,665
	<u>24,001,868</u>	<u>23,066,938</u>
<b>EXPENSES</b>		
Transmission Charge	3,553,730	4,779,121
Administration	1,811,542	1,677,130
Customer Billing & Collection	574,509	515,096
Distribution & Maintenance	1,031,954	768,660
Transfer in Lieu of Taxes	536,611	519,009
Transfers to Operating (Schedule L)	7,350,516	7,175,753
Transfer to Capital	504,821	-
	<u>15,363,683</u>	<u>15,434,769</u>
<b>OPERATING SURPLUS (DEFICIT)</b>	<b>8,638,185</b>	<b>7,632,169</b>
<b>NET TRANSFER FROM (TO) RESERVES</b>	<b>(8,638,185)</b>	<b>(7,632,169)</b>
	<u>\$ -</u>	<u>\$ -</u>

Note: Interfund transactions have not been eliminated.



CITY OF RED DEER  
**INTERNAL CHARGES & TRANSFERS** (unaudited)  
 FOR THE YEAR ENDED DECEMBER 31, 2003

	<u>GENERAL</u>	<u>PARKING</u>	<u>EQUIPMENT FUND</u>	<u>WATER</u>	<u>WASTE WATER</u>
<b>TRANSFERS FROM OPERATING</b>					
<b>TRANSFERS</b>					
Utilities Administration	\$ 2,097,568	\$ -	\$ -	\$ -	\$ -
Tax Relief - Land Bank	660,000	-	-	-	-
Utilities Billing Cost	1,112,963	-	-	-	-
Other	9,185,762	178,644	5,850	549,716	-
	<u>13,056,293</u>	<u>178,644</u>	<u>5,850</u>	<u>549,716</u>	<u>-</u>
<b>INTERNAL COST RECOVERIES</b>					
Equipment Rental	-	-	4,995,274	-	-
Utilities on City Facilities	-	-	-	145,079	62,656
Labour Recharge	135,374	-	1,139,547	-	-
Other	528,767	-	283,511	25,880	1,679
	<u>664,141</u>	<u>-</u>	<u>6,418,332</u>	<u>170,959</u>	<u>64,335</u>
<b>TOTAL</b>	<u>\$ 13,720,434</u>	<u>\$ 178,644</u>	<u>\$ 6,424,182</u>	<u>\$ 720,675</u>	<u>\$ 64,335</u>
<b>TRANSFER TO OPERATING</b>					
<b>TRANSFERS</b>					
Utilities Administration	\$ -	\$ -	\$ -	\$ 879,405	\$ 738,418
Tax Relief - Land Bank	-	-	-	-	-
Utilities Billing Cost	-	-	-	275,970	275,970
Other	653,506	433,546	85,110	631,637	488,229
	<u>653,506</u>	<u>433,546</u>	<u>85,110</u>	<u>1,787,012</u>	<u>1,502,617</u>
<b>INTERNAL CHARGES</b>					
Equipment Rental	3,955,747	19,965	478,599	222,237	155,998
Utilities on City Facilities	227,787	-	624	1,140	22,131
Labour Recharge	45,571	152	1,219,302	1,845	-
Other	589,666	3,499	94,882	127,884	12,999
	<u>4,818,771</u>	<u>23,616</u>	<u>1,793,407</u>	<u>353,106</u>	<u>191,128</u>
<b>TOTAL</b>	<u>\$ 5,472,277</u>	<u>\$ 457,162</u>	<u>\$ 1,878,517</u>	<u>\$ 2,140,118</u>	<u>\$ 1,693,745</u>



SCHEDULE L

<u>SOLID WASTE COLLECTION</u>	<u>SOLID WASTE DISPOSAL</u>	<u>RECYCLING</u>	<u>SUBDIVISIONS</u>	<u>ELECTRIC LIGHT &amp; POWER</u>	<u>TOTAL</u>
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,097,568
-	-	-	-	-	660,000
-	-	-	-	-	1,112,963
-	-	105,000	-	-	10,024,972
-	-	105,000	-	-	13,895,503
-	-	-	-	-	4,995,274
47,042	-	-	-	-	254,777
-	-	-	-	-	1,274,921
-	17,122	-	-	-	856,959
47,042	17,122	-	-	-	7,381,931
-	-	-	-	-	-
<u>\$ 47,042</u>	<u>\$ 17,122</u>	<u>\$ 105,000</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$21,277,434</u>
\$ 382,396	\$ -	\$ 97,349	\$ -	\$ -	\$ 2,097,568
-	-	-	660,000	-	660,000
125,920	-	124,640	-	310,463	1,112,963
51,677	418,710	48,468	305,611	6,908,478	10,024,972
559,993	418,710	270,457	965,611	7,218,941	13,895,503
3,120	22,761	8,825	-	128,022	4,995,274
-	-	-	-	3,095	254,777
57	7,183	38	773	-	1,274,921
-	27,459	112	-	458	856,959
3,177	57,403	8,975	773	131,575	7,381,931
-	-	-	-	-	-
<u>\$ 563,170</u>	<u>\$ 476,113</u>	<u>\$ 279,432</u>	<u>\$ 966,384</u>	<u>\$7,350,516</u>	<u>\$21,277,434</u>



# **STATISTICAL INFORMATION**



# **TAX AND OTHER STATISTICS**

1999 - 2003

	<u>2003</u>	<u>2002</u>
Population	72,691	70,593
Assessed Valuation	\$ 4,874,287,230	\$ 4,260,102,996
Per Capita Assessed Valuation	\$ 67,055	\$ 60,347
Mill Rates (Commercial)		
Municipal	11.2580	10.739
Education Foundation	6.8590	7.010
Other	0.3675	0.373
	<u>18.4845</u>	<u>18.122</u>
Taxes Paid by the Largest Single Taxpayer	\$ 993,695	\$ 941,197
Percent of Taxes	1.62%	1.70%
Property Taxes		
Current Levy	\$ 61,388,540	\$ 55,442,174
Current Collected	\$ 60,334,925	\$ 54,369,044
Percent of Current Levy	98.3%	98.1%
Gross Tax Collections	\$ 61,217,338	\$ 55,180,185
Taxes Outstanding	\$ 1,053,615	\$ 1,175,157
Reserves Balance	\$ 80,424,952	\$ 75,076,718
Long Term Debt		
Tax Supported Long Term Debt	\$ 5,689,257	\$ 6,914,629
Self Supported Long Term Debt	5,056,515	6,670,690
Total Gross Long Term Debt	<u>\$ 10,745,772</u>	<u>\$ 13,585,319</u>
Legal Debt Limit	209,889,438	205,585,368
Tax Supported Debt as a % of Assessment	0.1%	0.2%
Gross Tax Supported Debt per Capita	\$ 78	\$ 98
Total Gross Debt per Capita	\$ 148	\$ 192
Debt Service Costs (Gross)		
Tax Supported Long Term Debt	\$ 1,818,863	\$ 1,871,926
Self Supported Long Term Debt	2,222,624	3,200,786
	<u>\$ 4,041,487</u>	<u>\$ 5,072,712</u>
Operating Debt Costs % of Operating Expenses	4.13%	5.68%



<u>2001</u>	<u>2000</u>	<u>1999</u>
68,308	65,701	63,940
\$ 3,944,145,200	\$ 3,531,178,600	\$ 3,299,790,700
\$ 57,741	\$ 53,746	\$ 51,608
10.789	10.946	11.574
7.343	9.736	10.510
0.379	0.383	0.376
<u>18.511</u>	<u>21.065</u>	<u>22.460</u>
\$ 882,567	\$ 1,003,652	\$ 1,034,469
1.77%	2.00%	2.11%
\$ 49,895,155	\$ 50,204,512	\$ 48,929,033
\$ 49,245,016	\$ 49,589,616	\$ 48,231,774
98.7%	98.8%	98.6%
\$ 49,883,763	\$ 50,384,402	\$ 48,773,666
\$ 913,168	\$ 901,776	\$ 1,081,666
\$ 40,387,516	\$ 39,126,242	\$ 42,896,264
\$ 8,074,378	\$ 11,082,224	\$ 14,104,523
9,056,209	12,008,701	14,668,093
<u>\$ 17,130,587</u>	<u>\$ 23,090,925</u>	<u>\$ 28,772,616</u>
195,693,541	203,101,187	193,214,867
0.2%	0.3%	0.4%
\$ 118	\$ 169	\$ 221
\$ 251	\$ 351	\$ 450
\$ 3,947,373	\$ 4,273,329	\$ 4,777,587
4,132,270	4,183,875	4,368,723
<u>\$ 8,079,643</u>	<u>\$ 8,457,204</u>	<u>\$ 9,146,310</u>
9.62%	8.13%	10.22%





**COUNCIL MEETING OF JUNE 28<sup>TH</sup> , 2004**

**ATTACHMENT**

DOCUMENT STATUS: PUBLIC

**REFERS TO: RIVERLANDS COMMUNITY PLAN  
AREA REDEVELOPMENT PLAN &  
DEVELOPMENT DESIGN CRITERIA**



# Riverlands Community Plan

## Area Redevelopment Plan & Development Design Criteria



### FINAL REPORT

#### Prepared for:

The City of Red Deer  
4808 Ross Street, Suite 404  
Red Deer, Alberta T4N 1X5

June 16, 2004

#### Prepared by:



John Hull  
Architect  
and  
Urban Plans Inc

In Association With:  
Carlyle & Associates  
Grandview Consulting  
Infrastructure Systems Ltd



## RIVERLANDS COMMUNITY PLAN

## CONTENTS

<b>1.0 Introduction</b>	<b>1</b>
1.1 Purpose and Objectives	1
1.2 Plan Area	2
1.3 Mandate	2
1.4 Planning Process	4
<b>2.0 Background</b>	<b>8</b>
2.1 History	8
2.2 Area Context	9
2.3 Existing Conditions and Issues	11
2.3.1 General Character / Built Form	11
2.3.2 Natural Features / Site Analysis	12
2.3.3 Land Use and Zoning	14
2.3.4 Transportation, Parking and Pedestrian Circulation	17
2.3.5 Utilities	18
<b>3.0 Vision and Development Concept</b>	<b>20</b>
3.1 Vision of Riverlands	20
3.2 Planning Principles	21
3.3 Development Concept	23
3.3.1 Development Concept Overview	23
3.3.2 Key Development Principles	26
<b>4.0 Riverlands Area Redevelopment Plan</b>	
4.1 Land Use	31
4.1.1 Residential, Commercial and Public Open Space	31
4.1.2 Transportation, Parking and Bicycle Network	36
4.1.3 Public Area Improvements	39
4.2 Zoning	41
4.2.1 Commercial Zoning	41
4.2.2 Residential Zoning	41
4.2.3 Parks and Open Space Zoning	43
4.2.4 Development Design Criteria	43
4.3 Implementation	44
<b>5.0 Riverlands Redevelopment Process</b>	<b>45</b>
5.1 Implementation Strategy	45
5.2 The Project Team	49
5.3 Project Scope / Terms of Reference	50
<b>6.0 Development Design Criteria</b>	<b>53</b>
6.1 Building Fronts	53
6.2 Surface Parking	56



**LIST OF MAPS AND FIGURES**

Map 1	Plan Area .....	3
Map 2	Area Context .....	10
Map 3	Natural Features .....	13
Map 4	Existing Land Use .....	15
Map 5	Existing Zoning .....	16
Map 6	Existing Utilities .....	19
Map 7	Riverlands Future Build-Out Concept .....	27
Map 8	Proposed Land Use .....	32
Map 9	Proposed Zoning .....	43
Figure 1	Generalized Future Land Use Concept .....	26
Figure 2	Proposed 48 Street Promenade Cross Section .....	28
Figure 3	Proposed Local Residential Street Cross Section .....	29
Figure 4	Proposed Local Commercial Street Cross Section .....	30
Figure 5	Parks and Open Space Concept .....	34
Figure 6	Pedestrian Circulation Concept .....	36
Figure 7	Transportation and Parking Concept .....	37
Figure 8	Bicycle Network Concept .....	39



## **1.0 INTRODUCTION**

### **1.1 PURPOSE AND OBJECTIVES**

*The purpose of this long range planning document is to guide future growth and development in the Riverlands area of downtown Red Deer. This Community Plan is consistent with the City of Red Deer Greater Downtown Action Plan (2000) and the Red Deer Community Culture Master Plan (2001) which presented new visions and planning concepts for the Riverlands area.*

*In following up on the Greater Downtown Action Plan, the City of Red Deer's Senior Management Team initiated a process to prepare an Area Redevelopment Plan and a set of urban design guidelines for Riverlands. The preparation of the plan is based on the following planning and development objectives, as outlined in the terms of reference for the study:*

#### **1. A Guide for Redevelopment of the Riverlands Area**

To establish land use patterns and redevelopment guidelines for future overall neighbourhood development, redevelopment and/or infill projects envisioned to occur within the next 15 to 20 years.

#### **2. A Sustainable Community**

To develop a sustainable community based on long term growth decisions in relation to balanced economic, financial, social and environmental elements.

#### **3. A Mix of Housing Forms and Commercial Uses**

To create a unique urban environment with a mixture of housing forms appealing to a range of income levels and lifestyles blended with commercial uses that provide employment opportunities.

#### **4. An Efficient Road Network and Access**

To provide an efficient internal road network and provide efficient neighbourhood access to the city's adjacent external transportation system.

#### **5. Pedestrian and Open Space Linkages**

To provide significant pedestrian and open space linkages to the city's existing park/trail system and accommodate the envisioned 48<sup>th</sup> Street promenade concept.

#### **6. Culture District**

To provide for a community culture hub that includes extending cultural activity, programming, artist's displays and performances into the entire Riverlands area.



One major way to create sustainable communities is to build compact, mixed use neighbourhoods.



### 7. Architectural and Urban Design Criteria to Enhance the Quality of Development

To enhance redevelopment of this area through the provision of architectural and urban design criteria that will guide new and/or redevelopment projects. The design criteria will establish building and streetscape regulations that address the following elements, amongst others:

- coordinated street lighting,
- parking and signage,
- pedestrian environment and walkway linkages,
- street furniture and landscaping, and
- visual appearance/aesthetics of buildings and public spaces.

#### 1.2 PLAN AREA

The Riverlands area is a light industrial / commercial area in the southwestern sector of the Greater Downtown area. It has sometimes been referred to as Downtown West, and is more commonly known as Cronquist Business Park and the City's West Yards. The area occupies a strategic location, directly west of the downtown commercial core, on the banks of the Red Deer River.

The Plan Area is defined by the Red Deer River on the west, Taylor Drive on the north and east, and 43 Street and the West Park neighbourhood on the south. (see Map 1: Plan Area).

#### 1.3 MANDATE

The Riverlands Area Redevelopment Plan (ARP) is a statutory plan, as defined by the Province of Alberta Municipal Government Act. The ARP is to be adopted by City Council by Bylaw.

Both the Greater Downtown Action Plan and the Riverlands ARP must conform to Red Deer's Municipal Development Plan which is the overriding statutory planning document governing land use and development in the city as a whole.

The mandate to prepare the Riverlands ARP stems from policy 2.8 in the Greater Downtown Action Plan, which states:

“Adopt a new vision and planning concept for the Riverlands area; prepare a comprehensive redevelopment plan and phased implementation

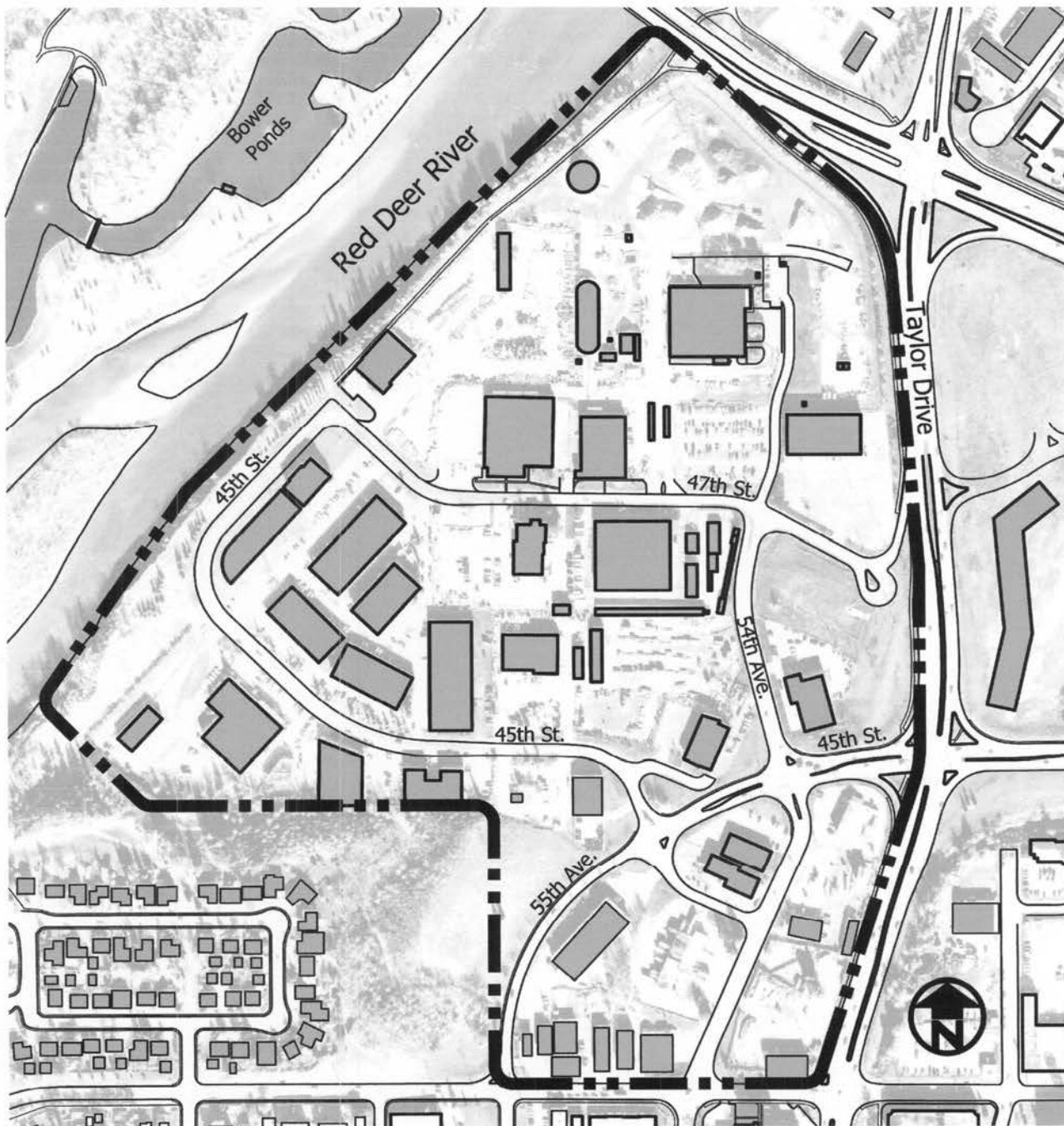


One of the best views in Red Deer – looking across the river from Riverlands to Bower Ponds.



*The presence of the City's Public Works Yards in Riverlands provides the City with a significant redevelopment opportunity.*





**LEGEND**

Plan Boundary



**John Hull Architect  
and Urban Plans Inc**

In Association With:  
**Carlyle & Associates  
Grandview Consulting  
Infrastructure Systems Ltd**



program for the river's edge pathway system, the significant City land holdings in the area and for the connecting public spaces."

Other policies from the Greater Downtown Action Plan relating to the development of Riverlands area and its connection to the downtown core and to Bower Ponds, are policies 7.2 and 7.3 respectively, which state:

"Develop the 48 Street Promenade – a major new east-west pedestrian route through the Greater Downtown area, linking the downtown core with the Riverlands area."

"Prepare conceptual plans and (over the medium/long term), construct a pedestrian bridge connecting the Downtown to Bower Ponds – as an extension to the 48 Street Promenade."

Greater Downtown Action Plan policies which provide the direction to prepare urban design criteria and physical improvement concepts for the Riverlands area are policies 2.2 and 2.3 respectively:

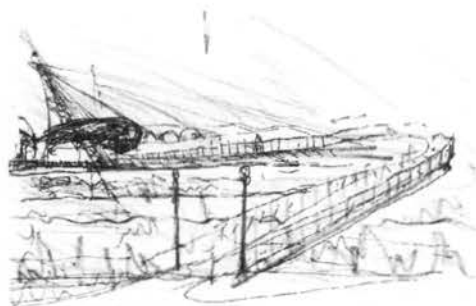
"Develop architectural and urban design guidelines for each distinct downtown neighbourhood."

"Develop a five year program of physical improvements for all nine downtown neighbourhoods; highlight the different characters of each area through neighbourhood signs, distinctive street name signs, street furniture, streetlamps, colours, landscaping and other features."

### 1.4 PLANNING PROCESS

The process to prepare this plan was initiated by the Greater Downtown Action Plan implementation group which has been actively pursuing the priority projects and initiatives contained in the Greater Downtown Action Plan, since the adoption of the Plan in August 2000.

The City of Red Deer Senior Management Team approved the terms of reference for the preparation of the Riverlands ARP and urban design criteria in the spring of 2002. The Senior Management Team appointed Parkland Community Planning Services to coordinate the overall planning process at this time.



This sketch of a pedestrian bridge linking Riverlands to Bower Ponds was provided in The Greater Downtown Action Plan (2000).



*Architectural design criteria for buildings and design criteria for the public realm can result in beautiful, people friendly urban spaces.*



In June 2002, a Steering Committee was established to guide the planning process. The Steering Committee members represent the following areas of interest:

- Community Services Division
- Engineering Services
- Inspections and Licensing Department
- Parkland Community Planning Services
- Downtown Business Association
- Riverlands area
- Parkvale Community Association

The public participation process began in June 2002 with the City of Red Deer distributing Community Newsletter # 1 to Riverlands area landowners and businesses. This newsletter informed area stakeholders of the process to be followed, proposed timelines, the objectives of the plan and the opportunities for public involvement.

Consultants were engaged to undertake the study in August, 2002 and the first of a series of monthly meetings between the consultants and the Steering Committee was held.

In October 2002 approximately 35 Downtown and Riverlands community members attend a Workshop conducted by the consultants to discuss ideas, issues and possibilities for the Riverlands area. Based on the feedback from this public workshop the consultants begin preparing the first draft of the Riverlands ARP and design guidelines.

In February 2003 the consultant team held a focus group workshop of Riverlands stakeholders to discuss the draft proposals for the area. Stakeholders expressed their strong support for, and indeed excitement regarding the draft redevelopment concept at the workshop.

Some new ideas emerged from the discussion at the February workshop, which were subsequently incorporated into the redevelopment plan. One key idea was incorporation of a multi-purpose culture/arts facility into a major civic park and open space area near the rivers edge. This idea is contained in the Community Culture Master Plan which identifies Riverlands as one of three primary culture hubs in the downtown. The suggested options included converting (and perhaps adding on to) the bus barns, the Purchasing Building and/or constructing a new culture facility by the river's edge.

The Riverlands redevelopment concept and draft design criteria were presented to the general Red Deer public in March 2004 as part of a public exhibit of current civic projects by the City of Red Deer. The one day exhibit was



conducted in a Red Deer shopping mall and was visited by many Red Deer and area residents.

A further presentation on the proposed plan was made to a joint meeting of the community, Culture Link (community organization responsible for implementation of the Culture Master Plan) and the Red Deer College in March. The Red Deer College representatives were enthused about the redevelopment concept and expressed interest in the possibility of having off-campus student housing in the Riverlands area at some time in the future. They felt this idea had considerable merit, given the closeness of Riverlands to the College, both via the road system and the walking / cycling trails.

A Public Meeting and Open House was held in April 2003 to present the Riverlands Redevelopment Concept and Design Criteria to the general public of Red Deer. Area landowners and the public were invited to attend.

At the meeting a physical model was unveiled, along with several panels outlining the redevelopment plan in detail. Presentations were made by the consultant team, explaining the proposed redevelopment plan and design guidelines. The meeting was well attended, and from the comments received from those in attendance, there was considerable interest and enthusiasm for the redevelopment concept and the policies and guidelines being proposed in the plan.

In written responses provided on the comment sheets from the Public Meeting and Open House, meeting attendees supported the following features of the proposed redevelopment plan:

- the street layout which accommodates existing buildings
- the mixture of proposed uses
- the integration of affordable housing into the housing mix
- 48 Street Promenade, (with a suggestion that part of it be closed for special events)
- the design of the 48 Street Promenade, with a treed boulevard and space for benches and planters
- the cultural centre proposal, with broad public uses eg. natural and human history interpretation and river oriented leisure activities
- the new system of sidewalks throughout the area
- a pedestrian bridge across the river to Bower Ponds
- a pedestrian bridge or some form of improved pedestrian crossing of Taylor Drive
- the proposed right-out turn onto Taylor Drive at 47 Street, and
- the removal of the overhead power lines.

Some of the written comments on the presentation of the draft Riverlands Redevelopment Plan at the April 15, 2003 Public Meeting and Open House are presented here:

*"The Plans look great and it is good to see some plans carrying on."*

*"We are pleased to see a proactive approach being taken in the downtown area. We have visited many cities where the downtown area has essentially died – where there are many vacant buildings and the area is run down. Embarking on a revitalization plan now when the downtown area is still vibrant should help ensure that the area remains vibrant."*

*"Conceptually it is good to see a plan for Riverlands."*

*"A good plan. We like it. We'll be looking at buying a condo there in about 10 years."*

*"Thanks for the efforts and the visions. May we be able to carry it all out. The future goals are what keeps us moving on in the present."*

*"There is much to do to bring the present downtown core up to the level it should be and keep growth happening..."*



The concerns most often expressed at the public meeting were related to the potential parking and traffic issues that could arise from the redevelopment of the area. Other concerns related to the need to undertake a marketing study on the costs and benefits of relocating the City's West Yards so that the redevelopment plan could proceed as soon as possible. In early 2004 the City initiated an *Evaluation and Market Assessment* study for the West Yards area.

Also in early 2004 the City's Senior Management Team reviewed the draft Riverlands Area Redevelopment Plan recommending several minor changes including a stronger emphasis on the use of green energy and sustainability principles. In March the draft Riverlands Area Redevelopment Plan and 3D model were displayed at a local shopping centre as part of a broader initiative of City Council to meet with, and inform the community of major projects to be undertaken in the City.

The draft Riverlands Plan was forwarded to the Culture Link group (Cultural Development Association of Red Deer) for their review and input regarding the initiatives that the Red Deer Community Culture Master Plan has regarding the proposed culture hub in Riverlands.

A final open house to view the proposed Riverlands Area Redevelopment Plan was held in late May.

The Riverlands Plan will be [was] reviewed by the Municipal Planning Commission and following this review, the Plan will be [was] submitted to City Council for adoption. The public process will culminate with a Public Hearing, providing the public with a final opportunity to present their comments on the Plan directly to Red Deer City Council.



## **2.0 BACKGROUND**

### **2.1 HISTORY**

Riverland's known history dates back to the late 1800's when it existed as a natural area on the western edge of the settlement of Red Deer.

The area began to change in 1891 when Henry Reinholt built a sandstone quarry adjacent to the river, immediately south of where Taylor Bridge now stands. The quarry was the first commercial-scale quarry in the region. Sandstone from the quarry was used in the construction of several of Red Deer's prominent buildings over the years.

Most of the land around the quarry was in farmland for a number of decades. The area was generally known as Reinholt Landing during these years.

The second significant change in the area occurred when the CP railway line and central yards were built on the eastern edge of the area in the 1910's. The area remained as a mixture of farmland and light industrial use for a number of years, being relatively cut off from the rest of the Downtown by the railway yards.

It wasn't until the 1950's that the area was opened up somewhat by the construction of a roadway system, with 54 Avenue running north-south along the western side of the CP rail line. Spur lines were built to the west of the railway tracks to serve the small industrial storage yards and facilities. It was at this time that the City's Public Works Yards started to move into the area.

In the early 1960's the area was further subdivided and extended westward. Several industrial and commercial operations with large storage yards occupied the area during this period. Cronquist Business Park was established in the 1970's and the area began to fill out as new commercial office buildings were constructed in the area.

Major changes were again initiated in the 1980's when the CP railway tracks were removed and the area became more connected to the Downtown through the extension of Ross Street to the west and the construction of Taylor Drive and Taylor Bridge on the area's boundaries.



*This 1955 map of Downtown Red Deer shows 54 Avenue and the railway spur lines connecting into the Riverlands area.*



*The Bus Barns building is located along 47 Street. This building, built in the 1960's, is one that could be adapted and reused through a redevelopment scheme for the area.*



### 2.2 AREA CONTEXT

Riverlands is situated in a prime central Red Deer location, on the western edge of Downtown. One of its greatest assets is the fact that it borders the Red Deer River, facing a major city resource – Bower Ponds and Great Chief Park. (refer to Map 2: Area Context)

There are some special civic places in the Downtown, such as the City Hall Park, Rotary Recreation Park and Ross Street where major civic celebrations can take place. However, none of these has the natural advantages, nor the potential to develop as a world-class gathering place or celebration place as the City owned riverfront land in the City Yards.

The success of the Riverlands plan will largely be judged by the ability of those implementing the plan to capitalize on this very special opportunity.

The potential of Riverlands is further enhanced by the fact that it is linked to the downtown core by a major pedestrian connector – the 48 Street Promenade. This pedestrian corridor will pass directly through the middle of Riverlands and meet the river at a point where it could bridge the river to join up with the very centre of the Bower Ponds area.

The Riverlands area is bordered on two sides by natural amenities, the river on the west and the forested escarpment on the south. The Waskasoo Park trail system runs along both the western and southern boundaries. The potential exists to enhance the trail system and extend it to the southeast to connect up with the trail as it runs along Waskasoo Creek.

Above the escarpment on the southern boundary lies the West Park residential area. Any future development below the escarpment, on the south side of 45 Street, should be compatible with the residential neighbourhood to the south.

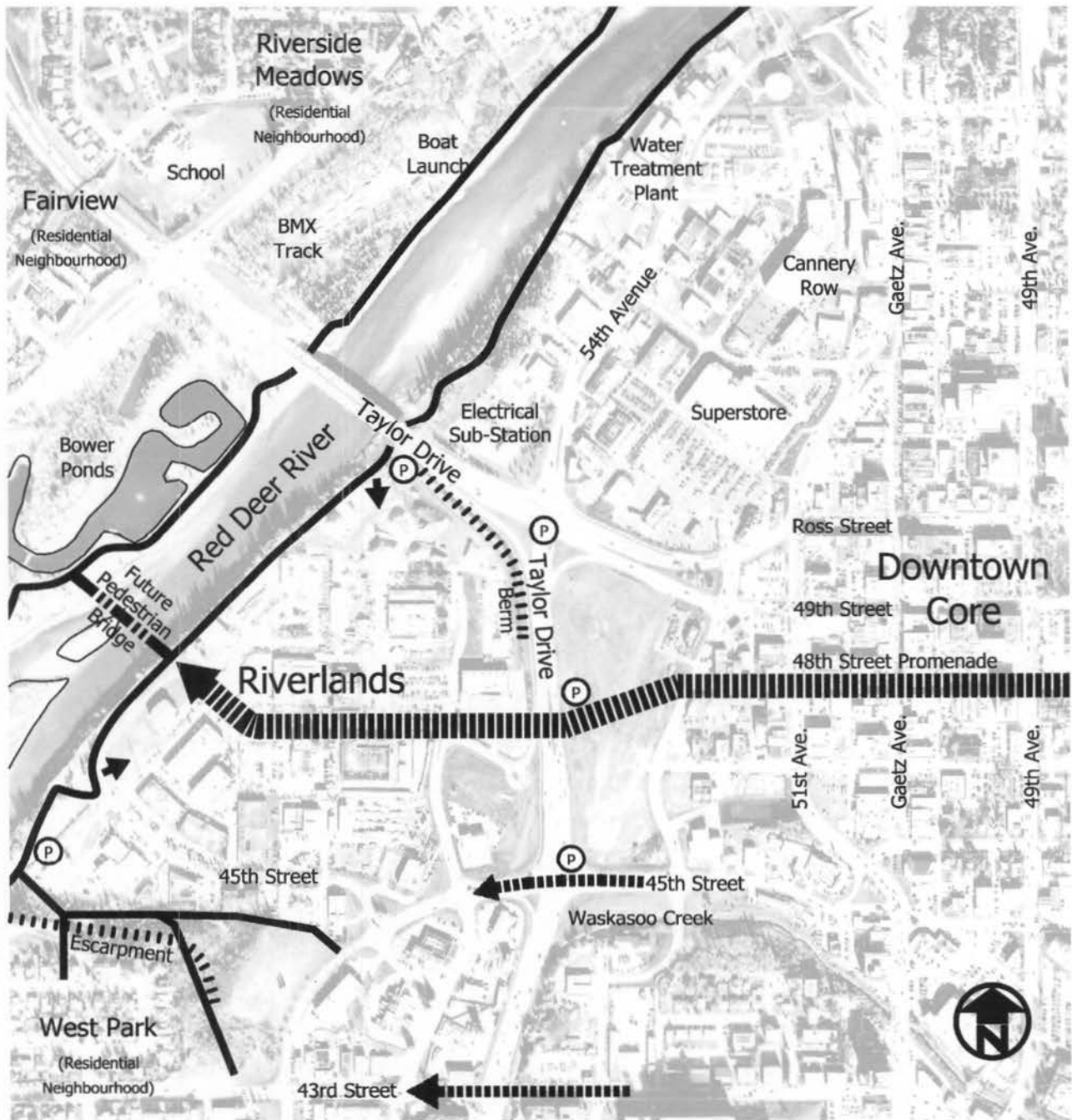
Taylor Drive, which borders Riverlands on the north and east, represents a physical barrier to the merging of Riverlands with the rest of Downtown.

While it poses issues of access, the presence of Taylor Drive serves to contain the area, and if appropriate design and planning improvements can be implemented, the issues may be mitigated over time. For example, the landscaped berm along the northern border of Riverlands is a barrier that could be improved upon by removing the fence and creating pedestrian openings at strategic locations.



*Looking westward down 47 Street – the proposed extension of the 48 Street Promenade. The City's Public Works Yards are on the right, Sentinel Storage on the left.*





**LEGEND**

Pedestrian Link Issues (P)

48th Street Promenade

Pedestrian Trails

Vehicular Access

Pedestrian Access



John Hull Architect and Urban Plans Inc

In Association With:  
Carlyle & Associates  
Grandview Consulting  
Infrastructure Systems Ltd



The pedestrian crossing issues that exist along Taylor at Ross Street, 48 Street and 45 Street will have to be addressed as the area evolves over time from an auto-oriented commercial area to a pedestrian-oriented residential mixed use community of over 2,500 residents.

The recent development of the lands immediately to the east of Riverlands along Taylor Drive to medium density residential and commercial is a sign that there is a strong market for this type of quality urban redevelopment in the Downtown West area.

### 2.3 EXISTING CONDITIONS AND ISSUES

#### 2.3.1. General Character / Built Form

Riverlands at present is a relatively attractive, low density commercial industrial area. It consists primarily of commercial office and industrial enterprises, public works facilities, warehouse operations, merchandise sales businesses, professional offices and storage facilities. The area was mostly built out in the 1960's and 1970's.

It is an auto-oriented commercial business park with extensive parking provided throughout the area. There are no sidewalks along the roadways within the interior part of the area. While some of the buildings have grass boulevards or landscaping in front, there are no pedestrian amenities or parks within the area. The only facilities for pedestrians or cyclists occur along the edges of the area - Waskasoo Park trail at the river's edge and the sidewalk adjacent to Taylor Drive.

Three predominant forms of development characterize the central part of the area:

- the public works yards with its three low scale, cinder block warehouse / office buildings spread out along 47 Street, and its large expansive, well used storage yard in behind;
- one storey office/commercial strip buildings set well back from the street, with ample surface parking in front and some minimal landscaping on the site (eg. Cronquist Business Park area);
- industrial buildings set far back from the street with large storage yards and facilities on the site (eg. the UFA site)

The area between Taylor Drive and 54 and 55 Avenues is characterized by a variety of commercial buildings, mostly low scale buildings, along with a number of vacant lands.



*Looking eastward from the Carnival Cinema's parking lot across Taylor Drive towards 48 Street.*



*There are several one storey business complexes like this one in Cronquist Business Park.*



*The UFA site took up a large portion of the industrial land in the central part of Riverlands, prior to its relocation from the area in 2003.*



Included amongst the commercial buildings are a cinema complex and a gas bar/convenience store.

The public works yards with their large piles of sand and gravel and piles of various industrial materials provide somewhat of a landmark or interesting focal point, especially as you enter the Downtown from the west. However, the area is obviously, and understandably, off limits to the public – this point is driven home by the expanse of frost fence encircling the site.

At the west end of Cronquist Business Park, overlooking the river, are two residential condominium buildings each containing ground floor commercial uses. These residential developments are quite unique to Red Deer, given their location within a predominately commercial industrial area. In one respect they are harbingers of things to come – as the intent of the Riverlands Plan is to convert the entire area to an eclectic, diverse mixed use community.



*A view of the Public Works Yards from outside the fence. Some of the materials used in the maintenance and upkeep of the city can be seen stored here.*

### 2.3.2 Natural Features / Site Analysis

#### Natural Features

One look at a map of the natural features and environmental conditions of Riverlands and surrounding area demonstrates how little remains of nature within the built up portion of Riverlands (see Map 3: Natural Features). However it also shows that Riverlands is blessed with an exceptional natural setting, with a forested escarpment on its southern boundary and the Red Deer River on its western boundary including the natural setting of the Bower Ponds and Great Chief Park recreational areas across the river.

The area is situated on the plateau approximately 12 metres above the river. Most of the indigenous vegetation has been stripped from the central part of the area over the years due to quarrying, farming, industrial development and riverbank stabilization projects.

There has been some erosion of the south bank of the river over the years. Bank stabilization and re-introduction and preservation of the natural species of the area - Aspen Parkland species needs to be explored. The bank adjacent to the Public Works Yards should require an environmental assessment and measures to mitigate any damage that has occurred over the years as a result of the industrial activity in the vicinity.

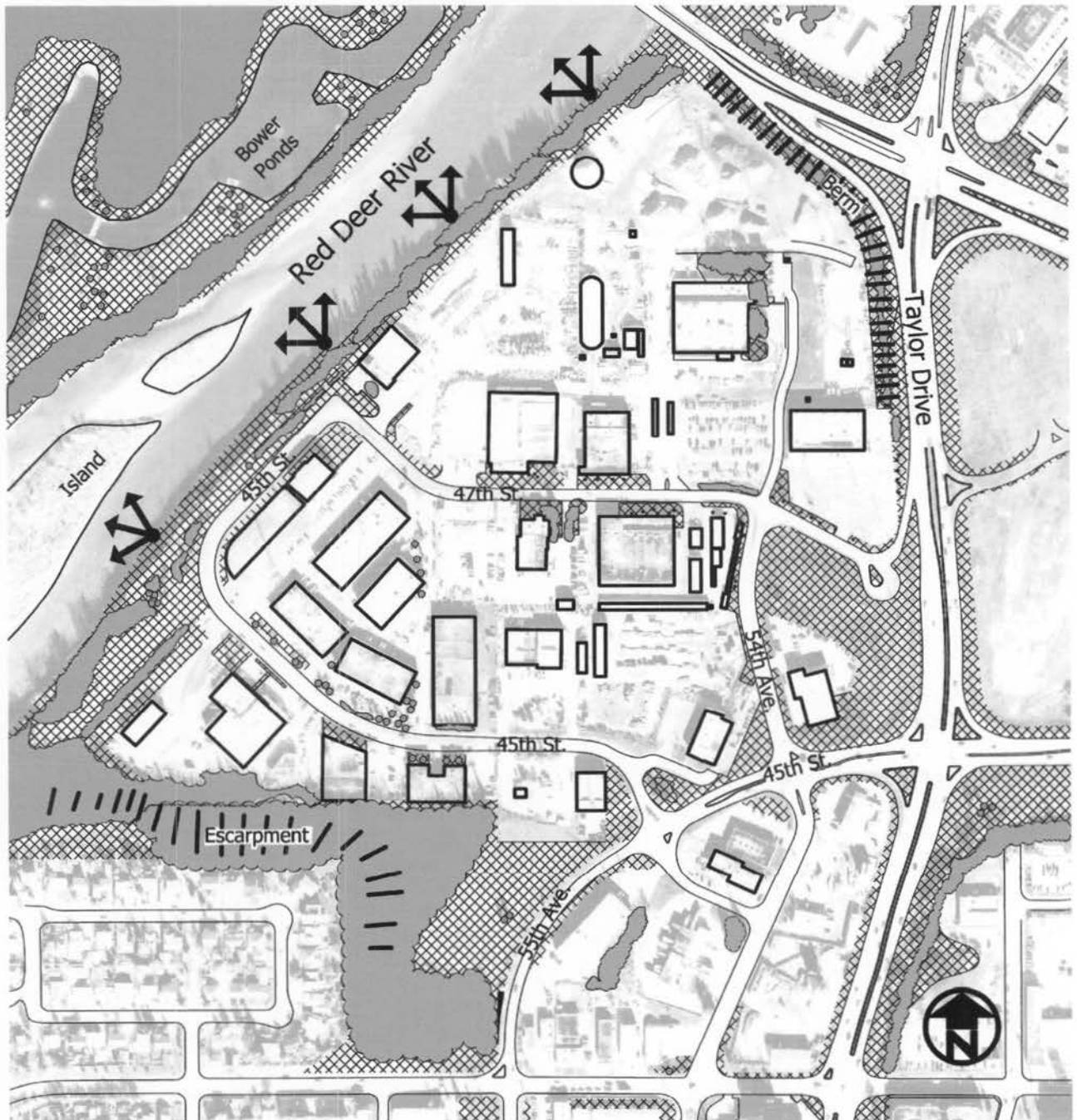


*There are some beautiful stands of trees scattered throughout the Riverlands area – especially along the perimeter of the area.*




MAP 3 NATURAL FEATURES

SCALE 1:5000



LEGEND

Green Space 

Trees 

Escarpment & Berm 

Views to Valley 



John Hull Architect  
and Urban Plans Inc

In Association With:  
Carlyle & Associates  
Grandview Consulting  
Infrastructure Systems Ltd



The entire length of the riverbank should be examined to determine the best strategy to naturalize and upgrade the slope. This will take on extra importance since the Riverlands redevelopment scheme calls for a more active park space in the area, with a portion of the riverside area slated to become a major civic space, a city “gathering place”.

The landscaped berm along Taylor Drive is an attractive feature for the area that could act as a good natural buffer between the area and the traffic on Taylor Drive. Some of the other landscaping assets that occur along the streets in the area include the boulevard tree planting along 55 Ave and at the row of trees at 45 Street and the river’s edge.

Several of the businesses in the area have some form of landscaping on their private property, in front of their businesses. Of particular interest for preservation under any redevelopment scheme is the stand of possible heritage trees by Public Works Yards building.

As a result of the significant grade difference between the Riverlands side of the river and the Bower Ponds side, there are spectacular views across the river from the area.

One of the most prominent views looking toward the site is the view from Taylor Bridge as you travel eastward on the bridge. From the bridge one is drawn to two landmarks in the area – the interesting piles of industrial materials stacked up in the Public Works Yards, and the attractive new riverside condominium project – The Quarry.



*The Quarry is a high quality riverside condominium project built in 2002 – it is a sign of things to come based on the Riverlands redevelopment scheme proposed in this planning document.*

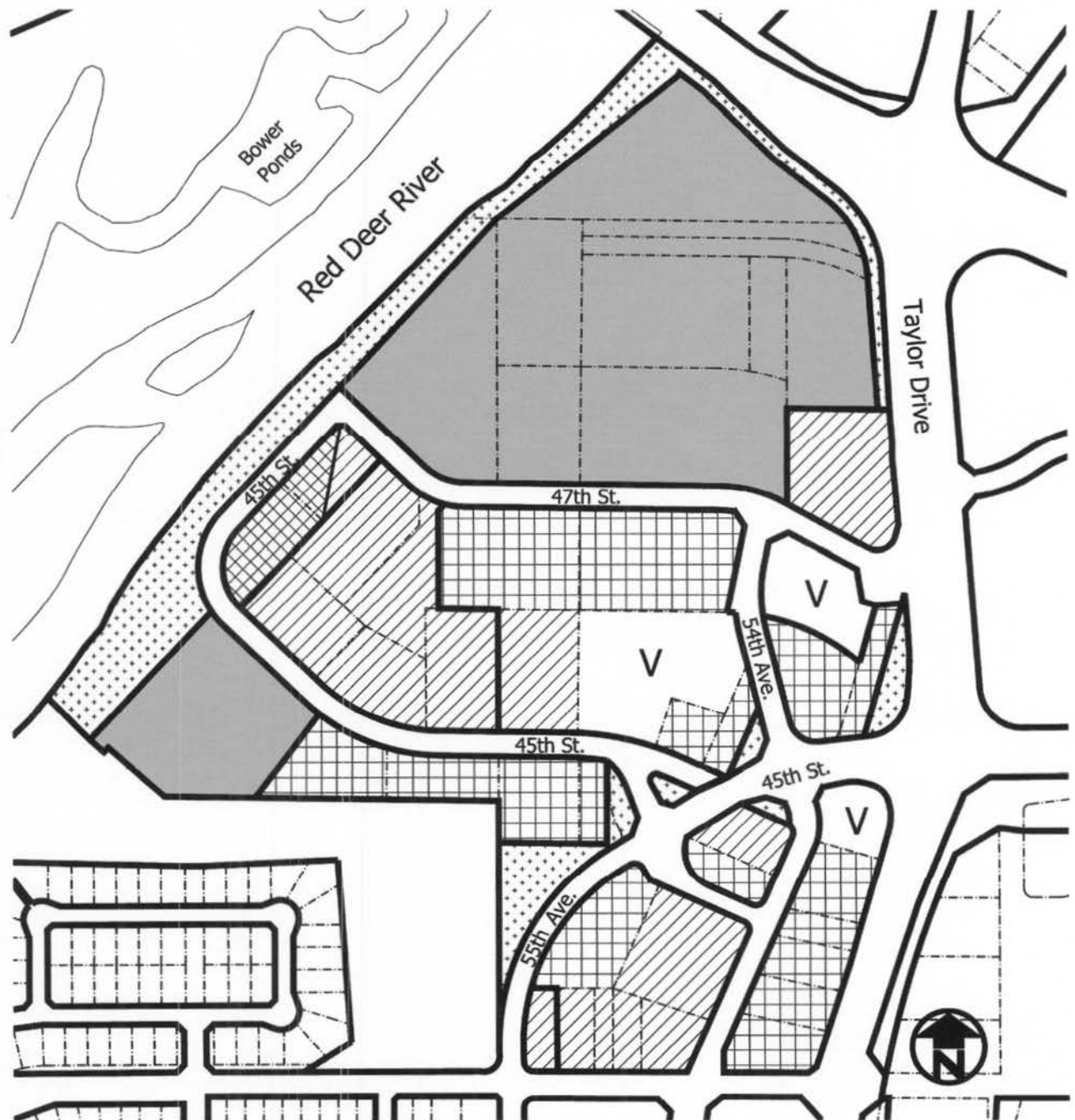
### 2.3.3 Land Use and Zoning

The predominant land uses in the Riverlands area are public industrial, private industrial and commercial, as shown on Map 4: Existing Land Use. There are two residential properties in the area, making up a small portion of the overall area.

The open space / recreational lands occur along the river, below the escarpment, along part of Taylor Drive and 55 Avenue. All of these areas are in passive recreation use, with pedestrian trails running along the river and below the escarpment on the south side of the area.

Most of the area is covered by Direct Control - DC(3) or Commercial (City Centre West) Districts. The open space areas are zoned A2 - Environmental Preservation or P1 - Parks and Recreation (see Map 5: Existing Zoning).





**LEGEND**

Medium  
Density  
Residential



Private  
Industrial



Commercial



Open Space/  
Recreation



Public  
Industrial



Vacant/  
Undeveloped  
Land

V



**John Hull Architect  
and Urban Plans Inc**

In Association With:  
**Carlyle & Associates  
Grandview Consulting  
Infrastructure Systems Ltd**



MAP 5 EXISTING ZONING

SCALE 1:5000



**LEGEND**

- ZONE A2: Environmental Preservation
- ZONE C1A: Commercial (City Centre West)
- ZONE DC (3): Direct Control
- ZONE P1: Parks and Recreation



John Hull Architect  
and Urban Plans Inc  
In Association With:  
Carlyle & Associates  
Grandview Consulting  
Infrastructure Systems Ltd



The DC(3) district covers the Public Works Yards and the land between 45 and 47 Streets, adjacent to Taylor Drive. The C1A District covers all of the remaining commercial and industrial lands in the area.

The general purpose of the Direct Control District is “to provide for innovative developments, which in the opinion of Council, require specific regulations unavailable in other land use districts.”

The land uses allowed under the DC(3) District are:

- “Any use legally within an existing building in the area at the time this use district comes into effect is deemed to be a discretionary use,
- Any use approved by the Council for the land within this use district having regard to the adopted Area Redevelopment Plan.”

The general purpose of the C1A Commercial (City Centre West) District is “to facilitate the development of a unique area of land uses, which includes office, commercial, industrial, institutional, cultural and residential developments, either as sole uses or in various combinations on a single site. Generally, the land uses are to serve the City and the region, as a whole. This district is distinct from, and includes higher standards of development than, the C1 District.”

The C1A District allows for a wide range of permitted and discretionary commercial, institutional, industrial, office, warehouse, retail and multiple family residential uses. It contains site development guidelines requiring buildings to feature street oriented design.

### **2.3.4 Transportation, Parking and Pedestrian Circulation**

The core of Riverlands is served by the 45/47 Street loop road system that acts as a collector road for the area. Vehicle access to the area is from Taylor Drive, southbound access only, at 47 Street, and from 45 Street at the south end.

There are pedestrian trails and sidewalks bordering the area, with the riverside trails along the western boundary, and sidewalks along the northern and eastern boundaries. There are no sidewalks in the interior of the area.

Pedestrian access from the Downtown, at the Ross Street / Taylor Drive intersection, is limited to one crosswalk possibility - pedestrians may only cross north-south on the west side of the intersection near the river. The only other pedestrian access points from the Downtown direction are at 43<sup>rd</sup> and 45<sup>th</sup> Streets.



*The 45/47 Street roadway provides efficient traffic movement through the area. This is the view looking eastward down 47 Street towards the Medican complex.*



Since the area was planned and developed as an auto-oriented business / industrial area, there is a substantial amount of parking in the area. In addition to the parking provided off-street adjacent to the commercial and industrial buildings, there is on-street parking allowed throughout the area.

The area is served by bus route no. 3, which loops through the area on 45 and 47 Streets. The existing bicycle paths follow the pedestrian trails and sidewalks that encircle the area. The Greater Downtown Action Plan proposed two main new linkages with the Downtown – one via the 48 Street Promenade and the other along 45 Street.

### 2.3.5 Utilities

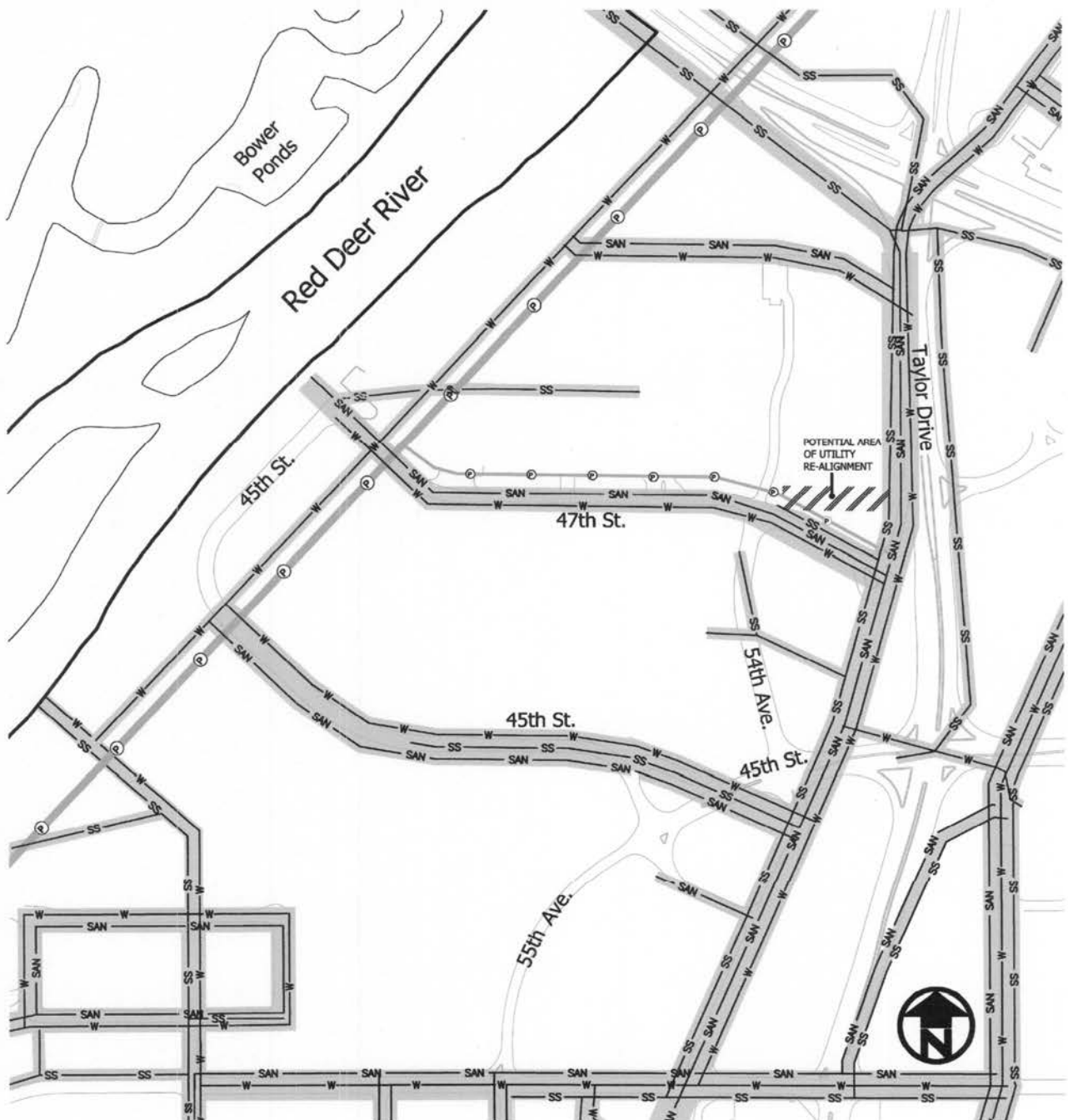
The area is well serviced by utilities, with water, sewer, gas and electricity services following the old grid roadway system (see Map 6: Existing Utilities). These utilities require review, upgrading and expansion as part of Plan implementation in order to ensure they will be sufficient to accommodate future projected development.

There is a major electrical transmission line passing through the western edge of the area. From a redevelopment and aesthetics perspective, this transmission line is a major constraint, barrier and obstacle to new and redevelopment opportunities for the area.



*This existing transmission line is a visual and physical barrier to the redevelopment potential of the area.*





**LEGEND**

U/G Sanitary  
Sewer Line

- SAN -

Primary Overhead  
Power Lines

Ⓟ

U/G Storm  
Sewer Line

- SS -

Secondary Overhead  
Power Lines

Ⓢ

U/G Water Line - W -



**John Hull Architect  
and Urban Plans Inc**

In Association With:  
**Carlyle & Associates  
Grandview Consulting  
Infrastructure Systems Ltd**



### **3.0 VISION AND DEVELOPMENT CONCEPT**

This chapter presents a vision and development concept for the future redevelopment of the Riverlands area. It outlines a series of planning principles that will be used to guide the redevelopment process and it describes the desired physical qualities that are envisioned for the area.

A generalized future land use map (Figure 1) provides a basic concept for the proposed pattern of land uses, while a more detailed conceptual map (Map 7) provides a representation of what Riverlands could look like once it is fully built out. Both of these maps are concepts and are to be used as a guide for the redevelopment of the area, allowing such change to occur over the next 15-20 years.

#### **3.1 VISION OF RIVERLANDS**

The vision statement for Riverlands articulated in the Greater Downtown Action Plan (2000) captured the excitement that surrounds the potential redevelopment of the area:

*"As we cross into Riverlands, we can feel the excitement of new things happening. A phasing plan allowed the City Yards - 25 acres of riverfront property - to be relocated to other locations.*

*New development and the adaptive reuse of some of the City buildings have allowed a new urbanism to develop. The area is distinctly streetscaped: it is modern with a hint of industrial materials, bright colours, and new architectural forms.*

*The new developers followed the area concept plan and the City started the public infrastructure along the Promenade years before. The result is a world-class river front development. Local developers also recognized that there was a market in Red Deer to live downtown, on the trails, close to work and close to the excitement of the City. Now Riverlands is home to over a thousand people.*

*Approaching the River, we meet up with the perimeter river edge trail and look across to Cronquist House. Further to the north, a major park has been developed as part of the new residential and hotel projects and it provides access and views to the river's edge. The trail is more hard-edged along here: a riparian interpretive centre, viewpoints, historical markers (Cronquist, the limestone quarry, the lumber mill, the brick factory), bike rentals, riverboat rides and a teahouse."*



*This drawing illustrates the concept proposed in the Greater Downtown Action Plan (2000).*

The Red Deer Community Culture Master Plan (2001) picked up on this vision, stating "...it represents an excellent opportunity to undertake long range planning for a major culture area that compliments the culture activity and programming in the river valley and at Bower Ponds. The key element is the potential utilization of institutional and industrial facilities available at The City Yards should City departments move elsewhere...Potential opportunities...include major performance venues, studios and galleries and...extended river based culture programming, multi-cultural development and natural and human heritage appreciation."

Additionally, the Plan recommended "That the City designate the Riverlands area as a culture development hub and that the area be retained for the purpose of integrated indoor and outdoor culture facility development in line with the Greater Downtown Action Plan."



### **3.2 PLANNING PRINCIPLES**

The approach to planning for the redevelopment of the Riverlands area was to build on the vision set out in the Greater Downtown Action Plan and the Cultural Master Plan and to address the planning and development objectives as outlined earlier in this Plan (Section 1.1).

The preparation of the Riverlands Community Plan was also guided by a number of widely accepted planning principles:

1. Smart Growth, Green Energy / Environmental Planning and Community Development Principles.
2. Asset Based Planning Principles (area's assets and strengths).
3. "Pedestrian First" Principles.

These planning principles, as they apply to Riverlands redevelopment, are explained below.

#### **Smart Growth, Green Energy, Environmental Planning and Community Development Principles**

The Riverlands Area Redevelopment Plan calls for a conversion of the area from a low density commercial-industrial park to a highly urbanized, mixed use community with a rich blend of residential, commercial, cultural, arts, entertainment and park uses.

The Plan will build on the City's commitment to Smart Growth, Green Energy, Environmental Planning and Community Development as these initiatives will not only result in an exciting downtown urban environment, it will respond to the principles contained in the City's "Red Deer Growing Smarter" report. This report calls for development that provides:

- **a diversity of housing types**, including affordable and appropriate housing for all income and age groups including for those with physical disabilities,
- **a mix of uses and activities and a more intense use of land**,
- **a strong sense of community**, based on caring for neighbours and pride in private property,
- **civic and open spaces that serve multiple purposes** including natural preservation, wildlife habitat and a variety of recreational, leisure and cultural pursuits and activities,
- **a series of gathering places**, including multi-purpose arts, cultural and community facilities including outdoor performance areas,
- **visually appealing neighbourhoods** with distinguishing entrance features, edges, focal points, public art and other visual amenities,
- **a safe, accessible transportation system** that caters to several modes of transportation (auto, transit, pedestrian, bicycle) and is integrated to Downtown,
- **a safe community** consisting of well-lit streets, highly visible sidewalks and crosswalks and served by effective community policing programs, and
- **energy efficient infrastructure**, opportunities to convert waste products into energy and "wired" neighbourhoods.

The above statements from the Red Deer Growing Smarter report are all applicable to the Riverlands area. With much of the Riverlands area in City ownership, the City of Red Deer can show leadership in developing the area as a model community in terms of environmental, social, economic and physical planning principles.



**Building on the Area's Assets and Strengths**

The Riverlands ARP capitalizes on the fact that the City of Red Deer owns over three-quarters of the riverfront property in the area. In fact, the City owns 11.5 hectares (28.4 acres) of land in the area. The City's West Yards site is 10 hectares (24.7 acres) in size and the Red Deer Electric, Light and Power site is 1.5 hectares (3.7 acres) in size. The area is well serviced by existing infrastructure and has a number of exceptional natural and man-made assets. This all adds up to a significant potential for redevelopment for this downtown riverside area.

Much of the City owned land is in low intensity industrial use, with the majority of the land being devoted to storage, parking and impermanent buildings. The five older permanent buildings owned by the City are all one-storey cinder block structures that could either be converted to alternate uses in a redevelopment scheme or replaced with higher density uses.

The redevelopment scheme presented in this ARP actually "works with" these existing City buildings, in recognition that the redevelopment process should build on the industrial history and character of the area. The design of the new street system through the West Yards provides for the retention and conversion of some of the existing buildings to cultural, residential or commercial uses.

**Emphasis on the Pedestrian Environment**

One of the central planning principles set out in the Greater Downtown Action Plan was that all elements of Downtown development should be based on creating an attractive walking environment. This Plan recommended that a number of actions be taken to establish a "Pedestrian First" environment in the Downtown, including:

- new pedestrian trails should be built to link the existing perimeter trails with the heart of the city,
- sidewalks should be constructed where none exist,
- traffic calming principles should be applied wherever possible,
- the successful streetscape and tree planting improvements undertaken in the 1980's should be continued,
- develop the 48 Street Promenade, connecting the existing Downtown with Riverlands,
- construct a pedestrian bridge over the Red Deer River to Bower Ponds – as an extension to the 48 Street Promenade, and
- implement necessary improvements to the pedestrian environment in terms of persons with physical, sight or hearing handicaps on a systematic, staged basis.

The Riverlands ARP focuses on the walking environment, from recommending the establishment of a much-improved system of sidewalks and pathways to requiring all residential development to have individual entrances at the street level. The new internal street system and the compact form of development in most of the area will create an enhanced pedestrian environment in the Riverlands area.



### **3.3 DEVELOPMENT CONCEPT**

The new development concept for Riverlands is true to the vision set out three years ago in the Greater Downtown Action Plan. This section describes the proposed new development concept in general, qualitative terms. The following figures and map are provided in this section to illustrate the envisioned development concept:

- Figure 1 Generalized Future Land Use Concept
- Figure 2 Proposed 48 Street Promenade Cross Section
- Figure 3 Proposed Local Residential Street Cross Section
- Figure 4 proposed Local Commercial Street Cross Section
- Map 7 Riverlands Future Build-out Concept

#### **3.3.1 Development Concept Overview**

The highlights of the proposed development concept for Riverlands are presented here:

##### **A New Community Structure**

- **The 48 Street Promenade** (47 Street in Riverlands) will be designed as a grand pedestrian street, acting as a central spine for the new community.

The street will have wide sidewalks along both sides integrated with a treed boulevard, a bike lane along the north side of the street and have a landscaped treed and grass middle median.

- **A new grid street system** will be introduced to the central part of the area, creating a new community structure for the redevelopment of the area.

The streets will have tree-lined boulevards, sidewalks on both sides, pedestrian lighting and other pedestrian amenities. The roads will allow for travel lanes each way and have parking on both sides.



*This aerial view of the model of the Riverlands redevelopment concept (looking west) shows the proposed new community structure, with the 48 Street Promenade (47 Street) running east-west, the new grid street system in the centre of the area and the new major riverside park, civic space and culture hub.*

*This scenario shows a proposed hotel/convention centre at the north end of the site.*



**New Residential and Commercial Development**

- **Townhouses and high density housing** will be developed on over half of the entire area. Most of this housing will occur in the central areas of the Plan and at the base of the escarpment below West Park Estates.
- **Commercial** uses will be concentrated south of 45 Street along both sides of 54 Avenue, south of the Carnival theatre site, within the existing Cronquist Business Park area and, at the very north end of the Plan area in the form of a possible major commercial anchor (e.g. hotel/convention centre).
- **Mixed use commercial/residential** (commercial on the ground floor and residential above) will be required and concentrated along the 48 Street promenade in the centre of the Plan area. Ground floor commercial will be allowed in all residential areas permitting work/live environments and loft/studio type developments.
- **Commercial office** uses will be concentrated in two areas – in the existing Cronquist Business Park and in the area south of 45 Street, east of 55 Avenue, but will be allowed throughout the Plan area in various combinations with mixed use developments.

**Culture, Parks and Pedestrian Trails**

- **A major civic space** area will be developed at the river's edge – this will be designed to be sensitive to the natural environment at the river while serving as a multi-functional gathering place for civic events and celebrations. This site will include development of a major culture hub incorporating arts and cultural facilities and activities and will provide opportunity for related public/private commercial and residential partnership developments.
- **An integrated open space and pathway network** will be integrated throughout the entire area to create a connected and walkable community.
- The existing **riverside trail system** will be enhanced with hard edged viewpoints and pedestrian connections to the water's edge. A new **pedestrian bridge** could connect the area to Bower Ponds.
- **A pedestrian structure/crossing** at Taylor Drive and the 48 Street Promenade will be built to facilitate pedestrian and cyclist movements.

**A Diverse Mix of Activities**

- **A major commercial development** (hotel / convention centre) could be developed near the river's edge at the north end of the site.



- A **commercial / entertainment area** will allow for theatres, arts and cultural facilities and restaurants/lounges. No large drinking establishments would be allowed.
- **Cultural facilities, civic and recreational uses**, and other such uses can be accommodated in some of the existing west yards buildings.

### The Quality of Development

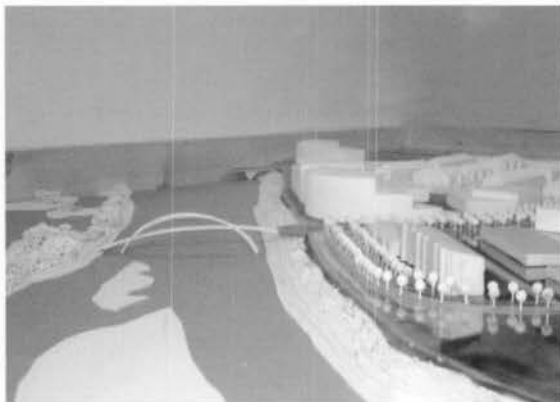
- **Development design criteria** developed through the plan preparation process will be applied to ensure a high quality, new urbanism form of private development.
- **Improvements to the area's streetscape environment** will ensure the public environment (e.g. sidewalks) is built to a standard sufficient to attract the desired quality of urban development.



*View of Riverlands across the Red Deer River from Bower Ponds. A possible pedestrian bridge would connect up to the 48 Street Promenade.*



*View from the south, showing the new housing development in the centre of the area and new commercial between 54 Ave and Taylor Drive.*



*View of the river's edge from the south.*



*This photo shows one development scenario of the civic area, with a new multi-purpose cultural building, plaza and large open space area.*



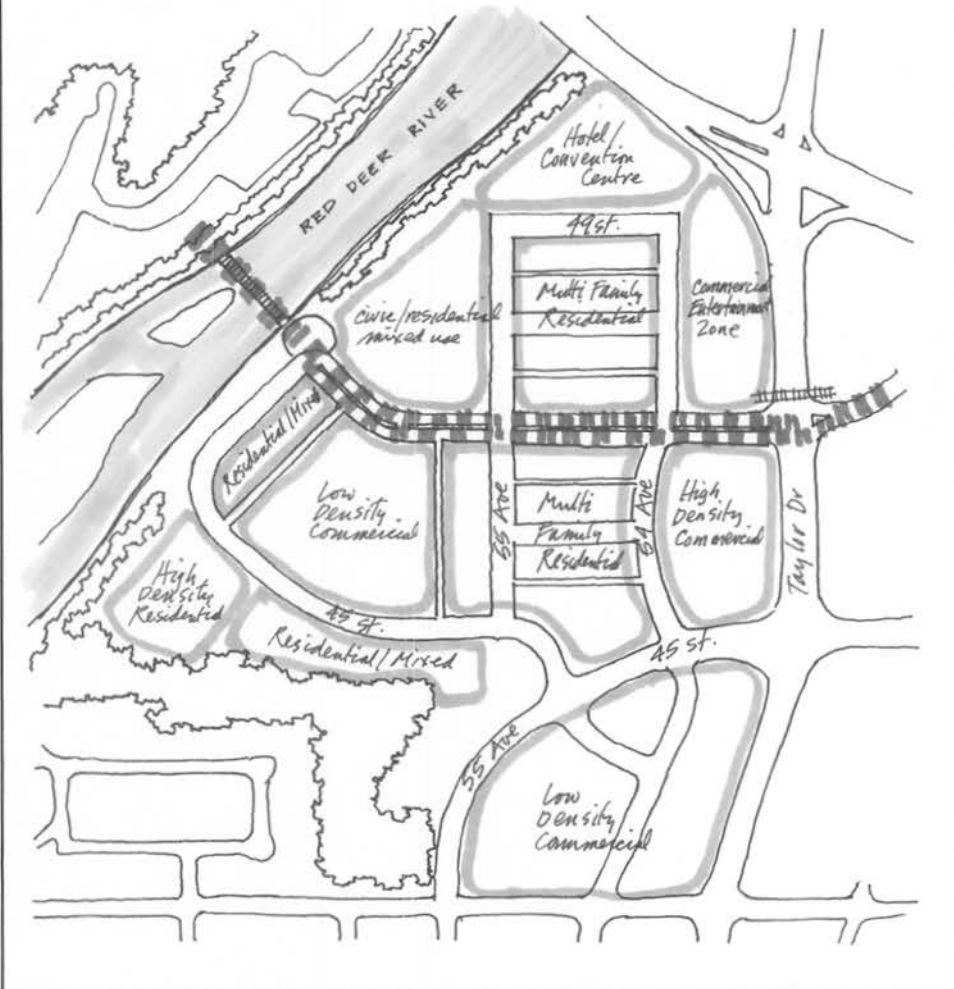
### 3.3.2 Key Development Principles

Some of the key development principles that should be followed in the development of Riverlands are presented below. These development principles address issues related to overall land use, community structure, redevelopment of the City lands, re-use of buildings and the envisioned design qualities of the area's street environment. Together, they provide a general summary of the development concept.

#### Mixed Use, Compact Development

**Development Principle # 1:** A pattern of land uses should be provided for Riverlands in accordance with the general concepts illustrated in Figure 1: Generalized Future Land Use Concept and Map 7: Riverlands Development Build-Out Concept. This will achieve a healthy mix of land uses in a compact urban form with open spaces, public facilities, an arts/cultural district and development catering to the citizens of Red Deer as a whole.

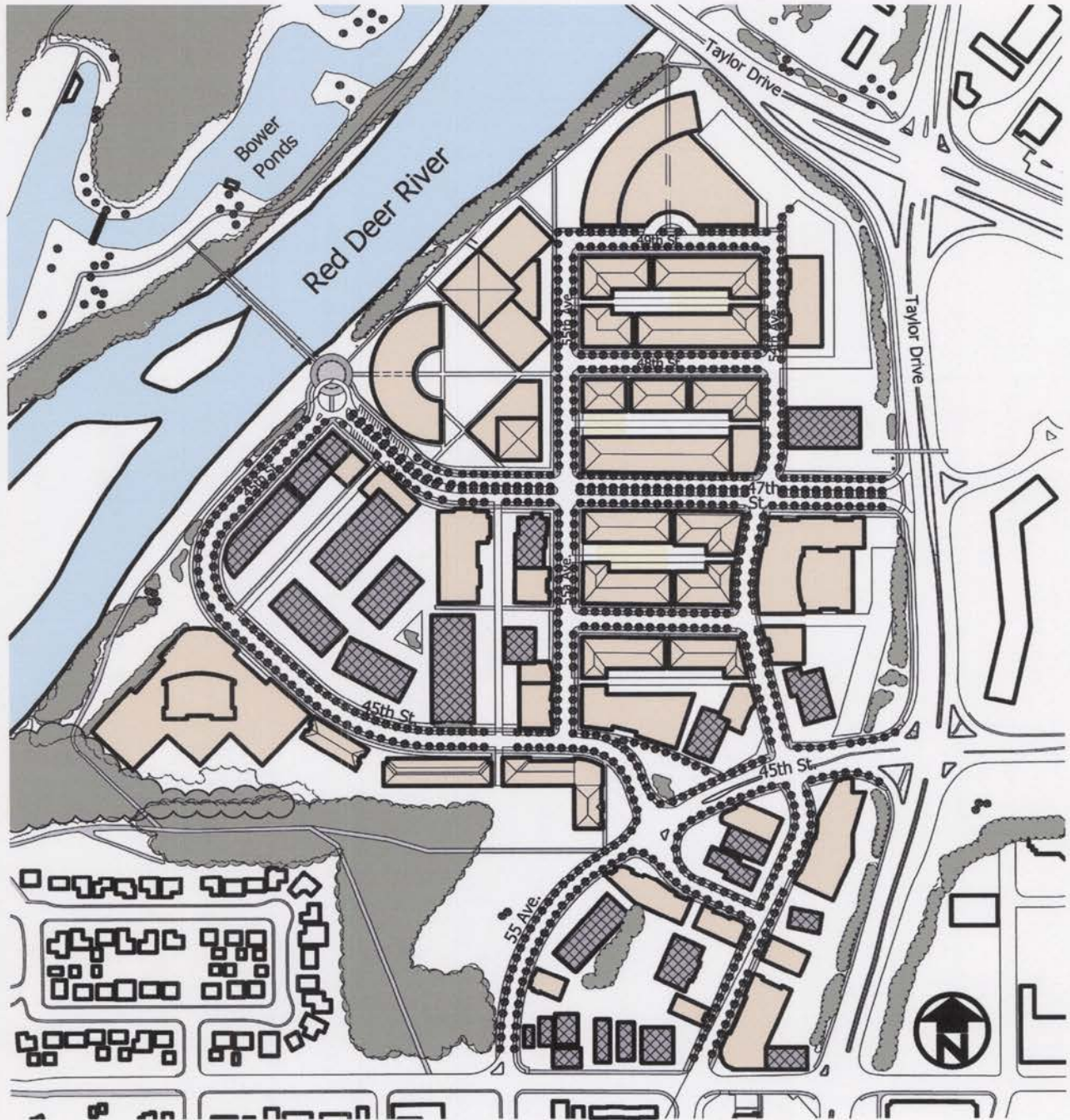
**Figure 1: Generalized Future Land Use Concept**





Map 7: (next page)

Riverlands Future Build-Out Concept presents one possible detailed redevelopment scenario based on the key development principles presented in this document.





**LEGEND**

- |   |  |
|---|--|
|  Infill Building Options |  Existing Buildings |
|---|--|

**Note:**  
This map shows the potential footprint buildout for Riverlands after the relocation of the Public Works Yards and the transmission lines.



**John Hull Architect  
and Urban Plans Inc**

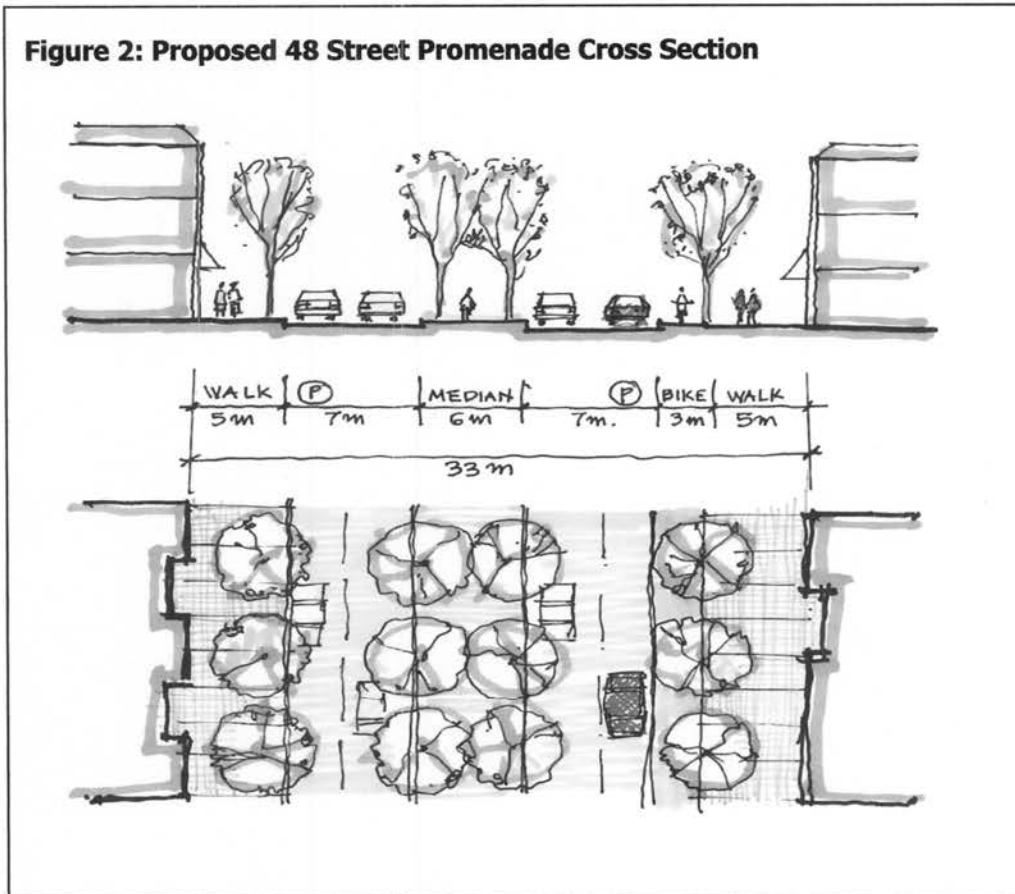
In Association With:  
**Carlyle & Associates  
Grandview Consulting  
Infrastructure Systems Ltd**



## 48 Street Promenade – a Central Pedestrian Street

**Development Principle # 2:** The 48 Street Promenade (47 Street) as it passes through Riverlands will be designed as the centre piece of the Riverlands community in the form of a major pedestrian activity area connecting to the downtown core. It will be of distinct character and have the following features: wide sidewalks with landscaping, a center treed median, a bicycle lane along one side, one travel lane each way, on-street parking on both sides, pedestrian scale lighting and pedestrian orientated street furniture (see Figure 2: Proposed 48 Street Promenade Cross Section).

**Figure 2: Proposed 48 Street Promenade Cross Section**



## Relocation of City Facilities from Riverlands

**Development Principle # 3:** The City will undertake a study to review the feasibility of relocating the City's West Yards, Transit operations and the Electric, Light and Power operations from the Riverlands area to other sites within Red Deer. The relocation cost benefit study should include an analysis of:

- potential new sites for these facilities,
- the costs of relocation,



- the application of long term financial, social and environmental initiatives in a manner that sustains future redevelopment of the existing Riverlands properties and provides long lasting community benefits, and
- a phasing plan for the orderly relocation of the City's facilities in Riverlands.

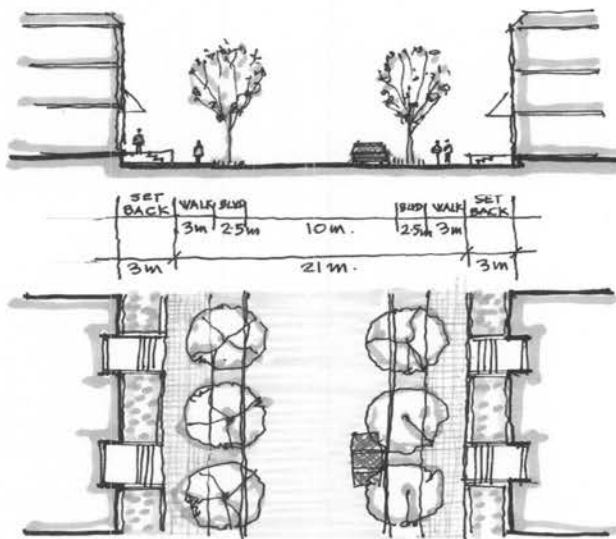
### Adaptive Reuse of Industrial Buildings

**Development Principle # 4:** Adaptive non-industrial reuse of some West Yards buildings on a temporary or permanent basis will be permitted subject to such uses (e.g. cultural/arts facility) not being in conflict with, or detrimentally affecting the overall development scheme envisioned for Riverlands.

### Local Residential Streets

**Development Principle # 5:** Residential streets in the central part of Riverlands will be two way streets with parking on both sides, with treed boulevards separating the street from the sidewalk, pedestrian scale lighting and amenities. (see Figure 3: Proposed Local Residential Street Cross Section).

**Figure 3: Proposed Local Residential Street Cross Section**

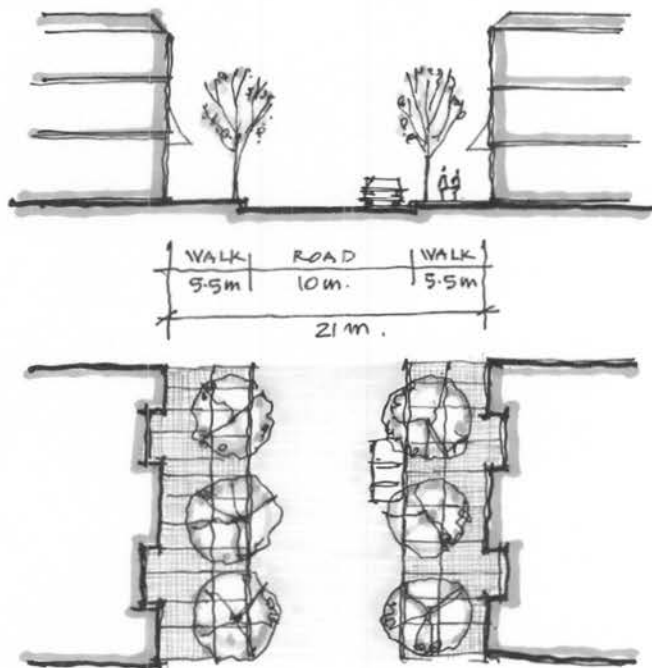




**Commercial Streets**

**Development Principle # 6:** Commercial streets in the central part of Riverlands should be two way streets with parking on both sides, with wide sidewalks, trees in tree grates or soil trenches, pedestrian scale lighting and amenities. (see Figure 4: Proposed Local Commercial Street Cross Section)

**Figure 4: Proposed Local Commercial Street Cross Section**





Chapter 4 of The Riverlands Community Plan is the only portion of this document to be adopted under proposed Bylaw 3335/2004 being the Riverlands Area Redevelopment Plan. Chapter 4 is to be the official Statutory Plan approved pursuant to Sections 634-636 of the Municipal Government Act. The remaining Chapters 1-3, 5 and 6 remain outside the "official" adopted Bylaw but provide important context and supportive information.



### 4.0 RIVERLANDS AREA REDEVELOPMENT PLAN

This chapter constitutes that portion of the Riverlands Community Plan that is adopted as an Area Redevelopment Plan (ARP), an official statutory plan under the Municipal Government Act. It contains policies that will provide the land use, zoning and general implementation framework to create a high quality, comprehensively planned mixed use urban community.

#### 4.1 DEVELOPMENT CONCEPT (LAND USE)

##### 4.1.1 Residential, Commercial, Civic and Public Open Space

###### Objective

*To develop Riverlands as a sustainable, healthy, mixed use community, with a unique blend of residential and retail commercial uses and a significant civic and open space area to accommodate a major cultural hub and provide for public/private sector development partnerships for city-wide attractions..*

###### ■ Residential and Commercial Development

###### New Multi-Family Residential Development

**Policy # 1** The pattern of residential land use will be developed in accordance with Map 8: Proposed Land Use. All residential development will be in the form of multiple family, multi-attached or mixed use commercial/residential buildings. Ground floor commercial with residential above will be mandatory along 47 Street (48 Street promenade) and optional in the other residential areas.

###### A Variety of Multi-Family Housing Forms

**Policy # 2** The Riverlands area is to accommodate a range of multi-family housing types. The majority of the area will be zoned to allow medium density housing with a height limit of 5 stories. Higher density housing will be permitted in the south west corner of the Plan area on property now occupied by City of Red Deer Electric, Light and Power.

###### A Mix of Income Levels and Household Types

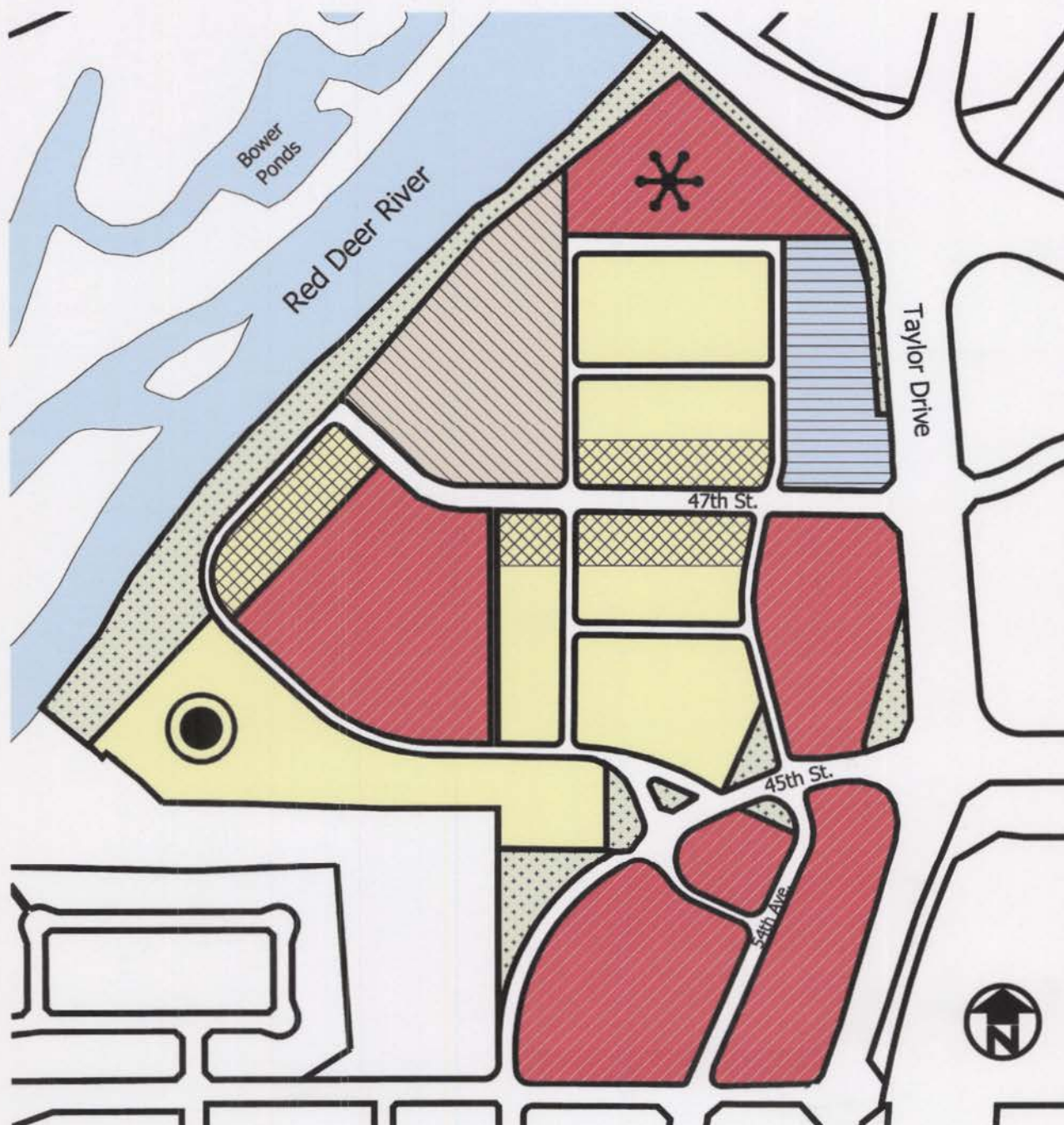
**Policy # 3** Residential development must create a socially and economically diverse community providing for a mix of high, middle and low-income housing, different unit types, sizes and ownership forms and is to include housing opportunities for those with disabilities.

The following initiatives are to be pursued:



*The new residential neighbourhood in the centre of the area will have a strong sense of place. Townhouses and apartments of up to 5 stories will be allowed. They will be designed in accordance with pedestrian oriented design principles.*





**LEGEND**

- |  |  |  |
|--|--|--|
| <b>Medium Density Residential</b><br>(could include ground floor commercial) | <b>Ground Floor Commercial</b>           | <b>Possible High Density Commercial/ Residential/ Mixed Use</b>  |
| <b>Commercial</b>  | <b>Open Space</b>                        | <b>Mixed Use/ Civic Space</b><br>(partnership development combining cultural services, public outdoor spaces and other civic uses with residential and commercial) |
| <b>Commercial Entertainment Zone</b>   | <b>Possible Hotel/ Convention Centre</b> |  |



**John Hull Architect  
and Urban Plans Inc**

**In Association With:  
Carlyle & Associates  
Grandview Consulting  
Infrastructure Systems Ltd**



## **RIVERLANDS AREA REDEVELOPMENT PLAN**

- incorporating affordable housing criteria into the process of selling City owned land (for example, 20% of units designated as affordable housing);
- working with Red Deer College to have student housing; and
- working with community groups to establish co-operative housing and artists' work/live housing (artist studios).

### **New Commercial Development**

**Policy # 4** Encourage the redevelopment of underutilized and vacant properties in Riverlands in accordance with Map 8: Proposed Land Use. Commercial retail will be developed in the area south of 45 Street, between 54 Avenue and Taylor Drive, facing onto 54 Avenue.

### **Commercial / Entertainment Area**

**Policy # 5** A commercial / entertainment area (recreation, art/theatre facilities, restaurants, small neighbourhood pubs, etc.) will be allowed to develop in the area between the proposed hotel / convention centre site and the present Carnival Cinemas site. No large drinking establishments will be allowed.

### **Commercial Office Development**

**Policy # 6** Low to medium density commercial office uses will primarily be located in two areas – in the existing Cronquist Business Park area and in the area south of 45 Street, east of 55 Avenue. Infill development and redevelopment will be encouraged in these areas to achieve a more compact, pedestrian-oriented form of development in the Riverlands area. Office development will be permitted in various mixed use combinations throughout the Plan area.

### **High Density Office Development**

**Policy # 7** The property between Taylor Drive and 54 Avenue, south of 47 Street will be developed with high density commercial office uses given its location at a key entrance point to Riverlands.

## **■ Civic, Cultural and Public Open Spaces**

### **Parks and Open Spaces**

**Policy # 8** Develop a parks and open space system in accordance with the concept presented in Figure 5 Parks and Open Space Concept, incorporating a new major riverside park, civic and cultural hub area, upgraded riverside trails, landscaped treed boulevards, and sidewalks throughout the



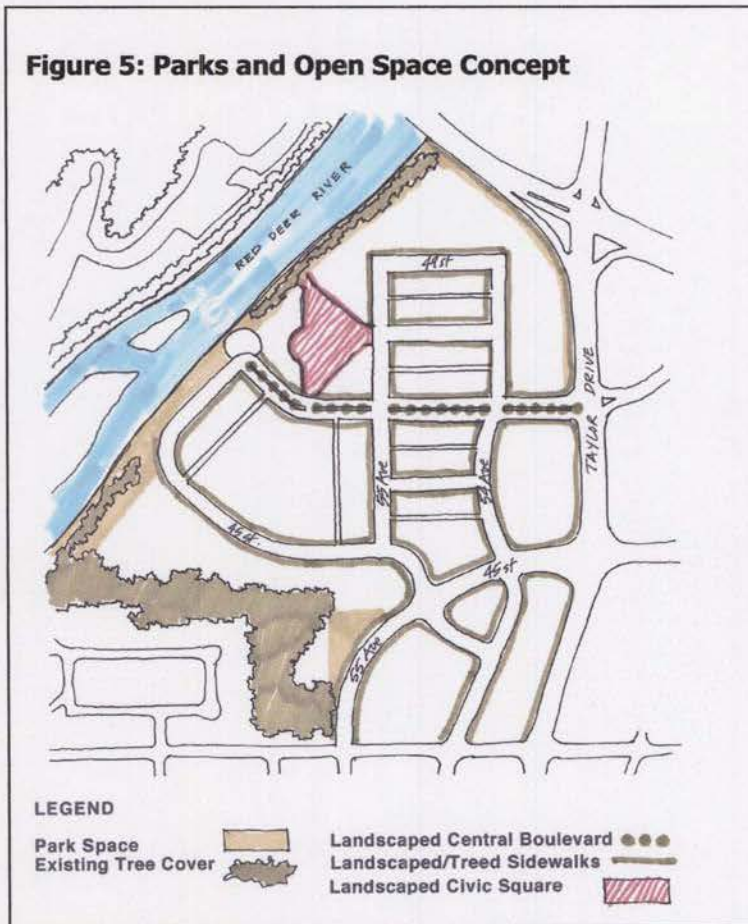
*There are a number of possible community uses, activities and events that could occur at the major park, culture hub and civic area site proposed at the river's edge.*



## RIVERLANDS AREA REDEVELOPMENT PLAN

area. The open space system will provide for a variety of passive and active recreational experiences.

**Figure 5: Parks and Open Space Concept**



*Note: The river-edge park and civic square area is to accommodate not only open space but also a variety of arts, cultural, performance areas, parks and recreational uses. Existing City buildings such as the bus barns could be incorporated into the development and/or new facilities could be built.*

*A detailed Master Plan is required to determine the final design of this important park/civic space.*

### Arts and Cultural Facilities

**Policy # 9** Based upon existing Community and City plans and policies, accommodate a range of arts and cultural uses in the Riverlands area, either through:

- the adaptive reuse of buildings, (e.g. the bus barns);
- development in the culture hub/civic area;
- accommodation in mixed use developments; and/or
- the construction of new facilities.

### A Major Riverside Park/Civic Area/Culture Hub

**Policy # 10** Develop a major park and culture hub at the river's edge – this civic area will be designed to be sensitive to the natural environment at the river while serving as a multi-functional gathering place for all kinds of civic events, celebrations and cultural activities. Public/private partnerships will be considered to facilitate any related residential and commercial developments on this site. Incorporate the principles of “nature-scaping” into any



*There have been many design ideas proposed for the new riverside park/civic area and trail system since the concept was first presented in the Greater Downtown Action Plan (2000). The final design concept may be determined through a design competition.*



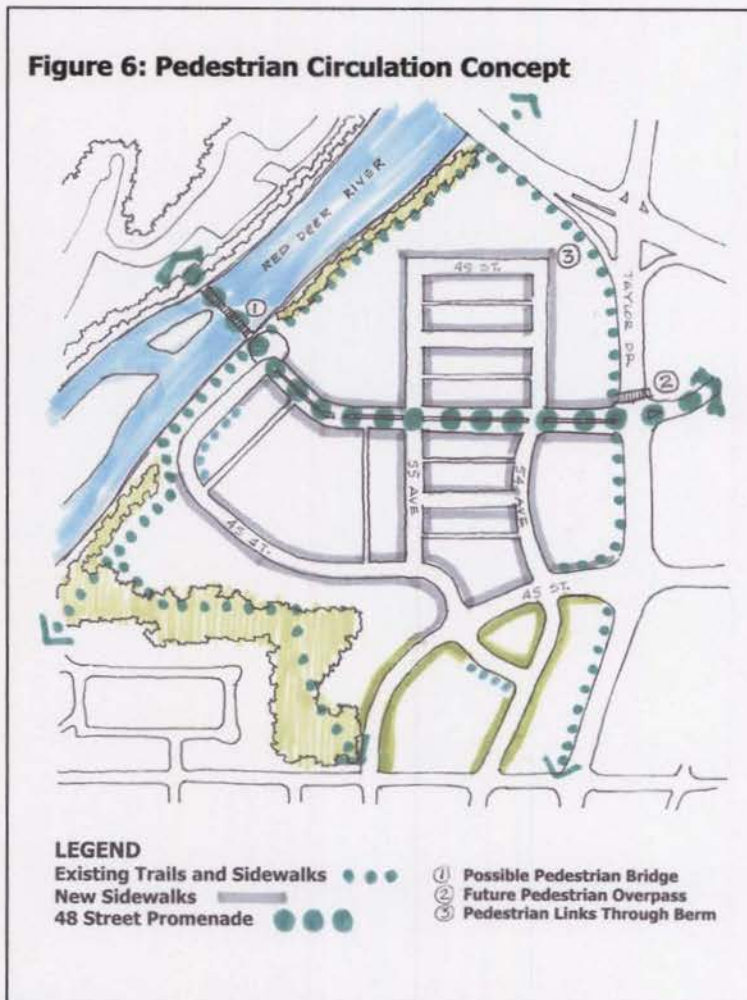
## RIVERLANDS AREA REDEVELOPMENT PLAN

improvements made to the river escarpment and into the design of the riverside park and pathway system.

A design competition could be held to generate unique ideas and excitement regarding the project.

### ■ Pedestrian Circulation

**Figure 6: Pedestrian Circulation Concept**



### A Pedestrian Network

**Policy # 11** Develop and implement a pedestrian network as shown in Figure 6: Pedestrian Circulation Concept, providing a variety of walking experiences, in both the natural and urban environments. Develop the riverside trail system in the area as a natural trail with parts of it being a hard-edged promenade with viewpoints and pedestrian connections to the water's edge.



## **RIVERLANDS AREA REDEVELOPMENT PLAN**

---

### **Lanes – Service Access and Pedestrian Circulation**

**Policy # 12** Lanes will be the primary location for service access and deliveries to street-facing businesses and residences. They will also be developed to function as safe and attractive secondary pedestrian routes.

### **Improved Pedestrian Access from the North**

**Policy # 13** Provide noise attenuation pathway openings through the berm on the northern boundary of the Riverlands area, to improve accessibility into the area.

### **A Hotel/Convention Centre at the River's Edge**

**Policy # 14** Provide for a landmark hotel/convention centre development at the north end of the Plan area, adjacent to the new park/civic and culture hub area and the river's edge. An alternative use of this site would be high density residential.

### **Design Guidelines for Crime Prevention**

**Policy # 15** Crime Prevention Through Environmental Design (CPTED) guidelines will be used in the design of public open spaces and pedestrian routes in Riverlands to ensure public safety.

## **4.1.2 Transportation, Parking and Bicycle Network**

### **Objective**

*To provide an integrated transportation system in Riverlands which balances the needs of the various transportation modes, including the pedestrian, the motorist, the cyclist, public transit and alternative transportation modes in a safe, convenient, attractive environment. To encourage a shift from an auto oriented to a pedestrian oriented community through modifications to the street system and the provision of a high quality walking environment.*

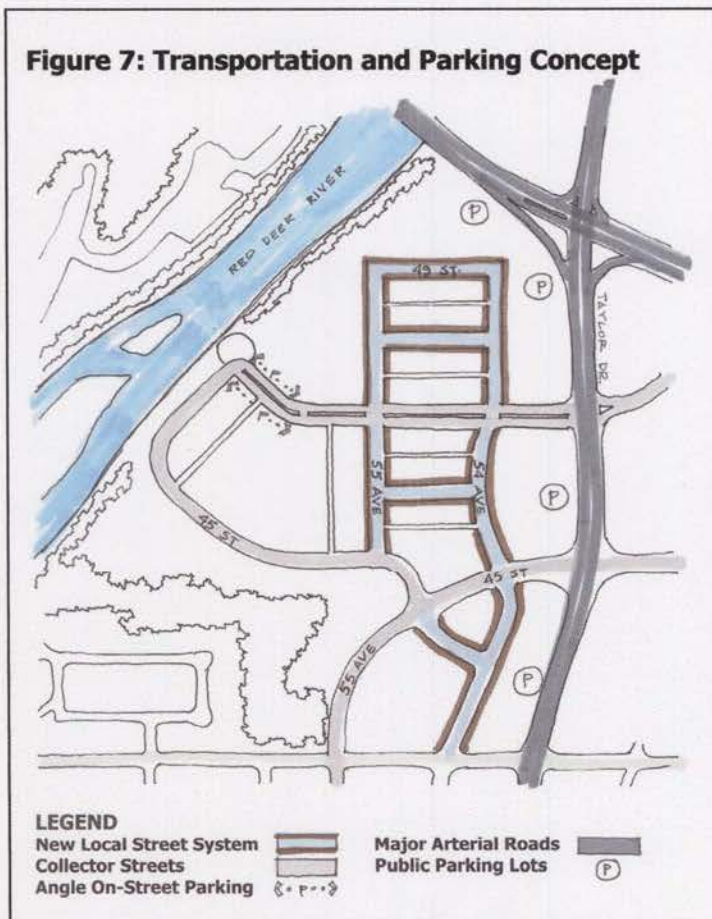
### **■ The Transportation System**

#### **A New Transportation and Parking System**

**Policy # 16** Establish a new transportation and parking system for Riverlands in accordance with the concept as shown in Figure 7: Transportation and Parking Concept. The major changes to the roadway system include the conversion of 47 Street into a grand pedestrian street and the introduction of a grid street system in the central part of the area. The local residential and commercial streets will be two way streets with parking on both sides, treed boulevards, wide sidewalks, pedestrian lighting and amenities.



**Figure 7: Transportation and Parking Concept**



*Note: Only right in / right out vehicular traffic movements will be permitted to/from Taylor Drive at 47 Street.*

*A pedestrian structure/crossing will be built at Taylor Drive and 47 Street (48 Street Promenade).*

*Vehicle access to public parking areas will be from the internal Riverlands roadway network; no access to these areas will be permitted from Taylor Drive.*

## Traffic and Off-street Parking

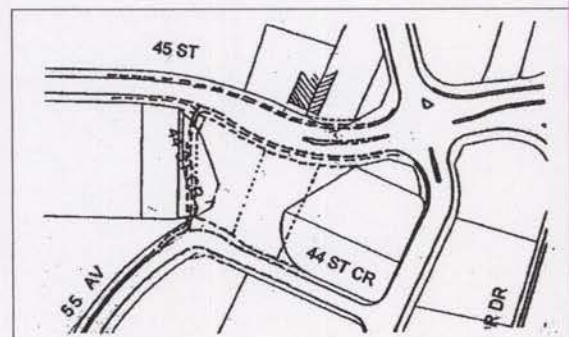
**Policy # 17** A safe, convenient and accessible traffic and parking environment is to be achieved through the redevelopment process.

## Alternative Design for 55 Avenue / 45 Street Intersection

**Policy # 18** As part of the traffic and off-street parking analysis, consider the possibility of an alternative design for the 55 Avenue / 45 Street intersection whereby 45 Street would extend directly westward into Riverlands from the Downtown and the continuous flow of 45 Street into 55 Avenue would be eliminated (as shown in the drawing to the right).

## Transit Service

**Policy # 19** Maintain existing transit service to the Riverlands area and increase service as population increases warrant.



*This sketch shows an alternative design for the 55 Avenue / 45 Street intersection. This design would provide for a more direct entrance into Riverlands from the Downtown while removing the free flowing traffic movement from the Downtown towards the West Park neighbourhood.*



### ■ Parking

#### Residential Parking Requirements

**Policy # 20** Residential buildings will be required to provide primarily underground parking for their tenants in accordance with the parking requirements contained in the City of Red Deer Land Use Bylaw.

#### Commercial and Institutional Parking Requirements

**Policy # 21** Commercial and institutional land uses will be required to provide parking in accordance with the parking requirements of the City of the Red Deer Land Use Bylaw. This parking could be provided in the form of at-grade, below-grade or above-grade parking spaces.

#### On-Street Parking throughout the Area

**Policy # 22** The roadways will be designed to accommodate on-street parking on both sides of the street throughout the Riverlands area. On-street angle parking will be provided on the 48 Street Promenade, in the section of roadway adjacent to the major park/civic area.

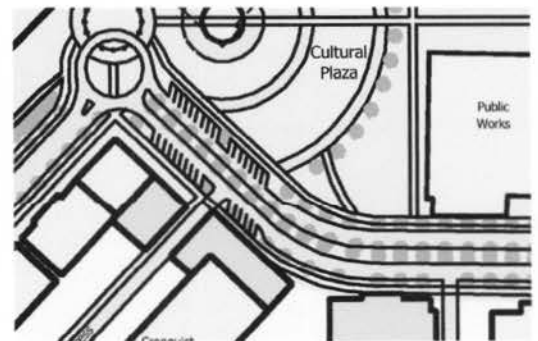
#### Public Parking for Public Facilities and Areas

**Policy # 23** Provide public parking lots in the Riverlands area, to serve those people coming to visit public facilities in the area. Potential locations for these public parking lots are shown in Figure 7: Transportation and Parking Concept.

### ■ Bicycle Network

#### New Bicycle Connections to the Downtown Core

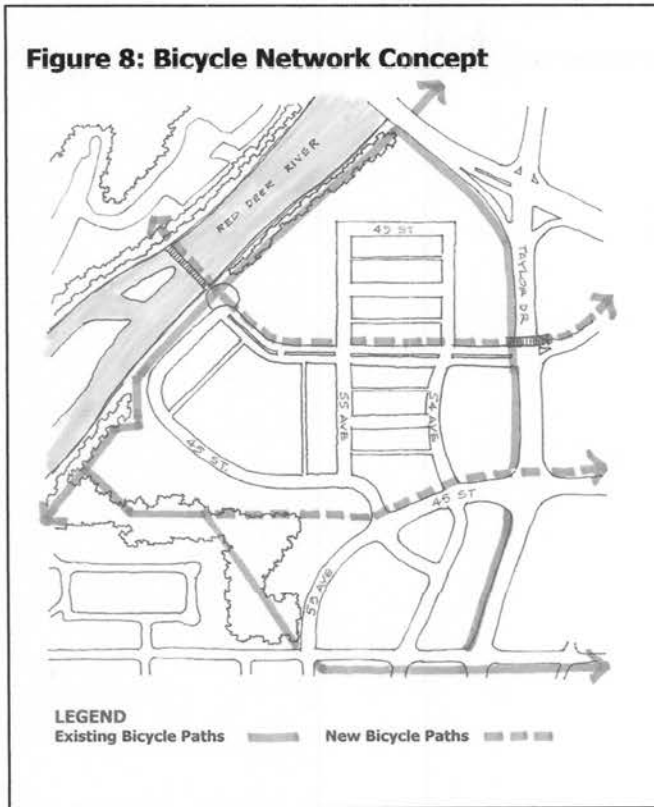
**Policy # 24** Develop two new bikeway connections to the Downtown bicycle network (as shown in Figure 8: Bicycle Network Concept). One new bike path is to be built as part of the 48 Street Promenade. It would connect with a pedestrian structure/crossing at Taylor Drive. A second new bike path would connect the trail at the southern boundary of Riverlands with 45 Avenue and run eastward along the sidewalk on the south side of 45 Avenue.



*This drawing illustrates the on-street angle parking concept in the vicinity of the riverside park/civic area.*



**Figure 8: Bicycle Network Concept**



*The location of these bicycle paths is consistent with the routes recommended in the Greater Downtown Action Plan (2000).*

### 4.1.3 Public Realm Improvements

#### Objective

*To invest in the streetscape environment of Riverlands to ensure the public environment is built to a standard sufficient to attract the desired quality of urban development. To establish design guidelines that encourage livability, social interaction, interesting urban spaces and a distinctive neighbourhood environment.*

#### Continuity of Boulevard Tree Planting

**Policy # 25** There is to be a continuity of boulevard tree planting and other landscaping along every street in Riverlands.

#### Street Furniture in Locations of High Pedestrian Activity

**Policy # 26** Street furniture locations in Riverlands will be provided in a manner that groups street furniture strategically, focussing on locations of high pedestrian activity such as intersections, bus stops, open spaces and entries to major commercial and residential developments.

#### Distinctive Street Signs for Riverlands

**Policy # 27** Street signs in Riverlands will be distinctive new signs unique to the area.



## **RIVERLANDS AREA REDEVELOPMENT PLAN**

### **Coordination of Street Furniture Design**

**Policy # 28** The design and location of street furniture placed on private property adjacent to the public sidewalk will be complementary to the design and location of the street furniture in the public realm.

### **Gateways into Riverlands**

**Policy # 29** Special gateway features will be constructed at the roadway entrances into Riverlands.

### **Common Theme and Uniform Colors**

**Policy # 30** A common theme for Riverlands streetscaping items will be reflected in the design, style, uniform color and use of materials for benches, waste/recycle containers, light and traffic light standards and other related street furniture.

### **Pedestrian Oriented Lighting**

**Policy # 31** Pedestrian oriented lighting, similar to that in existence in the downtown core, will be provided throughout the area, in accordance with a detailed street lighting concept and the phasing of redevelopment.

### **Boulevard Landscaping Features**

**Policy # 32** Major Boulevard landscaping features will be comprised of:

- Grass boulevards with a soil trench; and
- Adjacent raised planters or beds.

### **Green Energy Efficient Buildings**

**Policy # 33** Develop and apply green energy efficient building standards for new development in Riverlands, especially for development on lands currently owned by the City of Red Deer.

### **A District Heating System for Riverlands**

**Policy #34** Undertake research into a district heating system for new development in Riverlands, considering a variety of approaches, including the construction of one or more district heating plants/systems if economically feasible.



*An example of a generous sidewalk width. Its width allows for outdoor display, a clear width for people to easily pass one another and street furniture.*



### **4.2 ZONING**

Land use and development in the Riverlands area will be regulated under the City of Red Deer Land Use Bylaw in accordance with the Greater Downtown Action Plan and this Riverlands Area Redevelopment Plan (ARP). The zoning changes that will be required to implement the objectives of the Riverlands ARP are described below. Map 9: Proposed Zoning illustrates the proposed zoning changes.

#### **4.2.1 Residential Zoning**

##### **Residential District**

**Policy # 35** Lands changing from commercial or industrial use to medium density residential use will be rezoned to a new Residential or Direct Control (DC) District. The general purpose of this new District will be to achieve the new vision for Riverlands, which calls for the development of an urban residential precinct in the heart of the area.

The new Residential District will be designed to provide for compact 2 to 5 storey multi-family residential development as the predominant permitted use. Redevelopment of the EL&P site for greater than 5 stories will be a discretionary use. The District will require mandatory ground floor commercial along the 48 Street Promenade but allows ground floor commercial throughout the District and will incorporate development design criteria similar to the C1 Commercial District. Parking will need to be provided primarily underground.

#### **4.2.2 Commercial Zoning**

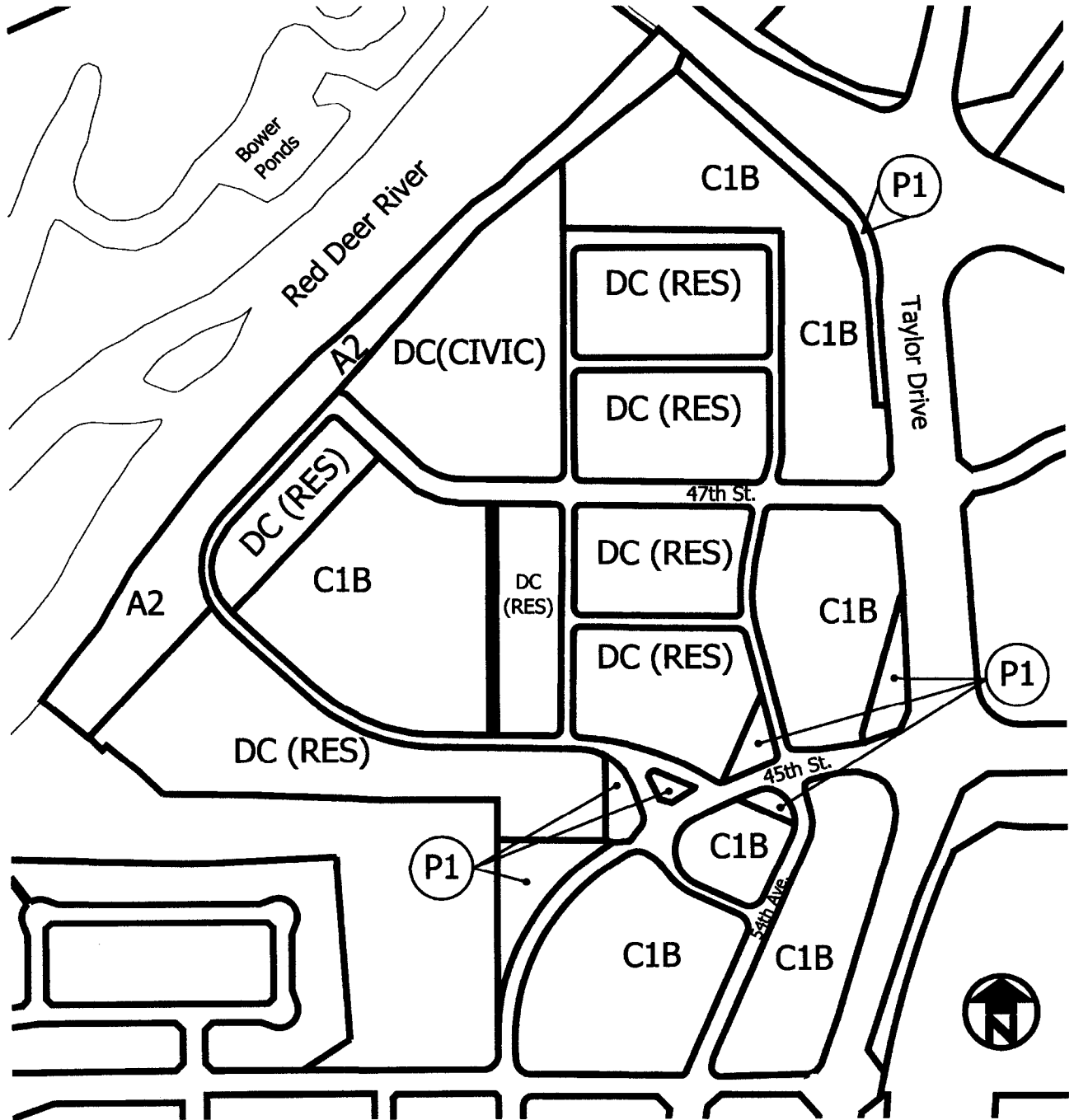
##### **Commercial C1B District**

**Policy # 36** Commercial lands in Riverlands will be zoned C1B Commercial district. The C1B District will be very similar to the C1A District except that industrial uses and large drinking establishments will not be permitted uses and, development design criteria (as described in Chapter 6 of this Plan) will be incorporated into the new district. All existing industrial uses approved under the C1A District will be made discretionary under the new C1B District so that they will still be legal, but non-conforming under the Land Use Bylaw.

The intent of the new development design criteria is to provide for commercial development that achieves the desirable urban characteristics identified in this Riverlands Plan.

The application of the C1B District to new commercial development will lead to the gradual urbanization of the area, providing for the westward extension of the Downtown commercial core to the Red Deer River.





**LEGEND**

<b>ZONE A2:</b>	<b>Environmental Preservation</b>
<b>ZONE C1B:</b>	<b>Commercial (Riverlands)</b>
<b>ZONE DC (RES):</b>	<b>Residential</b>
<b>ZONE DC (CIVIC):</b>	<b>Mixed Use Public/ Private development</b>
<b>ZONE P1:</b>	<b>Parks and Recreation</b>



**John Hull Architect  
and Urban Plans Inc**

**In Association With:  
Carlyle & Associates  
Grandview Consulting  
Infrastructure Systems Ltd**



### **4.2.3 Civic, Parks and Open Space Area Zoning**

#### **River's Edge Open Space – A2 Environmental Preservation District**

**Policy # 37** The natural open space area at the river's edge on the western boundary of Riverlands will be zoned A2 Environmental Preservation in order to preserve the natural qualities of this portion of the Waskasoo Park trail system.

#### **Riverside Park/Civic/Cultural Area – Civic Direct Control District**

**Policy # 38** The Civic Direct Control District will provide for the development of public and quasi-public uses, passive and active open space areas and, civic/cultural uses, facilities and activities. This zoning will allow for the development of a major riverside park and public square area.

The Civic Direct Control District will also provide opportunity for mixed use developments that could incorporate, through public/private partnerships, residential and/or commercial uses constructed with the purpose of acquiring civic and cultural amenities and facilities.

#### **Miscellaneous Park Spaces – P1 Parks and Recreation District**

**Policy # 39** The linear landscaped open space buffer on the northern edge of Riverlands and a number of small open space areas in the vicinity of 45 Street will be zoned P1 Parks and Recreation.

### **4.2.4 Development Design Criteria**

**Policy # 40** Development design criteria will be applied to all development and redevelopment areas in Riverlands. It is through the application of these design criteria that a high quality urban environment, including the pedestrian environment, will be achieved. Design criteria will provide continuity between adjoining land uses.

The development design criteria is described in Chapter 6 of this Riverlands Community Plan.



### **4.3 IMPLEMENTATION**

The Riverlands Community Plan shall be implemented in accordance with the objectives and policies as contained in Chapter 4. This chapter constitutes the official Riverlands Area Redevelopment Plan and is the only portion of the larger Riverlands Community Plan document adopted as a Statutory Plan under the Municipal Government Act. Notwithstanding that Section 5.1 Implementation Strategy is outside of the official Area Redevelopment Plan, this section is intended to identify and guide additional key initiatives to be undertaken by the City as part of the Riverlands redevelopment process.

Any amendments to the Riverlands Area Redevelopment Plan (Chapter 4) shall follow the process as outlined in the *Municipal Government Act* and the City's *Neighbourhood Planning and Design Guidelines and Standards*. Provided the intent of the Plan is maintained, minor adjustments to proposed land use and zoning boundaries and roadway locations may be made where necessary without amendments to this Plan.

The Riverlands Area Redevelopment Plan should undergo a comprehensive review and update every five years. This way, any changing or emerging land use and development issues can be given appropriate consideration, and the best interests of the Riverlands community can continue to be recognized in the future.



## **5.0 RIVERLANDS REDEVELOPMENT PROCESS**

The implementation of the Riverlands Area Redevelopment Plan (ARP) will require substantial co-operation between various civic departments, community and cultural groups and private sector individuals and organizations. This chapter outlines a number of recommendations for an implementation program whereby the City of Red Deer would act as a primary actor in the redevelopment of the Riverlands area.

### **Objective**

*To establish an implementation program for the Riverlands redevelopment project that ensures the project is managed with a high standard of quality control, interdepartmental cooperation, public input, design review, cost effectiveness and accountability. To strive for excellence in the quality of the built environment in Riverlands.*

### **5.1 IMPLEMENTATION STRATEGY**

#### **The City as Developer of Riverlands**

**Implementation Action # 1:** It is recommended that the City take a pro-active role in the redevelopment of Riverlands. This will involve the overall management of the redevelopment project, the construction of public infrastructure and the sale of lands through partnership/sales agreements, tendering processes and design competitions.

The City should establish a high profile for the project and market the project to a diverse audience in order to accomplish a number of important strategic City objectives.

The City should actively explore opportunities to acquire public cultural amenity spaces through incentive programs (e.g. amenity bonus system) whereby the City, in partnership with private development, creates affordable public facilities at no cost to taxpayers.

#### **A Comprehensive Development Strategy**

**Implementation Action # 2:** It is recommended that the City prepare its lands for redevelopment through a comprehensive development strategy that builds upon the direction contained in the Area Redevelopment Plan.

The implementation of this multi-million dollar project will involve the City undertaking strategic and detailed design, engineering, financial, marketing and communication studies and initiatives.



### **A Business Plan and Five Year Financial Plan**

**Implementation Action # 3:** It is recommended that the City prepare and implement a Business Plan for the redevelopment of the City's lands upon adoption of a program for the relocation of the City's facilities from Riverlands.

The Business Plan should include 5 year financial plan/forecasts for the project, with capital funds to be allocated and approved on an annual basis.

### **Sites and Buildings within City Lands Designated as Special Uses**

**Implementation Action # 4:** It is recommended that the following specific sites within the City owned properties be marketed and sold for the designated uses as illustrated on Map 8.

- a hotel/convention centre in the northwest corner of the plan area, near the river's edge.
- A substantial residential condominium or mixed use office/residential complex in the southwest corner of the area, (on the Red Deer Electric Light and Power property), near the river's edge.

Certain buildings within the City West Yards area (e.g. the Bus Barns, Purchasing Building) could be marketed and sold to the private sector or a cultural group to be used as a single or mixed use development incorporating such possible uses as cultural, civic, residential and commercial uses.

### **Traffic Calming Measures in Riverlands**

**Implementation Action # 5:** It is recommended that the City carry out, as part of any functional design study for new and/or existing roadways and sidewalks, an analysis identifying appropriate traffic calming designs and measures to be implemented in conjunction with the Riverlands redevelopment process. The purpose of this study will be to help ensure a safe pedestrian environment in Riverlands.

### **A New Pedestrian Bridge to Bower Ponds**

**Implementation Action # 6:** It is recommended that a feasibility study be undertaken regarding the future construction of a new pedestrian bridge over the Red Deer River connecting Riverlands to Bower Ponds. This could be undertaken in partnership with a community interest group.



### **A Pedestrian Crossing at Taylor Drive**

**Implementation Action #7:** It is recommended that the City undertake a feasibility study regarding the future construction, type and location of pedestrian crossing at Taylor Drive and the 48 Street Promenade.

### **Private Landowners in the Redevelopment Process**

**Implementation Action # 8:** It is recommended that the City actively pursue negotiations with owners of industrial sites in the interior of Riverlands to participate with the City in realigning the roadway network in the area and to redevelop their lands in accordance with the Riverlands ARP.

### **Parking Management in Riverlands**

**Implementation Action # 9:** It is recommended that the City undertake a detailed traffic and parking analysis to determine how to accommodate parking demands of the users of public facilities over different periods of time and under a variety of circumstances.

The analysis should provide recommendations on parking demand management measures and shared parking facilities for users of the riverside trails and proposed public venues such as the major civic space/park and cultural hub. Areas for major public parking are proposed along the easterly boundary of the ARP area as shown on Figure 7. These could be developed in partnership with the private sector and/or private sector developments.

### **Existing Overhead Power Transmission Line**

**Implementation Action # 10:** It is recommended that the City undertake an evaluation to determine the best and most efficient strategy to remove, relocate or bury the existing major overhead power transmission line. This should be done in the early stages of the redevelopment process to serve as a visible indicator that major change is in the offing for the area and to open up significant development opportunities on the City's West Yards lands.

### **Tree Lighting on Key Streets**

**Implementation Action # 11:** It is recommended that an electrification and tree lighting program be implemented on key streets in Riverlands.



### **Management of the Redevelopment Project**

**Implementation Action # 12:** It is recommended that the City establish a special project team to manage the redevelopment process in accordance with a City business plan and implementation strategy.

The project team will provide advice on all matters affecting the design of the built environment. The team will also facilitate the involvement of the design professions, the Riverlands community, the development industry and the arts and cultural community in the redevelopment process.

### **Federal and Provincial Funding Possibilities**

**Implementation Action # 13:** It is recommended that the City seek funding for the Riverlands redevelopment project from provincial and federal government programs which provide funds for infrastructure, cultural and environmental projects. (e.g. the Infrastructure Canada – Alberta Program and the federal government’s Green Municipal Investment Fund.)

### **Environmental Assessment and Mitigation**

**Implementation Action # 14:** It is recommended that the City undertake an environmental assessment of the City’s land holdings and also ensure environmental assessments are undertaken on private lands where needed prior to redevelopment. Environmental mitigation is to be undertaken as required.

**Implementation Action # 15:** It is recommended that the City undertake an environmental assessment of the riverbank within the Riverlands area to assess bank erosion and damage and determine a strategy for bank stabilization and naturalization (plantings).

### **Infrastructure and Utility Improvements**

**Implementation Action # 16:** It is recommended that the City require that the services and utilities serving the Riverlands area be upgraded, maintained and relocated where necessary to accommodate growth envisioned for the area.

All new and/or upgraded utility and infrastructure systems are to be installed in an environmentally sensitive manner.



### **Sequential Phasing of Infrastructure Improvements**

**Implementation Action # 17:** It is recommended that the City establish a phasing strategy whereby infrastructure and utility improvements are sequentially provided to support the build-out of the area. This is to be based on a multi-year business plan that includes identification of funding sources.

## **5.2 THE PROJECT TEAM**

**Implementation Action # 18:** It is recommended that a multi-disciplinary project specific team be established and given a clear mandate to manage the redevelopment process. A manager could be hired or appointed by the City to oversee a project team that consists of representation from the public and private sectors and the culture community.

The project team should report to, and be accountable to, City Administration. The project team should keep Administration apprised of progress on the project through regular reports, key milestones and through seeking ratification of private and public sector proposals for the development of land parcels.

The project team should have expertise in the following areas:

- Project management
- Financial analysis
- Planning, architecture and urban design
- Transportation / municipal engineering
- Community development
- Environmental impact assessment
- Land acquisition, marketing and land sales
- Communications
- Land development, and
- Implementation of the Community Culture Master Plan.

In the early stages of the redevelopment process, the project team should help establish a public participation process providing for the ongoing input of representatives from the design professions, the Riverlands community, the development industry, the arts and cultural community and the City of Red Deer.



### **5.3 PROJECT SCOPE / TERMS OF REFERENCE**

**Implementation Action # 18:** It is recommended that once the project team is put in place, the team undertake the following initiatives:

- **Financial Planning and Budgeting**
  - Undertake with City Administration, the preparation of a business plan for the project, including a detailed cost-benefit analysis. Establish a 5 year Financial Plan for the project, with funds to be identified, allocated and approved on an annual basis.
  - Undertake an analysis of provincial and federal government funding programs for infrastructure, cultural and environmental projects to determine programs for which the project would be eligible. (e.g. the Infrastructure Canada – Alberta Program and the federal government’s Green Municipal Investment Fund.)
  - Co-ordinate with City Administration the phased relocation of City facilities in the area and a phased strategy for the land development process.
- **Project Management**
  - Prepare terms of reference for the various components of the project, annual budgets, project schedules, progress reports, consultant terms of reference and other such materials related to the management of the overall project.
  - Undertake a land valuation assessment and/or a proposal call to determine the market for different types of development.
- **Design / Acquisition / Site Preparation / Construction**
  - Coordinate with the City, preliminary and final design and engineering studies for the servicing and development of the residential, commercial and open space lands.
  - Undertake preliminary and final design for the streetscape improvements, civic, arts and cultural projects and public amenities.



- Complete land acquisition of private land required for the new roadway network.
  - Undertake an environmental assessment of the area to determine any environmental impacts to be mitigated; undertake environmental mitigation as required.
  - Co-ordinate the construction of public infrastructure for the area.
- **Marketing and Land Sales**
- Manage the marketing, communications and sales activities associated with the project.
  - Market serviced land in both large and small parcels to developers and potential small business entrepreneurs on an individual parcel-by-parcel basis; use a competitive site developer process, involving the establishment of conditions of sale, purchaser qualification, conditional sales agreement, Council ratification and implementation.



## **6.0 DEVELOPMENT DESIGN CRITERIA**

The following development design criteria will be implemented by the City of Red Deer through its Land Use Bylaw whereby the proposed development design criteria will be added to, and become part of the **development regulations** for the new Commercial C1B District and the Residential and Civic Direct Control (DC) Districts to be created for the Riverlands area. The design criteria address building fronts and elevations, the street building edge, parcel access, the sidewalk environment and surface parking lot design.

Although much of the future parking in Riverlands is envisioned to be underground, the design criteria for surface parking lots will be consolidated with the City's existing *Guidelines for Greater Downtown Parking Areas* (Council Policy 4414) and added to the Land Use Bylaw.

The development design criteria for Riverlands will guide new development, redevelopment of existing buildings/areas and infill projects by providing consistent development practices to reflect community interests and creates a planning tool that encourages creativity and vitality in a highly urban environment. Design criteria will be applied to achieve the pedestrian friendly and urban design qualities and objectives identified in the Greater Downtown Action Plan and this Riverlands Area Redevelopment Plan.

It is intended that the Riverlands area be developed with the same pedestrian oriented public realm initiatives as prepared for the downtown C1 Commercial District. Those public environment design initiatives provide the criteria that form the planning basis for future civic improvements that will require considerable City evaluation in terms of cost, timing and setting of priorities.

These development design criteria acknowledge the roles played by the conventional grid of streets and blocks whereby:

- streets and sidewalks are places for circulation and social contact,
- blocks accommodate development and their perimeter edges provide the building frontages that interface with the street and public environment, and
- lanes will provide for site servicing and access to parking.



## 6.1 BUILDING FRONTS

### Vision

*The most vital, animated and successful urban streets combine well designed buildings which create a strong edge to a pedestrian-oriented public realm.*

### BUILDING FRONTS DESIGN CRITERIA (General – all Development)

**Design Criteria # 1** The street edge will be defined by continuous development comprised of building faces, doorways, windows, activity zones (i.e. outdoor café), public sidewalks, landscaping, balconies and building entry ways.

**Design Criteria # 2** New buildings will be situated parallel to the street including, corner lots and parcels with multiple street frontages.

**Design Criteria # 3** The height of the building elevation facing the street will be a minimum of two storeys or 8.5 metres (28 feet) from grade to the eave line.

**Design Criteria # 4** Buildings on corner lots will address all street frontages with equal quality architectural treatment given to all elevations.

**Design Criteria # 5** Large flat wall surfaces on any building elevation facing a street will not have any single horizontal wall length greater than 5 metres (16 feet) unless it contains distinct architectural elements such as projections, recesses, jogs or windows to provide visual variety and rhythm on the building face.

**Design Criteria # 6** Where rear lanes exist, access to building loading and delivery zones and to any on-site surface parking, will be from the lane.

**Design Criteria # 7** Any area between a building edge and a public sidewalk will be developed in a manner that provides a visual amenity from the public sidewalk.

**Design Criteria # 8** No on-site parking for new developments will be allowed between any street facing building elevation and the property line, including corner lots. For parcels having street frontage along 3 or more sides, no on-site parking will be allowed between a minimum of 2 street facing elevations and the property line.



*An example of a large mixed-use development with individual shop fronts along the street and residential above.  
(Design Criteria 1, 2, 3 & 5)*



*An example of a corner development that addresses both street frontages  
(Design Criteria 4 & 9)*



**Design Criteria # 9** All roof top mechanical equipment will be screened.

**Design Criteria # 10** Buildings facing river or escarpment areas will be stepped or terraced to maximize views.

### **BUILDING FRONTS DESIGN CRITERIA (Commercial Development)**

**Design Criteria # 11** Building elevations facing a street, including both elevations on corner sites, will be built to the property line unless a setback provides an amenity to the pedestrian environment of Riverlands (i.e. art display, café/patio, landscaped sitting area, etc.).

**Design Criteria # 12** Commercial and retail building fronts will have a minimum of 50% of their ground floor street frontage provided with transparent windows.

**Design Criteria # 13** Display windows will be provided adjacent to each retail front entrance.

**Design Criteria # 14** The minimum ground floor to ceiling height for commercial retail is to be 3.6 metres (12 feet).

**Design Criteria # 15** Weather protection for pedestrians will be provided along sidewalk, as a minimum at each building entry but, preferably along the full face of the building. Design of weather protection must be architecturally integrated with the building and must not impact the safety of the sidewalk environment.

**Design Criteria # 16** Storefront entrances will be angled and recessed no less than 0.9 metres (3 feet) and no more than 1.5 metres (5 feet) from the face of the storefront.

### **BUILDING FRONTS DESIGN CRITERIA (Residential Development)**

**Design Criteria # 17** All main floor residential units, fronting onto a public street, will have an individual front entry that can be accessed directly from the public sidewalk, through a private front yard. Windows from the unit will maintain a view to the street.



*An example of a larger commercial retail and office building-front built up to the property line with individual retail frontages.  
(Design Criteria 11, 12, 13, & 15)*



*An example of canopies along a sidewalk that provide weather protection.  
(Design Criteria 15 & 16)*



*An example of a residential development with main floor dwelling units having individual front entries accessed directly from the street.  
(Design Criteria 17 & 19)*



**Design Criteria # 18** The main floor of residential ground units will not be situated higher than 1.5 metres (5 feet) above the grade of the front public sidewalk/curb.

**Design Criteria # 19** Front yards for residential units will provide separation from the street/sidewalk. Vertical walls, railings, hedges, gateways or decorative fences will not exceed 1.0 metre (3 feet) in height unless of an open design.

**Design Criteria # 20** Architectural design elements such as building projections, balconies, verandas, canopies and bay windows will be incorporated into front building faces.

**Design Criteria # 21** Shade or specimen trees will be planted within the minimum residential front set-back area; at least one tree per 7.5 metres (25 feet) of lot frontage.



*An example of main floor residential units that achieve a balance of privacy with low street edge open railings and integration of plantings. (Design Criteria 19, 20, 21)*



## 6.2 SURFACE PARKING DESIGN CRITERIA

### Vision

*Off-street parking lot design will provide a high quality environment integrating elements required for a defined sidewalk edge, quality landscaping, user safety and pedestrian movement.*

### SURFACE PARKING DESIGN CRITERIA

*These development design criteria are intended to complement the City of Red Deer "Guidelines for Greater Downtown Parking Areas" (Council Policy 4414).*

**Design Criteria # 22** All off-street surface parking areas will provide elements required for a defined sidewalk edge, quality landscaping, user safety and pedestrian movement.

**Design Criteria # 23** Parking access will be from the rear lane. Where no lane exists, front street access may be permitted if it does not interfere with boulevard trees or other public realm streetscaping items.

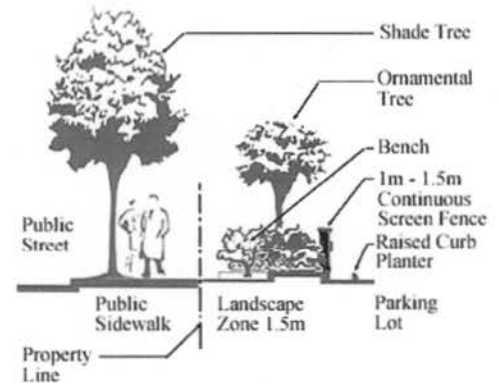
**Design Criteria # 24** All off-street surface parking areas will be paved.

**Design Criteria # 25** Defined walkways will provide clear pedestrian connections between vehicle parking areas and adjacent public sidewalks and/or building entrances.

**Design Criteria # 26** The street edge of any off-street parking area will contribute to the visual continuity of the street by featuring plantings (shade trees), low decorative railings, hedges, gateways, and street furniture.

**Design Criteria # 27** Fences, railings, etc. will not exceed 1.0 metre (3 feet) in height unless of open design. All must be decorative in nature.

**Design Criteria # 28** Pedestrian-scale lighting will identify pedestrian routes and site entrances to parking lots and buildings.



*A typical parking lot / sidewalk cross section. (Design Criteria 20, 24)*



*An example of parking lot landscaping and pedestrian lighting. (Design Criteria 22, 24, 26 & 28)*





## **COUNCIL MEETING OF JUNE 28<sup>TH</sup> , 2004**

### **ATTACHMENT**

**DOCUMENT STATUS:        PUBLIC**

**REFERS TO:                2003/2004 TRANSPORTATION  
PLAN**

**PUBLIC FEEDBACK**



To: Red Deer City Council,  
c/o Legislative & Administrative Services.

From: Horizon Village,  
2821, Botterill Crescent,  
Red Deer, Alberta,  
T4R 2E5.

Tuesday, 15th. June 2004.


Re: Request to be included on the Agenda for City Council on Monday, 28th. June 2004.

Representatives of Horizon Village will attend and wish to make a presentation re. The City of Red Deer 2003/2004 Transportation Plan Update at the Council meeting at 7p.m. on Monday, 28th. June 2004.

Our presentation will be made by Dorothy Dickson, who may be contacted at 347-6012.

We will deliver copies of our presentation to you next week.

Thankyou.

  
(Mrs.) Dorothy Dickson,  
For: Horizon Village.



Re: CITY OF RED DEER 2003/2004 TRANSPORTATION PLAN UPDATE

Presentation to City Council on 28th. June 2004

By: (Mrs.) Dorothy Dickson on behalf of the residents of Horizon Village, Botterill Crescent.

Other than on comment forms and a questionnaire, this is the first opportunity we have had to present our concerns about some aspects of the Transportation Plan.. We realize that the mandate of the Consultants was to review the existing Plan and advise on the technical aspects of moving vehicles from A to B, but it has been frustrating that there have been no discussions on the social and environmental issues that doing so would entail.

I would first like to explain our thoughts on something that Mr. Cooper brought up at the June 14th. Council meeting. He said that different parts of the Plan, particularly those referring to the widening of 32nd. Street and the extension of Molly Banister Drive, were opposed by different communities, which rather inferred that the communities were working against each other (i.e. using the Not In My Backyard syndrome). It surely seems natural that each community would concentrate mainly on their own concerns - the people who live there are obviously the ones who best understand the issues that will affect them.

However, we wish to make it very clear that because the residents of Horizon Village *are opposing* construction of the Molly Banister Drive link, that does NOT mean that we are supporting the widening of 32nd. Street or, as was once suggested, the upgrading of 22nd. Street.

What we do strongly support is the statement in the City's Vision 2020 (quoted in the Municipal Development Plan) about the intent to develop a primary road system "**which preserves the integrity of local neighbourhoods**" - and we would like to see that applied to *all* settled communities.

We would have been much happier if the mandate given to the consultants had been not "how do we accommodate more and more traffic travelling between the eastern suburbs and the City centre?" but "how do we reduce the necessity for so many vehicles making that journey every day?"

We hope the City will take a thorough look at the remaining undeveloped space in the South-East and the North-East with a view to using it to make employment centres and social facilities available to the newer suburbs. We feel they are, at present, being relegated to being mere appendages to downtown, rather than being helped to develop as more self-sufficient, sustainable communities.

The Municipal Development Plan states that " The Plan is vital to ensuring that the high quality of life valued by City residents is maintained as new growth occurs"

We would like to explain why extension of Molly Banister Drive to cross Piper Creek would prevent the maintenance of our quality of life in Horizon Village.

#### Horizon Village - Quality of Life Considerations.

Reasons why seniors have chosen to purchase homes here include -

- 1) it is secluded and quiet
- 2) our two 'loops' of bungalows off Botterill Crescent have only local traffic so are relatively safe and less subject to litter, vandalism etc than housing on busier streets



- 3) as there is no nearby road with a heavy traffic volume, the area is relatively unpolluted - an important consideration for many seniors who have breathing problems
- 4) the adjacent Bower Woods trails and their continuation to the Delburne Road are a safe area to walk or just sit and enjoy nature and we make much use of them, as do many other Red Deer citizens.
- 5) the interest and pleasure of seeing the wildlife that comes round our homes from the woods
- 6) the convenience of the proximity of Bower Place Mall is important to us, not just for shopping, but also as a short pleasant outing, particularly for those who are no longer able to walk far or to drive.
- 7) most residents tend to stay for a number of years as it is probably their last independent home and there is a caring, close-knit feeling of community and mutual support in our Village.

So we are dismayed that the character and peace of the Village would be severely compromised by the close proximity of an arterial road and bridge and all that would entail because -

- 1) although the current configuration of the part of Molly Banister Drive already there does make it rather noisy at times, the traffic is only approaching 'heavy' in short spells morning and evening, so we can enjoy some peace in our houses and sitting and eating out on our little decks.  
However, as the north side curb of the roadway is only about 12 metres from the backs of the 16 south side houses, the increased noise, smell, dust and other pollutants from a major road will inevitably affect our lives and, possibly, our health.
- 2) we certainly do not wish to be imprisoned by a high concrete wall only a few metres from our windows. There is not room for a berm, which anyway, would also block our current open view and anyone walking on the berm would look straight down into our living rooms and bedrooms.
- 3) any disruption of the Bower Woods and the wildlife they shelter would affect our enjoyment of our homes and the trails. The traffic would discourage our wildlife "visitors". While many might consider such small pleasures as unimportant, watching wildlife from your window can indeed be important to your mental health if you are housebound and is especially so for us in the winter.
- 4) currently crossing to Bower Place Mall is a fairly simple matter which can be managed even by residents with some difficulty walking. To go west to the traffic lights or east to where the drive turns south, are both too far for many and traffic lights are always a problem anyway for those who cannot walk fast enough to cross in the time allowed. A wide, busy road would make the crossing much more difficult.
- 5) if so many of the reasons seniors want to live here are negated by the development of an adjacent major road, the value of our homes will go down. Most of those who live in the houses which now back on to Molly Banister Drive say they would not have bought there if they had known of the proposed extension. Some had moved in before the road was widened and others - as recently as February 2003 - were assured that the extension was no longer being considered.

This is a serious issue for those who have invested much of their savings in buying a house where values would be expected to rise and where sales have always been quick and easy. When the time comes that they can no longer be independent, the price they get for their Horizon Village home will help to determine where and at what standard of living they will spend their last years.

### Environmental Considerations

The Piper Creek valley is the only natural entry and exit corridor on the south side of the City for wildlife travelling east of Gaetz Avenue. This corridor and its extension through Bower Woods are particularly valuable parts of Waskasoo Park.

Like most citizens, we put great value on our parks and the wildlife for which they provide a home, so we are concerned about the impacts a crossing of Piper Creek would have on the environment.



Factors contributing to the value of the Piper Creek corridor include -

- 1) the variety of habitat. There is a mix of dense and open forest, old spruce trees and younger trees of a number of species and many types of shrubs and smaller plants. This variety provides habitat for many mammals from moose to mice as well as nesting and feeding sites and winter sanctuary for lots of bird species. Open, grassy areas and wetlands also contribute to the biodiversity of plants and animals which add up to a healthy ecosystem.
- 2) because the man-made trails are mostly some distance from the meandering creek, wildlife, particularly the larger mammals such as moose, have more freedom to use the valley corridor. Compare this with the corridors between Kin Canyon and Rotary Park and through Barrett and Coronation Parks, where the trails mostly follow the creek valleys and where mammals are less frequently seen.
- 3) the wide swath of grass along Barrett Drive, is classed as *Municipal Reserve with Environmental Significance*, and it certainly does have that because it provides ungulate grazing where they feel safe close to the woods and away from traffic. Also the longer, uncut grass, flowering plants and low shrubbery provide habitat for small mammals, birds and insects and a hunting ground for their predators.

*At present the Bower Woods are still able to fulfill the intent of their being "Dedicated to all the wild creatures that still thrive amid the spruce forest near the creek in the very beautiful Bower Woods".*

Obviously any road crossing Piper Creek *anywhere* between 32nd. Street and Delburne Road is going to disrupt this corridor. When we are moving around the City, if our route is blocked or made unpleasant, or even dangerous, to travel, we have the option of taking another route. Wildlife can only travel safely along the routes nature constructed and that we have left relatively undisturbed.

This is acknowledged in the Municipal Development Plan (City policy #7.2) where it states "The City will review the Natural Area/Ecospace Classification and Prioritization System to ensure that wildlife corridors are identified and protected".

#### Considering the Options re the Molly Banister Drive link

The 1996 Transportation Plan report stated that "...there is no need to consider construction of this roadway for many years into the future, if at all". It is not clear to us whether City Council then decided to remove it from the map or not. However, whatever they did at that time, it was obviously back on the map in 2003. The report on April 14th. 2004 similarly states that "..... construction of Molly Banister across Piper Creek would likely not be warranted for 20 years or more".

The Options presented by Stantec -

Option D which was presented to Council two weeks ago (which we had not seen before) was to develop only the Molly Banister link, but Stantec then concluded that it would not make anywhere near enough difference to reduce congestion on 32nd. Street to an acceptable level, so did not recommend it.

Option B - included widening 32nd. + development of Molly Banister but also indicated that the latter would not make many inroads into the volume of traffic on 32nd. i.e removing about 12% at most, so was not recommended.

Option C, which they did recommend, included the widening of 32nd. + protection of the alignment for possible future extension of Molly Banister Drive.



While re-iterating that we are NOT in favour of the widening of 32nd, it seems clear that, even if it were widened, adding the Molly Banister extension at any time is not going to make enough difference to the traffic volume to outweigh the detrimental effects on the environment, the quality of life of citizens living in nearby established communities and all those who enjoy and benefit from our parks and trail systems.

*Indeed, the more the City grows, the more vital it will become, for both people and wildlife, to protect what we have left of our quality of life and the natural environment.*

We think the consultants are overly optimistic when they say that trade-offs and mitigation of the social and environmental impacts will make their road recommendations feasible and we cannot imagine ANY mitigative measures that would make the noise, sight, smell, vibration, dust, vehicle emission pollution and night lighting of a road and bridge acceptable to people or wildlife.

It is apparently the intention to review this Transportation Plan every 6-8 years.

We have now twice had to go through a year of stress, uncertainty and worry about our standard of living, house values etc.. Are we going to have to do this every 7 years until someone finally makes a decision?

While keeping options open for someone in the future to do the decision-making is often wise, in this case no amount of time is going to alter the facts of the detrimental impacts on the social and environmental implications.

We , therefore, request a firm decision be taken now that, as the costs to society and the environment will outweigh the benefits now and will probably increase in the future, **the alignment for a crossing of Piper Creek anywhere between 32nd Street and 19th. Street NOT be protected and that no further consideration of such a link between 40th. Avenue and Gaetz Avenue be included in future City Transportation plans.**

### Looking to the future

Any City which is allowed to sprawl while keeping the majority of its amenities in one central corridor is bound to have traffic and pollution problems unless measures are taken before those problems get out of hand.

We feel the City of Red Deer has now reached the stage where more long-term, innovative measures must be taken while we still have time.

**Dealing with traffic "hot-spots" to allow - even encourage - more people in more vehicles to centre their activities in the downtown core should no longer be the aim for transportation planning in our City.**

*The primary planning options must be designed to avoid the necessity of people living in the suburbs being forced to go to the central corridor for so many of their needs.*

We are no experts, but may we suggest -

- 1) That you proceed with those elements in the Plan that are expected to take the heat off the "congestion hot-spots" and that can be done without disrupting people's lives or the environment. e.g. improving intersections.
- 2) That you take action as quickly as possible on whatever measures you can to reduce the amount of cross-town traffic, especially on 32nd. Street, e.g. ban large trucks from 32nd. St. and Gaetz Avenue.; provide an inner ring route such as 30th. Ave.; Delburne Road, Taylor Drive and (possibly) 67th Street.



- 3) That you consider the use of transit only lanes, car pooling only lanes and reversing am/pm lanes
- 4) That you do not exacerbate the problem by allowing more stores, theatres etc. to locate on Gaetz Avenue.
- 5) That you use whatever means at your disposal - zoning bylaws, tax incentives and disincentives, land prices etc. - to ensure that no more large suburban areas are planned without incorporating employment centres, social, cultural, entertainment, medical, shopping etc.. facilities and parks and trails. (see p.16 of the Municipal Development Plan)
- 6) That you ensure we have an excellent, affordable, flexible transit system. Consider making provisions for future perimeter parking and free shuttle buses.
- 7) That you encourage businesses to use "flextime" hours and computer-linked "in home offices"
- 8) That in future transportation planning, as well as the technical engineering committee, you set up social and environmental committees to consult with citizens and advise on impacts.

I think that all adds up to saying "please, let's use the next 6-8 years, not just waiting for another review of the same Transportation Plan, but exploring the ways we can change its direction and seize the opportunity, while our City is still of manageable size, to plan for growth in a way that will prevent the causes of problems rather than having to turn to band-aids for the increasing symptoms of more trouble ahead."



This is a written submission regarding the Transportation Plan and made on behalf of:

1. The Bower Community Association,
2. 154 residents of the Bower Subdivision who responded to a notice circulated in the Bower subdivision that asked me to speak on their behalf, and
3. Myself as a concerned resident of the Bower Subdivision.

#### BACKGROUND:

The Bower Community Association formed a committee to provide feedback to the City of Red Deer regarding the transportation study. The Bower Community was concerned when information suggested the City of Red Deer was **again** giving consideration to extending Molly Bannister Drive across Piper Creek through Bower Woods.

#### HISTORY:

This matter was dealt with in 1997. At that time City Planners promised the Bower Community the extension of Molly Bannister Road would not happen.

Minutes of the council meeting of January 27, 1997 indicate the future extension of Molly Bannister Drive right-of way be indicated as **conceptual alignment for the purpose of utilities only and not that of a roadway** and that the **ultimate choice of physical location be guided by the need to minimize environmental impact on the park.**

At the same council meeting the **Council of the City of Red Deer, recognized that residents place a high priority on protecting and preserving the environment, and reaffirmed the commitment contained in The City's Strategic Plan to include the Bower Woods area.**

#### CONCERNS:

The residents of the Bower subdivision share the concern of Council that by establishing a connector road in Bower, Molly Bannister Drive, there may be a **very major negative impact on the environment and the quality of life in the Bower Subdivision.**



Road development in Bower Subdivision could impact the community by:

- removing the parkland atmosphere of the subdivision
- damaging the environment
- impacting the wildlife that live in the woods that follows Piper Creek
- decreasing the safety in the community through an increase in traffic
- increasing traffic noise
- decreasing air quality because of increased exhaust from more vehicles
- disrupting the biking/walking trail system

The residents of Bower feel the quality of life and the serenity of the park atmosphere of the Bower Subdivision should not be sacrificed. I would like to share some of the comments submitted to me by many of the Bower residents:

- Establishing a road over Piper Creek through Bower Woods would greatly disrupt and possibly ruin a valuable ecosystem. Red Deer is very unique in the way it has valued our natural resources and coexisted with the forest.
- The distance between 32<sup>nd</sup> Street and the Delburne Road is very short and does not warrant the carving of a portion of parkland to facilitate the savings of approximately 5 minutes of driving time.
- Red Deer prides itself on biking/walking paths and natural areas for wildlife and now they (City Council) are thinking of ruining this area?!
- It would be a shame to destroy the natural greenery associated with Piper Creek and Bower Woods for the sake of people being able to get around quicker. Yes, the city is growing but it's growing because it is a beautiful city with lots of greenery throughout and people are drawn to such things. It would be a mistake to destroy what the City previously valued and preserved.
- We treasure the trails, trees, and birds that this area contains. We would lose so much if Molly Bannister is extended.
- We want to keep the home for the wildlife.
- We want to keep the traffic down to Bower residents only.
- We want to keep the bike trails as is.
- I use the beautiful bike path down through the coulee on a daily basis and it is one of the reasons living in Bower is so great. Please lets not spoil it!



- The Bower subdivision is enclosed on three sides by business places: Bower Mall on the North, the Centrium on the South, and more than enough development of every kind on the west along Gaetz Ave. Our only recourse for quiet beauty and leisure recreation biking and walking is the eastern creek and trail system. Any major impact upon this terrain is an impact upon the quality of life in Bower place. The community is now considered a quality area to live in (note the taxes as compared to some areas). Will it remain so?
- The bike/walking trails in Bower woods are used on a daily basis by a lot of people and each time I am amazed at what I see and hear. It has a calming sanctuary like atmosphere about it. In this age of stressful situations this area is not only beautiful but also necessary for a healthy Red Deer. Many cities would pay dearly to have that haven in their midst. I am dumbfounded to think it is even a consideration to extend the road into the woods.
- It would be awful to see all the beautiful trees gone just for a road. We also see lots of wild life down in the park. Animals do not go through tunnels. We need to save our parks and not use them for roads.
- We feel the extension of Molly Bannister drive would increase the traffic and the speed of the traffic on Barrett Drive causing a risk to the residents of Bower.
- Whenever there is an event at the Centrium we, the residents of Bower, notice an increase in traffic in the subdivision as many people attending the event, park in Bower and walk across the Delburne Road to the Centrium. If another connector road were developed it would magnify the problem, increasing traffic, increasing parking problems, and potentially raising crime in the subdivision because of an increase in the number of "event commuters" traveling through Bower.
- Both logic and a review of existing east-west arteries strongly suggest improving 32 Street and the Delburne Road as it would be the least disruptive to existing neighborhoods. The only beneficiary of a route across Piper Creek and through Bower woods would be the Bower Mall. Do taxpayers only have validity until some commercial development desires are expressed?



### PROCESS FOR TRANSPORTATION STUDY:

There is a concern that the statistics submitted by Stantec may not accurately reflect the number of citizens upset with the recommendation to extend Molly Bannister Drive. Stantec reported that 207 people attended the April meeting. It should be noted the meeting was scheduled with a very short notice period and was held during the Easter holiday break. Many citizens in the Bower area were unable to attend the meeting. 149 Bower residents responded to a notice circulated in the subdivision stating they did not want to see the extension of Molly Bannister Drive through Bower Woods. A written summary of their comments was provided to Mr. Warder at that meeting. That figure did not appear to be reflected in Stantec's report.

### SUMMARY:

This matter is not strictly a transportation issue. This is an environmental issue, an ecological issue, a quality of life issue and a social issue.

The citizens of Red Deer are:

- clearly voicing their appreciation of the parks,
- stating they value the naturalized areas incorporated in the city, &
- do not want their established neighborhoods disrupted.

The citizens of Red Deer do not want to see these features destroyed by developing roads.

We suggest that at this time, there isn't a problem with transportation in Red Deer. We suggest that concerns for the future are not a transportation issue but a planning issue. It appears the City is continuing to develop all the residential area on the south east side of Red Deer and all the commercial property along the Gaetz Avenue corridor and in the northwest section of the city. As the City continues to grow, the problem with heavier traffic on east-west roads will only continue.

The transportation report suggested looking at other options. We would encourage City Council to look at other options and suggest there are other solutions. Is it possible for City Council to review the zoning plans for the City? Is it possible to consider rezoning property on the east side of the City? It would seem appropriate to provide the new subdivisions in southeast Red Deer with the amenities and services by establishing some appropriately located commercial development in these areas.



Residents in the new subdivisions would benefit by the development of these amenities and would not have to continue to travel to the Gaetz Avenue corridor every time they want to go to a restaurant or go shopping. We suggest City Council revisit the zoning of the property in the northeast quadrant of the City currently zoned for future residential development to determine if it is a possible location for the stores, restaurants and businesses. Such a development would encourage the south- north flow of traffic along 30<sup>th</sup> and 40<sup>th</sup> Avenues.

Residents of Bower suggest City Council take a cautious approach. Council should first consider improving the existing roads with appropriate turning lanes and left and right turning signals. Only if absolutely necessary should council widen and develop 32<sup>nd</sup> Street the Delburne Road. There should be no consideration to destroying Bower Woods by extending Molly Bannister Drive.

The residents of Bower subdivision feel established subdivisions and parks should not be sacrificed because of flaws in the planning in the City. We suggest Council make every effort to preserve the existing parks and neighborhoods. Do not replace them with roads.



Lois Hornung  
208 Barrett Drive  
Red Deer, Ab. T4R 1J3  
(403)340-3128 home  
(403)340-4997 work



### Attention: BOWER SUBDIVISION RESIDENTS

Because of increased traffic, the City of Red Deer is conducting a transportation study that proposes options for future road development in Red Deer. The Bower Community Association formed a committee to provide feedback to the City of Red Deer regarding the study. The specific area being addressed by the committee deals with suggestions to change roads in the Bower area that may have a major impact on this community. For example, one proposal suggests establishing a connector road in the Bower Subdivision by extending Molly Bannister Road across Piper Creek through Bower Woods.

The committee is concerned that, by establishing a connector road in Bower, there may be a negative impact on the quality of life in this Subdivision. Road development in the Bower Subdivision could impact the community by:

- removing the parkland atmosphere of the subdivision
- damaging the environment and impact the wildlife that live in the woods that follows Piper Creek
- decreasing the safety in the community because of an increase in traffic flow
- increasing traffic noise
- decreasing air quality because of exhaust from vehicles
- disrupting the biking/walking trail system

The committee suggests the transportation solution that would have the least negative impact on this community would be to widen and develop BOTH the Delburne Road and 32<sup>nd</sup> Street INCLUDING APPROPRIATE LANES AND LEFT AND RIGHT TURNING SIGNALS.

This notice is to inform the Bower residents of a meeting being conducted by the City of Red Deer relative to this matter. Two meetings will be held April 14, 2004 at the Capri Centre. One meeting will be at 4:30. The meeting will be repeated at 7:30.

We understand the meeting will include a presentation by Stantec Consulting Ltd., the engineering firm contracted by the City of Red Deer to do the transportation study. It is anticipated they will provide information regarding the findings from the study, transportation solution options, and a questionnaire for participants.

We encourage Bower Residents to participate in the meetings. If you are not able to attend the meeting and support the position of the committee, you can participate and provide your support by completing the reverse side of this notice. You can either drop off your completed notice in the mail box at 208 Barrett Drive, or phone Laura Rumohr at 343-6136 on or before April 12 and a volunteer will pick up the completed notice. Thank you.



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: A. HARDER  
Address: 283 Barren Dr.  
Phone Number: 340-3445 Number of occupants in Residence: 2

Additional comments:

I fully agree with the  
Committee we're all behind  
you 100%.



In order for the committee to use your notice you **MUST** complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Palma Miller

Address: 205-54 Bell St.

Phone Number: 341-6138 Number of occupants in Residence: 1

Additional comments:

I am making the assumption that when new development of any kind (commercial or residential) is proposed for Red Deer that a certain amount of manmade parks or "green" area must be incorporated. How ironic that when there is nature-made "green" areas (Piper Creek & Bower Wood), the city wants to make it manmade.

---

Many ecosystems have been destroyed by the development of Southpointe common (plus continued development further south) - these can never be replaced or rebuilt. Is this what is wanted for Piper Creek & Bower Wood?



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: TED HAARLDSOHN

Address: 61 BAIRD ST.

Phone Number: 341-5228 Number of occupants in Residence: 2

Additional comments:

---

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: BARB & DAVE McIntyre

Address: 207 BARRETT DRIVE

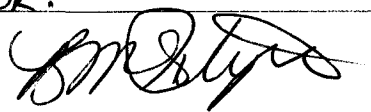
Phone Number: 346-1069 Number of occupants in Residence: 4

Additional comments:

WE ARE VERY much opposed to EXTENDING  
MOLLY BANNISTER Road or any other Road  
that would further divide our subdivision.

WE would support THE suggestions to further  
develop Delburne Rd and/or 32nd STR.

We believe the concerns <sup>we have</sup> with extending  
Molly Bannister is fully understood or at least  
should be by now as this issue has been  
raised more than once by the residents of Bower  
and Sunnybrook.





In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: BERN BERG and Eva M BERG

Address: 319 Barrett Drive

Phone Number: 309-4671 Number of occupants in Residence: two

Additional comments:

Animals such as deer and the odd elk are still crossing on Barrett Drive. They will probably not change their habits. They like to follow this creek and will cross over as they wish when they see green grass on the other side. This will cause accidents.

Barrett Drive is a very quiet residential area and this is one reason why we live here, and bought our home here.

Many people use this park area for many reasons, such as walking their dogs, skating (roller skating) bicycles and seniors on their motor carts, and the police sometimes use the park area here for training their canine helpers.

Do we want to lose all of these fine things people have established for us. Once they are gone - you can never recover it.



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: BARRY & LOIS HORNING

Address: 208 BARRETT DR

Phone Number: 340-3128 Number of occupants in Residence: 2

Additional comments:

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: Bruce & Peggy Broad

Address: 16 Bunn Cresc

Phone Number: 341-5211 Number of occupants in Residence: 4

Additional comments:

Why ruin the park area, when there  
is a better solution in widening Delburne Rd  
& 32 St.



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

① Name: Brenda & Hilary Sheppard  
Address: 59 Bettenson St  
Phone Number: 3477117 Number of occupants in Residence: 3

Additional comments:

Please Include the following:

- ② Karen & George MacNeill  
59 Bettenson St 342 4196 Number of residents 3
- ③ Belinda & Craig Jonuyama  
63 Bettenson St  
347-2297 Number of residents 4



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: William R. Norton

Address: 395 BARRETT DR. RED DEER. AB.

Phone Number: 341-4853 Number of occupants in Residence: 2

Additional comments:

In our opinion it would be a terrible mistake  
for future years, if a major thoroughfare was ever  
brought through the Bower Residential area - because  
with the growth & development to the east side of  
the city, a terrific amount of vehicle traffic will  
undoubtedly cause total & unbearable problems - this  
can all be avoided by taking the traffic especially  
onto the Delburne road, and the improvement to the  
32<sup>nd</sup> St from Piper Creek Bridge to Hasty Ave.

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: LEONA + MARCELO MARIN

Address: 196 BARRETT DRIVE

Phone Number: 343-6516 Number of occupants in Residence: THREE

Additional comments:

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: Doug & Connie Lester

Address: 155 Barrett Dr

Phone Number: 343-7427 Number of occupants in Residence: 2

Additional comments:

Use the beautiful bike path down  
through the coulee on a daily basis;  
this is one of the reasons living  
here is so great. Please lets not  
spoil it!

Connie Lester



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: TIM + DIANE INNES

Address: 299 BARRETT DRIVE

Phone Number: 343-3086 Number of occupants in Residence: 2

Additional comments:

TWO (2) CORRIDORS E/W ALREADY EXIST IE: 32ND AVE. +  
DELBURNE ROAD. THE DISTANCE BETWEEN THE TWO  
IS SHORT AND IN OUR VIEW DOES NOT WARRANT THE CARVING  
OUT OF A PORTION OF PARKLAND TO FACILITATE THE SAVINGS  
OF APPROXIMATELY 5 MINUTES OF DRIVING TIME.

IN OUR VIEW AN UPGRADE OF 32ND AVE - DELBURNE ROAD  
WOULD MORE THAN SATISFY TRAFFIC REQUIREMENTS IN THIS  
AREA.



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: DOUG PARSONS (DOWNA)

Address: 135-BARRETT DRIVE

Phone Number: 342-0656 Number of occupants in Residence: 2

Additional comments:

AGREE WITH ABOVE SOLUTION.

TKS



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Mrs. M. Rowan

Address: 39 Bunn Crescent

Phone Number: 342-4225 Number of occupants in Residence: 5

Additional comments:

There is absolutely nothing to be gained by extending the Molly Bannister Road across Piper Creek and through Bower Woods. Red Deer prides itself on byking/walking paths and natural areas for wildlife, and now they are thinking of ruining ~~the~~<sup>this</sup> area on the South end of the trail? Instead, they should just develop 32 + Delburne Road.

M. Rowan



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: Roger Beeton

Address: 93 Bell Street

Phone Number: 343.8777 Number of occupants in Residence: 4

Additional comments:

I do not want to see Molly Banister  
extended through Bower Woods



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Charles and Karen Mitchell

Address: 35 Bayce St.

Phone Number: 358-7680 Number of occupants in Residence: 3

Additional comments:

---

---

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you **MUST** complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Kathryn Hecker

Address: 33 Bayec St.

Phone Number: 342 2246 Number of occupants in Residence: 1

Additional comments:

---

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: Claude & Cindy Bouchard

Address: 263 Barrett Dr.

Phone Number: 348-2101 Number of occupants in Residence: 2

Additional comments:

---

---

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: Paulette Selinas  
PAULETTE CELINAS

Address: 28 BROWN CLOSE

Phone Number: 346-2578 Number of occupants in Residence: One

Additional comments:

I am strongly against furthering Molly Bannister Drive.  
Widening and developing both 32 Street and  
Delburne Road are the only proposed options  
that make sense because:

- they already are in place to move traffic east and west  
across the south side of the city
- they provide direct access from and to Highway #2;  
something furthering Molly Bannister would not



In order for the committee to use your notice you **MUST** complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Corinne + Andy Mansell

Address: 17 Boyce Street

Phone Number: 346 5492 Number of occupants in Residence: 3

Additional comments:

The reason we bought in this area  
is because of the quiet bike  
paths and beautiful area, we would  
probably consider moving if this  
went through as we have a young  
child and the last thing we need  
is more traffic in this area.

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Crystal + Greg Sugden

Address: 351 Barrett Dr

Phone Number: 342-6913 Number of occupants in Residence: 4

Additional comments:

Many different types wildlife use  
the path + piper creek to travel  
+ also live. It would great disrupt  
+ possibly ruin a valuable ecosystem.  
Red Deer is very unique in the  
way it has valued our natural  
resources + coexisted in the forest.

1

---

---

---



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Pat + Sandy Klein

Address: 203 Barrett Drive

Phone Number: 342-5639 Number of occupants in Residence: 4

Additional comments:

→ We want to keep the home for the wildlife

→ We want to keep traffic down to Bower residents only

→ We want to keep the bike trails as is.

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: LINDA & BILL STUEBING

Address: 56 BROWN CLOSE

Phone Number: 347-5319 Number of occupants in Residence: 4

Additional comments:

BOTH LOGIC & A REVIEW OF EXISTING EAST-WEST ARTERIES  
STRONGLY SUGGEST 32ND STREET AND THE DELBURN RD.  
ONLY. DEVELOPMENT OF THE DELBURN RD. PARTICULARLY  
WILL BE LEAST DISRUPTIVE TO EXISTING NEIGHBORHOODS.  
THE ONLY BENEFICIARY OF A ROUTE ACROSS PIPER  
CREEK & THROUGH BOWER WOODS WOULD BE THE  
BOWER MALL. WTF IS THIS A PRIORITY?! DOES THIS  
MEAN THAT CIVIL ASSURANCES TO HOMEOWNERS & TAXPAYERS  
ONLY HAVE VALIDITY UNTIL SOME COMMERCIAL DEVELOPMENT  
DESIRES DIFFERENTLY?

Bill Stuebing



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: Mr R Gol Coleman

Address: 60 Belknap

Phone Number: 3424385 Number of occupants in Residence: (4)

Additional comments:

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you **MUST** complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name:  V H Armstrong  
103-54 Bell St  
Address: Red Deer AB T4R 1M8

Phone Number: 342-5948 Number of occupants in Residence: 1

Additional comments:

I am NOT in favor of Molly Barrister crossing  
vs Armstrong



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Names: George + Karen MacNeill

Address: 55 Betterson Street

Phone Number: 342-4196 Number of occupants in Residence: 3

Additional comments:

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you **MUST** complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: Don and Isobel Lewis

Address: 81 Bark Cl. Red Deer T4R1R5

Phone Number: 346 3209 Number of occupants in Residence: 2

Additional comments:

We really treasure the trails,  
trees and birds that <sup>this</sup> area contains.  
We would lose so much if Molly  
Bannister is extended.



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Elizabeth J. Walker

Address: 327- Banett Dr.

Phone Number: 346- 6464 Number of occupants in Residence: 1

Additional comments:

What would happen to the walking  
and bike trails? which is very beautiful.  
It would be awful to see all the  
beautiful trees gone, just for a road!  
We also see lots of wild life down in  
the park. Animals do not go through  
tunnels we need to save  
our parks and not use them for  
roads.

---



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: ROY & BEV AMUNDSON

Address: 331 Barrett Drive

Phone Number: 347-6706 Number of occupants in Residence: 2

Additional comments:

It would cut off the hike trail & affect  
the whole atmosphere of the Bauer  
subdivision. Wild animals do not go  
through tunnels!! It would make  
more sense & be less expensive to widen  
the Delburne Road.

---

---

---

---



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Jack + Anne Seidler

Address: 51 Bettenson Street

Phone Number: 346-4988 Number of occupants in Residence: 2

Additional comments:

---

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: VIDA SMITH

Address: 55 - BAINES CRESC.

Phone Number: 346-5360 Number of occupants in Residence: 1

Additional comments:

We need to stop the growth of Leaden  
Too much traffic now.

---

---



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St. .

Name: VI KLASSEN

Address: 52 Boyce St.

Phone Number: 358-9900 Number of occupants in Residence: 3 .

Additional comments:

I am totally against building the road  
down Melly Banister and across Piper Creek.  
I totally support to widen & develop  
both the Delburne Rd & 32nd st.



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: JACK KLASSEN

Address: 52 BOYCE ST

Phone Number: 347 2126 Number of occupants in Residence: 3

Additional comments:

1. A new road through Bower Sub would be very detrimental to the community!

2. Also a very impractical and poor use of Taxpayers Money; to build a road 200 meters or so further south?

3. The road doesn't really make sense when the two other roads are much more practical

4. We were promised no road!

5. If a road is built through Bower, I will be selling -



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Colleen Laméris

Address: 67 Barrett Drive, Red Deer, Ab T4R 1H2

Phone Number: 347-1362 Number of occupants in Residence: 4

Additional comments:

I am totally against extending Molly  
Bannister Road.

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Paul + Lori Séguin

Address: 80 Boyce Street

Phone Number: 346-4703 Number of occupants in Residence: 4

Additional comments:

Please save our trails!

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Fred & Sandra Juratsko

Address: 86 Baird Street

Phone Number: 341-5862 Number of occupants in Residence: 2

Additional comments:

We are not in favor of extending  
Meely Bannister Rd. for all the reasons  
mentioned on the previous page.

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: GORDON & LOUISE PARKER

Address: 27 BEATTY CRESCENT

Phone Number: 3424323 Number of occupants in Residence: 3

Additional comments:

---

---

---

---

---

---

---

---

---

---



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: John Fosty

Address: 50 Baird St

Phone Number: 314-2557  
348-3004 Number of occupants in Residence: 2

Additional comments:

---

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Geoff + Trudy Burrows

Address: 11 BARNER AVENUE

Phone Number: 340 3328 Number of occupants in Residence: 2

Additional comments:

---

---

---

---

---

---

---

---

---

---



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: ANDREW LAM

Address: 48 BROOKS CRESCENT, RED SEEN

Phone Number: 347-9509 Number of occupants in Residence: 5

Additional comments:

---

---

---

---

---

---

---

---

---

---



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Charlotte Rosenke

Address: 92 Brown Close

Phone Number: 347-6866 Number of occupants in Residence: 1

Additional comments:

I think the north end of Bower would be a less appealing area to purchase property or live in if Molly Barnister was extended. We already have enough detriments such as the large power lines, older apartments and the mall traffic.

The distance and time to use 32nd. or the Delburne road are minimal and if extra lanes helped the Traffic flow sufficiently, surely this would be a less costly way.

Conservation of our natural areas has been one of Red Bluff's best assets.



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Terry Anderson

Address: 84 Joyce St. R.D.

Phone Number: <sup>343</sup>6625 Number of occupants in Residence: 2.

Additional comments:

I like the proposal, however, because  
of the cost I think it should be  
put off for a least five years.  
unless, of course, if provincial  
Government is willing to pay  
a large portion. I believe its  
about time that they start  
helping the cities to a larger  
extent.

Terry Anderson



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Anne Stewart / Jim Bitschey

Address: 427 Barrett Dr. R.D.

Phone Number: 342-7107 Number of occupants in Residence: two

Additional comments:

We feel the proposal to extend Molly Bannister through Bower Woods would increase the traffic and the speed of the traffic on Barrett. We already have too many speeders on this street.

This proposal would also negatively affect the wild life and other aspects of nature we enjoy in this area.

When there are other routes as Delburne Rd and 32st. they should not even consider affecting Bower.



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

yes Leed Bower District alone.  
Name: KEN AND Audrey FREEDIN

Address: 119 Barrett DR.

Phone Number: 3412812 Number of occupants in Residence: 2

Additional comments:

What is wrong with the City of  
Red Deer? To allow Building and  
Districts to develop before they have  
their Road plan in place. This  
South end has changed in the  
3 years we were here - thought it  
was a quiet - and relaxing area.  
Thanks Ken.



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: Jane Kennedy

Address: #25 Baile Close

Phone Number: 347-0844 Number of occupants in Residence: 2

**Additional comments:**

I totally support the widening of the Delburne Hwy and if absolutely necessary 32<sup>nd</sup> street. The Delburne Hwy widened could accommodate the increased traffic from east side over to the new + popular Southpointe common.

Regarding the Moely Banister Drive extension, this area is a well used and enjoyed part of the Red Deer trail system. I bike or walk that area daily along with a lot of other people and each time I am amazed at what I see and hear. It has a calming, sanctuary like atmosphere about it and if you were to walk there you would see and feel the respectful and serene look on the faces of us who use it. In this age of stressful situations this area is not only beautiful but necessary for a healthy Red Deer. Many cities would pay dearly to have that haven in their midst. I am dumbfounded to think it is even a consideration and that I am having to write this letter.

In my opinion, this area is far too valuable to disrupt.

Sincerely  
Jane Kennedy

I am annoyed the city has set this meeting in Easter week when people are away visiting family and cannot be present.



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: NORMAN STREIGHT

*N.E. Straight*

Address: 45 Baird St.

Phone Number: 347 5263 Number of occupants in Residence: 3

Additional comments:

*My wife and son are in agreement*

*It seems a pity to so drastically  
change the character of Power, all the  
points raised are valid.*



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: James and Rose Schuelke

Address: 114 Baird St

Phone Number: 343-7180 Number of occupants in Residence: 2

Additional comments:

The Bower Subdivision is enclosed on three sides by business places: Bower Mall on the North, the Centrum on the South, and more than enough development of every kind on the west along Gutz Ave. Our only recourse for quiet beauty and leisure recreation biking and walking is the Eastern creek and trail system. Any major impact upon that terrain is an impact upon the quality of life in Bower place. This community is now considered a quality area to live in (note the taxes here as compared to some areas). Will it remain so?

---



208 Barrett Drive

In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: 208, JEAN STEPHENS

Address: 55 GERRY AVE RED DEER, AB

Phone Number: 346 5455 Number of occupants in Residence: 2

Additional comments:

We are definitely against a connector  
road in the Bower sub. division



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: DON/WENDY WILLIAMSON

Address: 35 BUNN CRES

Phone Number: 340-2432 Number of occupants in Residence: 3

Additional comments:

Personally, I think it would be a shame to destroy the natural greenery associated with Pipee Creek and Bower Woods for the sake of people being able to get "around" quicker. Yes, the city is growing, but its growing because it's a beautiful city with lots of greenery throughout, and people are drawn to such things. Widening the existing roads where possible makes more sense as then you're not "taking away" just "adding to."



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Linda Beerwort

Address: 195 Barrett Dr.

Phone Number: 358-5223 Number of occupants in Residence: 4

Additional comments:

We would like to keep the bike paths  
and wildlife as natural as possible and  
feel that a road through the forest would  
destroy a beautiful area of Red Deer, an  
area that has been here forever. and is  
a part of our community now.

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Geo W Braithwaite

Address: 178 Barrett Dr.

Phone Number: 348-0924 Number of occupants in Residence: 2

Additional comments:

The Bower sub-division has very well defined Boundaries, with a substantial number of residences that chose to reside here because of its very nature.

The wild life and natural reserve should be maintained with out further intrusion as much as possible.

I support up grading 32 st and the Delburne road.

---



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: Allan & Helen Fink

Address: 271 Barrett Dr.

Phone Number: 342 2762 Number of occupants in Residence: 3

Additional comments:

I strongly disagree with putting a connector road in Bower. We have lived in Bower for 12 yrs. & enjoy it the way it is. We went to the last meeting & expressed this same opinion. The quality of life in Bower is great please don't spoil it with increased traffic, noise disrupting the wildlife & environment. The Delburne road and 32 St. do need to be widened as it is with appropriate lanes and left and right turning signals.



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: Andy Nowicki

Address: 8 Best Crescent

Phone Number: 343-2643 Number of occupants in Residence: 2

Additional comments:

• Totally opposed to connecting  
Molly Bannister road to the east.  
One of Red Deer's best assets  
is green space and park areas.



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Names Ian & George Michael

Address: 231 Basset Dr.

Phone Number: 343-2898 Number of occupants in Residence: Two

Additional comments:

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Grant & Carole Edmonds.

Address: 72 Brown Close

Phone Number: 342-4880 Number of occupants in Residence: 2.

Additional comments:

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: DON & TANNIS MURRAY

Address: 36 BROOKES CRES

Phone Number: 347-6207 Number of occupants in Residence: 3

Additional comments:

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Fred Halford

Address: 415 Barrett Drive

Phone Number: 342-1558 Number of occupants in Residence: 3

Additional comments:

---

---

---

---

---

---

---

---

---

---



in order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Esther Niemi

Address: 32 Baird St.

Phone Number: 346-4588 Number of occupants in Residence: 2

Additional comments:

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you **MUST** complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Fay Blumhagen

Address: 107 54 Beel st.

Phone Number: 3485933 Number of occupants in Residence: 1

Additional comments:

---

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Ernest & Kathy Lang

Address: 106 Baird St.

Phone Number: 346-2481 Number of occupants in Residence: 2

Additional comments:

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Krystal Cymbelisty

Address: 53 BAIRD ST

Phone Number: 314-9038 Number of occupants in Residence: 2

Additional comments:

My son and I love walking the trails  
along piper creek. And the great thing  
that attracted me to Red Deer Bys  
ago was how it was built around  
great parks and wilderness with lots  
of paths to walk/bike. Don't ruin  
what helps make our city great.

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

---

Name: Suzette Bahr

Address: 63 Baynes Crescent

Phone Number: 342-1280 Number of occupants in Residence: ONE

Additional comments:

---

---

---

---

---

---

---

---

---

---



In order for the committee to use your notice you MUST complete your name, address, and phone number.

I support the suggestion to widen and develop both the Delburne Rd. and 32 St.

Name: LINDA M<sup>c</sup>ROBIE

Address: 64 BETTENSON ST

Phone Number: 347-7107 Number of occupants in Residence: 2

Additional comments:

As far as building a road through Dower Woods I am "Totally Against" it! I really don't know who the bright spark is <sup>that</sup> thought this up, but I am questioning if they should have their grey matter checked out. Why would anyone in their right mind want to disturb the serenity and the pristine beauty of the park, plus disrupt the wildlife that inhabit that particular area, when there is more than ample room for expansion and development on the Delburne Road. Some people may call this progress, but I call this insanity at its highest!!! Any questions? Call me, you do have my number.

Linda M<sup>c</sup>Robie



## Introduction

This submission represents the thoughts and feelings of a group of citizens primarily from the Mountview and Sunnybrook communities.

When we first met, we all had our own individual reasons to oppose the recommendations being made by the transportation consultants to widen 32<sup>nd</sup> Street and increase traffic on Spruce Drive. For all of us it was hard to conceive what the impact of a Six Lane road running through Mountview and Sunnybrook would be. We envision **Loss of Pedestrian sidewalks, Increased Noise Levels, Unsightly Sound Barrier Walls, High Speed traffic, Unsafe Pedestrian Sidewalks and Limited Access to Mountview and Sunnybrook Communities.** There appears to be no perceived benefits of widening 32<sup>nd</sup> Street to funnel higher levels of traffic through the one mile stretch from Gaetz to 40<sup>th</sup> Ave.

After considerable discussion, much of our concern centered on our belief that alternate solutions to moving east-west traffic in south east Red Deer can be accomplished with a more sustainable approach to development.

## Executive Summary

We encourage City Council to reject the proposals in the 2003/2004 transportation update with respect to the widening of 32<sup>nd</sup> Street and Spruce Drive for the following reasons:

### Community Access and Safety.

There is no evidence that this proposal will maintain or increase traffic or pedestrian safety

There is nothing included in this proposal to maintain the same level of access to Mountview and Sunnybrook communities.

### Economic and Environmental Cost

There is no information comparing economic cost of this proposal with alternate solutions.

There is no information with respect to environmental impact in this proposal

### These recommendations are not consistent with Sustainable Development

There has been no discussion developing the City of Red Deer in a manner that does not disrupt and damage the current communities of Mountview and Sunnybrook by widening 32<sup>nd</sup> Street to six lanes and Spruce Drive to four lanes.



### Quality of Life

All of the issues we have discussed will impact the quality of life of the residents of Mountview and Sunnybrook and the residents of 47<sup>th</sup> Ave.

By rejecting the proposal to widen 32<sup>nd</sup> Street to six lanes and Spruce Drive to four lanes; we expect that the City will:

- Place a moratorium on all non-safety related construction on 32<sup>nd</sup> Street (from Gaetz Ave. to 40<sup>th</sup> Ave.) and Spruce Drive.
- Remove the widening of 32<sup>nd</sup> Street to six lanes and Spruce Drive to 4 lanes as a future option in the transportation plan.
- Reconsider the City of Red Deer Development plans to design future development in South East Red Deer to minimize traffic growth on 32<sup>nd</sup> Street.

### Sustainable Development

Cities such as Red Deer are increasingly becoming the engines of economic growth and a magnet for new residents.

As a result, the sustainability of cities is under pressure. Decision-makers at all levels are faced with the task of how to resolve urban problems which include transportation, waste management, drinking water supply and the preservation of urban green space. Proper decisions can not be made without the involvement of experts, citizens, and the media.

A Sustainable transportation plan needs to be developed in harmony with an effective sustainable development plan. The Institute for Sustainable Communities suggests the following approach to maintaining a sustainable community:

"Sustainable communities are defined as towns and cities that have taken steps to remain healthy over the long term. Sustainable communities have a strong sense of place. They have a vision that is embraced and actively promoted by all of the key sectors of society, including businesses, disadvantaged groups, environmentalists, civic associations, government agencies, and religious organizations. They are places that build on their assets and dare to be innovative. These communities value healthy ecosystems, use resources efficiently, and actively seek to retain and enhance a locally based economy. There is a pervasive volunteer spirit that is rewarded by concrete results. Partnerships between and among government, the business sector, and nonprofit organizations are common. Public debate in these communities is engaging, inclusive, and constructive. Unlike traditional community development approaches, sustainability strategies emphasize: the whole community (instead



of just disadvantaged neighborhoods); ecosystem protection; meaningful and broad-based citizen participation; and economic self-reliance."

We encourage the City of Red Deer to be a leader in sustainable development by having the courage to develop creative solutions to traditional challenges.

The City of Red Deer is demonstrating efforts towards sustainable development. The City's guiding principles include:

Innovation	We will solve problems in creative and practical ways to meet the diverse need of our organization and community.
Planning	We will carry out sound planning to anticipate the future and to provide direction that leads to positive outcomes.
Preservation	We will protect our community assets and respect and use our resources wisely.

The City has demonstrated leadership in sustainable development by:

- Implementing an effective recycling and composting program
- Managing sustainable residential growth by increasing densities with smaller lot sizes
- Moving the city maintenance and bus yards to encourage downtown revitalization.

The City's stated goal with respect to transportation; is to maintain an effective and sustainable transportation system that responds to the changing needs of our citizens.

The City needs to make sustainable development a primary component of the current planning process. Implementing a transportation plan that includes the expropriation and demolition of houses, and the construction of unsightly noise reduction walls is not sustainable development and demonstrates a failure in the planning process.

#### Public Participation in the 2003/2004 Transportation Plan Update

The public has been involved in the three public meeting to discuss updates to the transportation plan last updated in 1996. There appears to be consistent opposition to both widening of 32<sup>nd</sup> Street and Molly Banister drive. This creates a dilemma for planners as they recognize that there will be pressure on east west transportation following the current development and transportation plans.



The solution suggested in both the 1996 and 2003/2004 transportation plans to accommodate anticipated increases in traffic is to widen a 1 mile length of 32<sup>nd</sup> Street.

There have been no proposals put forth by the City of Red Deer to plan future development that would alter the planners perceived transportation desire lines and put less stress on the current road network.

During the public meetings to date, plans indicate that the majority of new residential development will be in the South East section of Red Deer. Currently most shopping and commercial services are located west of Piper Creek in South Red Deer. The City appears to be planning to put additional stress on the current transportation network instead of developing the South East section of Red Deer to minimize the necessity for residents to have to cross Piper Creek to shop and access other services.

During all of these meetings and workshops the opportunity for the public to be involved has been limited to being presented information and the opportunity to ask questions. There has been no or limited effort to engage the public in the planning process.

#### Community Access and Safety

There is a valid concern based on the uncertainty in the transportation plan on the full effects of widening 32<sup>nd</sup> Street. There are three uncontrolled intersections in the 1-km section of 32<sup>nd</sup> Street from Spruce Drive to 40<sup>th</sup> Avenue. If the objective is to change 32<sup>nd</sup> Street into a high volume high-speed roadway; it is hard to conceive the future of these intersections. Traffic controls would interrupt the objective of high volume high-speed traffic. Leaving these intersections uncontrolled would make access to Sunnybrook and Mountview difficult and unsafe.

There should be a real concern regarding pedestrian crossings between Sunnybrook and Mountview. Especially school age children that are required to cross 32<sup>nd</sup> Street to get to school or to use recreational facilities.

Additionally the encroachment of a high-speed road way on apartments and condominiums west of Kin Canyon raise a concern over safety of residents of these properties.

#### Economic and Environmental Cost

One glaring omission during the public consultation process with respect to the updated traffic plan was any information on cost and environmental impact to the proposal to widen 32<sup>nd</sup> Street.

The proposed cost of widening 32<sup>nd</sup> Street and associated changes to Spruce drive in the 2003/2004 Transportation Plan update is an estimate \$8,500,000.00. Will this deliver value to the citizens of Red Deer? What will be the environmental impact through Kin Canyon during and after construction?



What is the environmental cost of construction high-volume, high-speed road way through residential communities that require the construction of noise dampening walls?

These questions should have been discussed during public meetings in which the City fully disclosed the estimated cost of widening 32<sup>nd</sup> Street and expanding traffic on Spruce Drive. It is not wise and demeaning to solicit public opinion when the cost to tax payers is not part of the public disclosure process.

### Conclusion

We encourage City Council to carefully consider the transportation update with respect to widening 32<sup>nd</sup> Street to six lanes and modifying Spruce Drive to accommodate significant increases in traffic volume.

We recommend the following action be taken.

1. Reject the 2003/2004 transportation plan update with respect to widening 32<sup>nd</sup> Street to six lanes and Spruce Drive to four lanes
2. Place a moratorium on all non-safety related construction on 32<sup>nd</sup> Street (from Gaetz Ave. to 40<sup>th</sup> Ave.) and Spruce Drive.
3. Remove the widening of 32<sup>nd</sup> Street to six lanes and Spruce Drive to 4 lanes as a future option in the transportation plan.
4. Reconsider the City of Red Deer Development plans to design future development in South East Red Deer to minimize traffic growth on 32<sup>nd</sup> Street.
5. Increase public participation in the planning process.

Submitted on behalf of Concerned Citizens by 32<sup>nd</sup> street Committee Group

Dick McDonnell  
Krista Dellert  
Phyl Nesom  
Keith Rispler  
Bonnie Denham  
Carol Van Overloop  
Charles Murray  
Bev Murray  
Jim Lyman  
R.C. Cooper



32<sup>nd</sup> Street Citizens for Quality of Life  
Submission of Concern regarding proposed widening of 32<sup>nd</sup> Street  
June 28<sup>th</sup> 2004

The attached list are people who attended our open house June 19<sup>th</sup> and support our position that the City of Red Deer does not need to widen 32<sup>nd</sup> Street and increase traffic on Spruce Drive



NAMES IN SUPPORT OF SUBMISSION  
TO CITY COUNCIL JUNE 28<sup>th</sup>

- Keith Rispler

George MESTON

MAXINE MESTON

Diane McDONELL

3313 SPRUCE DRIVE

LORE KESTER

G. Harkness & Wife.

Dana Friestadt

Dub Stahl.

4225 33<sup>rd</sup> St.

Sheila Phillips

Dore Phillips

Alison Chafelara.

Vinay Chafelara.

Candice Anderson

Ray A. Wakelin

Alie L. Wakelin

John Wescanick

Lee Murray

Charm Murray

Gerry Parney

Sydney Thompson

Gary W. W. W.

Loyce Matthews

Tony Phessy

M. M. Phillips

Patty LeMay 3410 41 Ave (Mountain)

Peter / Mary Thorvaldson Mountain

Mary Kessiers

Eric M. Sinclair

Bentah Phillips

ERIN VAN OVERLOO

Blair Thorvaldson

Edlin Sinclair

T. B. Hicks

Edward G. Hicks



Yvonne Howard  
Sam Denham  
Bonnie Denham  
Jerry Green  
Kay Green

Anne & Denis Robinson 17 Somerset Close.  
Janet McLaughlin 1 Munro Crescent  
Ed & Hazel Arnold 5 Scott St.  
Michael T. Potter 4135 35 Street Red Deer.  
Yvonne J. Potter 4138 - 35 Street Red Deer.  
Robert J. Baker #103 #1 Springfield Ave. Red Deer  
Cinnamaria Paulak 3334 41 Ave  
Darren Stahl 4225 33 St

Keith Riden + Brookview Est. Co Board  
25 Munro Cres Red Deer, AB

Shelly Dempere 4452 34 St  
Cyril Cooper 3307 Spruce Drive  
Gordon Zep 3512-44 Ave  
Frances Hefst 3342-44 Ave  
Susan Van Nest 3342-44 A Ave  
Helen & Felix Pereira 18 Dumas CR.  
David & Margaret-Anne Plosz 3538 Spruce Drive  
Greg & Kristen Adair 4428 34 St  
Gord & Jerry Lynn Fing 4432 34 St  
Kelly & Marcia Martin 4424 34 St  
Bill Kwong 3341 - 46 Ave.  
Rhysel Hesom 4221 - 33 St.  
R. D. Mc Donnell 3313 Spruce Dr.  
Helene Prescott 111 Martin Close  
John & Margaret Perrin 1503, 4709 - 33 St.



.....

3501 Spruce Drive, Red Deer, Alberta  
T4N 3N8.  
(403) 347-5274

June 20, 2004

Red Deer City Council  
c/o Legislative Administrative Service Manager  
Box 5008,  
Red Deer, Alberta.  
T4N 3T4.

To All City Council Members

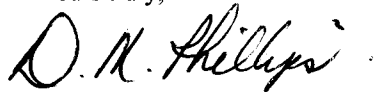
Re: PETITION – Proposal to widen Spruce Drive

Enclosed is a petition of the majority of residents of Spruce Drive opposing the proposal to widen Spruce Drive. The residents of three houses were unable to be contacted.

The reference to May 17<sup>th</sup> in the preamble to the petition refers to the initial date Council had set to consider proposals that included the widening of Spruce Drive. The petitioners were made aware that Council would be considering the proposals at the June 28<sup>th</sup> meeting, and many have indicated they will be attending that meeting.

Please distribute copies of the petition to all Council members. Mr. Richard McDonell will be the spokesperson for the petitioners and the opportunity for him to be heard by Council is respectfully requested.

Yours truly,



David Phillips

.....



## PETITION

On May 17<sup>th</sup> City Council will be asked to approve a proposal to widen Spruce Drive to four lanes. **We seriously object to the proposal and petition that Council reject it**

It is Council's responsibility to ensure that any street development within the City respects all aspects of life for its citizens. Therefore, the preservation of the natural beauty, concern for safety and enhancement of the sense of neighbourhood, are at least as important as the movement of cars. As a result, the decision making process regarding the proposal to widen Spruce Drive must include the following considerations:

- The overall safety of all those using Spruce Drive;
- The visual and noise impacts on the residents of Spruce Drive;
- The visual intrusion of more concrete and asphalt on the park system;
- The preservation of trees and shrubs, and;
- The impact on the neighbourhood as a community within the City.

NAME	ADDRESS
Mattie McCartney	3520 Spruce DR R.D. T4N3N9
Bill McCartney	3520 Spruce DR R.D. T4N3N9
Govind and Dina Khadrawa	3514 Spruce Drive RD T4N3N9
RICK & SHELLEY ANDERSON	3526 SPRUCE DR. T4N3N9
ETHEL TITELEY	3532 Spruce DR., R.D. T4N-3N9
Margaret-Anne Plosz	3538 Spruce Dr., R.D., T4N3N9
Jane & [unclear] Jane [unclear]	3568 Spruce Dr. Red Deer T4N3N9
Vinay Chafekar ALISON Chafekar	3319 Spruce Dr. RD T4N3N7
RICHARD & DIANE MCDONELL	3313 SPRUCE DR. T4N3N7
BOB & ANNE COOPER.	3307 SPRUCE DR. T4N3N7
Borden & Gwyl White	3301 Spruce Drive T4N3N7
TIM & SHARON MACNEILL	3217 SPRUCE DRIVE T4N3N7



## PETITION

On May 17<sup>th</sup> City Council will be asked to approve a proposal to widen Spruce Drive to four lanes. **We seriously object to the proposal and petition that Council reject it**

It is Council's responsibility to ensure that any street development within the City respects all aspects of life for its citizens. Therefore, the preservation of the natural beauty, concern for safety and enhancement of the sense of neighbourhood, are at least as important as the movement of cars. As a result, the decision making process regarding the proposal to widen Spruce Drive must include the following considerations:

- The overall safety of all those using Spruce Drive;
- The visual and noise impacts on the residents of Spruce Drive;
- The visual intrusion of more concrete and asphalt on the park system;
- The preservation of trees and shrubs, and;
- The impact on the neighbourhood as a community within the City.

NAME	ADDRESS
Carroll Borg	3401 Spruce Drive, Red Deer, T4N 3N7
Donna Inglis	3427 Spruce Dr. R.D. T4N 3N7
Maureen Inglis	3427 Spruce Dr. R.D. T4N 3N7
Leida Becker	3423 Spruce Dr. R.D. T4N 3N7
Bill Long	3431 Spruce Dr. R.D. T4N-3N7
Sheila Campbell Phillips	3501 SPRUCE DR. RD T4N 3N8
Mary Aly Ordman	3407 SPRUCE DR T4N 3N7
R. Phillips	3201
W W Wright	3201 Spruce Dr T4N 3N7
B. J. Henry	3413- Spruce Dr. T4N 3N7
P. Henry	3413 " " "
A Kubarch.	3209 Spruce Dr. T4N 3N7



## PETITION

On May 17<sup>th</sup> City Council will be asked to approve a proposal to widen Spruce Drive to four lanes. **We seriously object to the proposal and petition that Council reject it**

It is Council's responsibility to ensure that any street development within the City respects all aspects of life for its citizens. Therefore, the preservation of the natural beauty, concern for safety and enhancement of the sense of neighbourhood, are at least as important as the movement of cars. As a result, the decision making process regarding the proposal to widen Spruce Drive must include the following considerations:

- The overall safety of all those using Spruce Drive;
- The visual and noise impacts on the residents of Spruce Drive;
- The visual intrusion of more concrete and asphalt on the park system;
- The preservation of trees and shrubs, and;
- The impact on the neighbourhood as a community within the City.

NAME	ADDRESS
R.D. Marlett	3419 Spruce Drive R.D.
Kathryn Marlett	" "
Henry Dressing	3544 Spruce Drive R.D.
Timothy - J	3544 Spruce Drive, R.D.
Walter Kulach	3209 Spruce Drive, R.D. (Kubandis)
Michael Roth	3543 " " "
James Cordato	3519 Spruce Drive, R.D.
Ronald Drury	3507 SPRUCE DRIVE. R
Louise Drury	3507 Spruce Drive R.D.
Harmonburg	3537 Spruce Drive R.D.
Em Blasius	4626-37 St. R.D.
Den Calenza	" "



# *Red Deer River Naturalists*

P.O. BOX 785, RED DEER, ALBERTA, T4N 5H2

ANSWERING PHONE: 347-8200

Submission from Red Deer River Naturalists (RDRN) re: Molly Banister extension  
June 22, 2004

Red Deer River Naturalists oppose construction of any alignment of the Molly Banister proposed link between 40 Ave and Gaetz Avenue either in the short or long term. We also oppose protecting the alignment for extending Molly Banister at a future date.

One of the missions of the Red Deer River Naturalists is to educate and involve the community in responsible environmental stewardship. A great deal of our work involves conserving the integrity and function of natural areas that support a diversity of native species. As a rule natural diversity is best preserved in large undisturbed expanses of land. In the real world of 2004, the best we can hope for is to preserve remnant areas of critical habitat and try to keep them connected to each other by means of natural corridors such as riparian areas and uncultivated escarpments. The riparian corridor of Piper Creek which runs from the southern limit of the city to its confluence with Waskasoo Creek at the Red Deer Lodge is one such area.

Most of the Piper Creek watershed within the city has been converted from the original aspen parkland vegetation to a new covering of urban buildings and streets. The creek itself has been crossed by major roadways at 32 Street and at the Delburne Road. These crossings have significant (and usually detrimental) effects on all forms of wildlife from bull moose to butterflies. Even for humans, getting to the other side of a busy road is a dangerous affair. When these roads were constructed, not much was known about the values of biodiversity and wildlife corridors. As Red Deer's growing human population places ever more demands on the local environment, we need to be taking such things into account before making development decisions that can't be undone.

A century of development has damaged this watershed and it would be incorrect to assume that the conditions in the creek and its riparian zone are in a natural or healthy state. Anything we do now to prevent further degradation and mitigate the effects of past abuses will obviously be a desirable outcome. To this end, RDRN believes that:

1. There should be no further incursions into the Waskasoo Park System whether by constructed roadways or by trade-offs for commercial purposes.
2. Automobile traffic is noisy, polluting, and stressful for both human residents and wildlife.
3. Our city doesn't have to be planned and built around the single passenger car lifestyle and the expensive and wasteful road systems needed to make it possible.
4. Rather than building more roads, emphasis should be placed on limiting or even reducing vehicle traffic by investing in alternatives such as convenient, affordable public transportation and more pedestrian/bicycle trails.
5. Road systems do not need to be built to a capacity that serves what is, in fact, a relatively short rush hour.

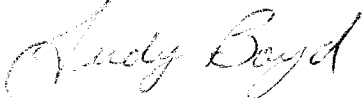




6. As roadways are constructed and upgraded, every opportunity should be taken to preserve and reconnect natural corridors that permit the free passage of wildlife as well as pedestrians.
7. The only acceptable method to cross the ravines within the city is by escarpment-to-escarpment bridging, ie., the 67<sup>th</sup> Street bridge.
8. Council should consider and act upon the information provided in the city's ecological surveys of the Piper Creek corridor, which provide information on species diversity.
9. The distance between 32 Street and Delburne Road is only 2.3 kilometres and the proposed vehicle crossing at Molly Banister Drive will never be worth the environmental and social cost. The future right of way should not be protected.
10. There is a practical case for not building more crossings of natural areas. The logical outcome is that cross-town trips will become more impractical for vehicle drivers. Developers and employers will be encouraged to locate closer to the population instead of requiring the population to come to them.
11. Future planning of the east end has to start now for the communities in eastern Red Deer to be made more self-sufficient by providing them with such amenities as shopping malls, libraries, medical centres, business centres, community halls, museums, movie theatres and adequate/affordable public transport systems. Current practice seems to be that new major retailers are concentrated in a relatively small area of town in the southern section.

Thank you for considering our position.

Yours truly,

A handwritten signature in cursive script, appearing to read "Judy Boyd".

Judy Boyd  
President, RDRN



## SUBMISSION ON ALTERNATIVE TRANSPORTATION ISSUES WITHIN THE 96 TRANSPORTATION MASTER PLAN UPDATE

“We must take measures to mitigate the negative environmental effects of transportation, which only get worse with growth. We must aim at reducing the need for motorized transportation, reducing consumption of non-renewable energy, and reducing emissions. These objectives can be achieved through improving public transit and fostering alternative transportation methods such as walking and cycling.” [Prime Minister’s Caucus Task Force on Urban Issues report, April 2002]

This submission by Don Wales and Bob Johnstone summarizes some of the “Safe and Scenic” Bicycle Trail Network paper presented to the 96 Transportation Master plan Update Steering Committee. It is important to know that when you ride your bicycle you are almost twice as safe from having a fatal accident than when you drive your car [.28 to .47 per million hours, Failure Analysis Associates]. When bicycling you are 55 times less likely to be injured than when you play basketball [.002 to .11, Monash Research Centre]. Bicycling, walking etc provides opportunities for active recreation which is seen as a major component of the “quality of life” in the cities strategic planning.

Aspects of the 2000 Bicycle Master Plan within the TMP could play a major role of adding to our marvellous Waskasoo Park trail system to provide the citizens of Red Deer and area the opportunity to bicycle, walk, inline skate, skate board safely from their home to all parts of the city whether for recreational and/or commuter/utilitarian needs. The new design guidelines for neighborhoods complements this possibility as citizens will have an interior trail system which links to adjoining neighborhoods and outside connector trails such as the standard 3 metre arterial sidewalk trails provided by city engineering. People of all ages could travel safely from one place to on their own power for improve personal health and a cleaner environment.

ACTIVE TRANSPORTATION - is a national Go For Green program whose approach is consistent with the New Vision of Urban Transportation and six of the decision making principals for transportation identified by the Transportation Association of Canada. Go for Green and Health Canada’s 1998 report “National Survey on Active Transportation” concluded that there is a latent demand among Canadians to walk and bicycle more often and on a more regular basis. Red Deer has a large base of recreational bicyclers who could choose to bicycle more when provided with continuous and safe routes throughout the city.

Go For Green’ points out that ACTIVE TRANSPORTATION strategy should be focused on workplaces and schools because these trips account for most daily trips outside the home and offer the most bang for the buck. Active and Safe Routes to School is a Go For Green program. Less than half of Canadian children now walk to school.

ENCLOSED MAP OUTLINING SOME OF THE BICYCLE MASTER PLAN ROUTES  
TOWARDS A CONTINUOUS AND INTEGRATED NETWORK :

ROSS STREET TO TAYLOR DRIVE - major east/west route through the downtown core. The 48 Street Promenade fits nicely as the route across the downtown core with a choice of taking



Taylor Bridge or the proposed pedestrian bridge to Bower Ponds and the Waskasoo Park Trails.

TAYLOR DRIVE SOUTH /DOWNTOWN PARK PLAZA/ CPR BRIDGE/RIVERVIEW AVE/GH DAWE COMMUNITY SCHOOL - a north/south route through downtown core. The CPR bridge has the most use largely for those going to downtown. Extension from bridge to Park Plaza could be a priority.

32 STREET - major east/west route with Red Deer College and commercial on the west and high schools and Collicut Centre are east destination points.

GREATER DOWNTOWN ACTION PLAN - which has a "pedestrians first approach" has maps of proposed pedestrian and bicycle trails which will greatly increase trail user accessibility in the downtown core. The proposed bicycle trail along 47 street could be replaced by the 48 Street Promenade which is more in line with east/west travel, and more in line with a promenade intent which implies people importance first.

BERM PLACEMENT - along a part of Taylor Drive south of 67 Street and on 55 Street east of 30 Avenue provide a pleasing buffer for trail users from the noise, safety and air pollution of vehicles. If future berms were placed like these there no berms crossings for the interior trail links of new neighborhoods to their bordering arterials/expressways. We would recommend that council receive a report on the merits and disadvantages to guide future berm placement.

COORDINATING IMPLEMENTATION THROUGH A TRAILS COMMITTEE - would bring together City Engineering and Parks to coordinate their planning. Other stakeholders could contribute as well. They could produce a large scale long range planning map showing existing and proposed 96 Transportation and the future 2004 Trails and Pathways Master Plan clearly superimposed on the Engineering road map. This could be an ongoing committee which would correspondingly plan and implement the promotion of ACTIVE TRANSPORTATION.

#### RECOMMENDATIONS:

- that the attached Section 5.0 Summary and Recommendations of the 2000 Bicycle Master Plan be integrated with the resolved incompatibilities into the Transportation Master Plan which was to be done according Study Issue 4. of its Terms of Reference.
- that the Gaetz Avenue sidewalk trail be implemented and upgraded to a 3 metre sidewalk trail . This has been done bordering Red Deer Centre and Southpointe Common and could continue with this summers 71 Street to 78 Street widening. A Gaetz Avenue sidewalk trail could open up accessibility to many of the cities destination points.
- study be initiated to determine the advantages and disadvantages for berm location as along a portion of Taylor Drive and 55 Street where the sidewalk trail is separated from the road by the berm.
- that the computer capacity modeling, pedestrian accommodation requirements as recommended in the Greater Downtown Action Plan unusual pedestrian accommodation requirements at major arterial-to-arterial intersections, and the interconnections of the City's trail



system are to be noted and recommendations made to address these requirements." (section D-1)

- that the Summary report include a pedestrian route network map or maps illustrating the main walking routes, Downtown pedestrian promenade, pedestrian grade separation structure

locations, and an indication of how the pedestrian network is integrated with the public transit network and the City's trail system" (section H-5) and include a cyclist network map showing the routes that are within the roadways and the integration of cyclist routes within the roadway with the cyclist trail system" ( section H-6)

- this plan would then more completely have followed its Terms of Reference statement "While previous studies have focused on the road network, this update will seek to identify and integrate the needs of motorists, pedestrians, cyclists and transit" (first paragraph of introduction].

CONCLUSION - over the years City Engineering has focused its best to provide a safe, efficient vehicle transportation system for citizens. It our belief that citizens would support council to give them direction to broaden its mandate to include alternative transportation as an equal partner in transportation planning and this could increase our already high quality of living and place Red Deer in the forefront for ACTIVE TRANSPORTATION.

Thank you for your consideration

Bob Johnstone 346 8775 [bobjohn@oanet.com](mailto:bobjohn@oanet.com)

Don Wales 343 2937 [donmarie@telusplanet.net](mailto:donmarie@telusplanet.net)



## SECTION 5.0

### SUMMARY AND RECOMMENDATIONS

---

#### 5.1 Summary

This report documents the preparation of an updated Bicycle Master Plan for the City of Red Deer. Background information for the development of the Plan was obtained through discussions with the Bicycle Master Plan Update Committee, public meetings, a Bicycle User Survey, a bicycle tour of some of Red Deer's facilities, and a review of relevant transportation and strategic planning reports for the City of Red Deer. Discussion of the issues and opportunities identified for Red Deer reflects a review of the current literature from Canada, the U.S.A., Australia, and the U.K., current engineering guidelines and practices, and experiences from other Alberta cities. The final recommendations cover a wide range of issues related to recreational bicycling and bicycle transportation. In addition to presenting solutions, the recommendations more importantly present a planning process, which can be used to evaluate both short- and longer-term bicycle transportation needs in Red Deer. Their implementation over the next several years will help guide the City of Red Deer towards becoming a truly bicycle-friendly city, enjoying all the benefits to health and the environment that regular bicycling brings.

The following recommendations are consistent with the detailed discussions of issues and opportunities contained in Section 3.0. They have been grouped into the appropriate time frames for implementation, i.e.: Immediate, Short Term, and Long Term. Where appropriate, an estimate of construction costs is indicated. These are planning level estimates, and subject to further review at the detailed design and construction phase. References to the relevant parts of Section 3.0 are included, for more detailed discussion and information.

#### 5.2 Recommendations for Immediate (2000) Implementation

##### *Revised Engineering Standards*

- 5.2.1. The City of Red Deer should require the construction of a 3.0 metres wide boulevard sidewalk (a "Class 1" bikeway – see Exhibit 3.1) on one side of all arterial roads, to be designated for use by bicyclists, in-line skaters, etc., as well as pedestrians. The estimated incremental construction cost of moving from the existing 2.5 metres standard to 3.0 metres is \$15 to \$20 per linear metre of (concrete) sidewalk. (Section 3.2.1)
- 5.2.2. The City of Red Deer should require the construction of a 3.0 metres wide boulevard sidewalk (a "Class 1" bikeway – see Exhibit 3.1) on collector roadways, in locations where this provides a direct and continuous connection from the "Class 1" bikeway on the arterial roadway system to neighbourhood facilities. (Section 3.2.2)



- 5.2.3. The City of Red Deer should adopt new standard cross-sections for arterial roadways, with a 4.3 metres wide curb lane, measured from lip of gutter (see Exhibit 3.2). The estimated incremental construction cost of moving from the existing 3.7 metres standard to 4.3 metres is \$30 to \$35 per linear metre per curb lane. (Section 3.2.6)
- 5.2.4. The City of Red Deer should adopt a new specification for drainage grates, requiring grates with openings transverse or perpendicular to the direction of travel. (Section 3.2.7)

#### ***Greater Downtown Action Plan***

- 5.2.5. The City of Red Deer should support the provision of new pedestrian and bicycle connections into and through the downtown, as proposed in the Greater Downtown Action Plan. (Section 3.5.1)

#### ***Implementation***

- 5.2.6. The City of Red Deer should establish a Bicycle Advisory Group, as a mechanism to provide on-going feedback and information on emerging issues, to assist in all stages and aspects of trail and bikeway planning, and to advise on the implementation of this Plan. (Section 3.10.1)

### **5.3 Recommendations for Short Term (2001 to 2005) Implementation**

#### ***Revised Engineering Standards***

- 5.3.1. The City of Red Deer should carry out a life-cycle cost evaluation of concrete versus asphalt pavement, to determine if asphalt is an economical alternative to concrete for use on wide sidewalks. (Section 3.2.4)
- 5.3.2. The City of Red Deer should review the incremental costs of sawn versus trowelled transverse joints in concrete, and evaluate the benefits to users, in conjunction with the life-cycle cost evaluation of concrete versus asphalt pavement. (Section 3.2.5)
- 5.3.3. The City of Red Deer should review all existing offset gates, to ensure that the installation is effective, and that any pedestrian push buttons are readily accessible to bicyclists (See Exhibit 3.3). (Section 3.2.8)
- 5.3.4. The City of Red Deer should retrofit all curb ramps on the "Class 1" bikeway and trail systems to the full width of the trail, as necessary, whenever any trail or roadway rehabilitation or reconstruction work is done. The estimated construction cost is \$1500 to \$2000 per curb ramp. (Section 3.2.9)



- 5.3.5. The Recreation, Parks and Culture Department should retrofit all stairs on the trail systems with bicycle gutters (See Exhibit 3.4). The estimated construction cost is \$15 to \$20 per linear metre of installed gutter. (Section 3.2.10)

#### *Maintenance*

- 5.3.6. The City of Red Deer should establish an annual budget program, to address the on-going maintenance requirements of the integrated bicycle system. (Section 3.3.1)
- 5.3.7. The City of Red Deer should seek regular input from a Bicycle Advisory Group regarding maintenance problems on the trail system. (Section 3.3.2)
- 5.3.8. The City of Red Deer should consider implementing a system of winter bicycle routes, to be maintained in a rideable condition throughout the winter. (Section 3.3.3)

#### *Planning for Bicycle Facilities*

- 5.3.9. The City of Red Deer should carry out a detailed review of the following existing arterial roadways, to ensure that proper provision for bicycle travel is made, to the fullest extent possible (Section 3.4.1):
- 77 Street
  - 67 Street
  - 50 Street/Ross Street
  - 32 Street
  - 30 Avenue
  - Taylor Drive
- 5.3.10. The City of Red Deer should plan for and include appropriate accommodation for bicyclists in all roadway projects proposed for construction in the 1996 Transportation Plan. (Section 3.4.5):
- Taylor Drive, Grant Street to 77 Street.
  - Downtown Transit Transfer Site. (This may be an appropriate opportunity to provide additional bicycle parking downtown.)
  - 32 Street/Red Deer College accesses. (This may be an opportunity to provide a continuous link along 32 Street to connect to the proposed Sylvan Lake trail.)



- Spruce Drive Realignment.
  - Ross Street/40 Avenue improvements.
  - Gaetz Avenue widening, 71 Street to 77 Street. (This is an opportunity to develop alternative parallel routes in the existing utility rights-of-way.)
  - Taylor Drive widening, 77 Street to Edgar Drive.
- 5.3.11. The City of Red Deer should plan and implement a system of “Class 3” designated on-street bicycle routes along collector roadways in residential areas. (Section 3.4.2)
- 5.3.12. The City of Red Deer should take every opportunity to expand the trail system as the park system expands, and should take every opportunity to accommodate both active recreation and active transportation needs on the expanded trail system. (Section 3.4.3)
- 5.3.13. The City of Red Deer should consider implementing measures to reduce pedestrian-bicyclist conflicts on the trail systems, in consultation with a Bicycle Advisory Group, and other user groups. (Section 3.4.4)
- 5.3.14. The City of Red Deer should continue to work with Alberta Trailnet to plan and implement the Trans Canada Trail through Red Deer, and work with the Central Alberta Regional Trails Society on other intermunicipal trail connections in the region (See Exhibit 3.5). (Section 3.7.4)
- 5.3.15. The City of Red Deer should continue to require that neighbourhood structure plans identify all bicycle, pedestrian, and trail facilities. (Section 3.7.5)

#### ***Greater Downtown Action Plan***

- 5.3.16. The City of Red Deer should consider bicycle mobility and accessibility in any future pedestrianization projects in the downtown. (Section 3.5.2)

#### ***Mountain Biking***

- 5.3.17. The City of Red Deer should consider implementing measures to reduce conflicts between user groups on unpaved trails, in consultation with a Bicycle Advisory Group, and other user groups. (Section 3.6.1)
- 5.3.18. The City of Red Deer should work with the local bicycling community, with a view to establishing a recognized mountain bike course within or adjacent to the City. (Section 3.6.2)



### *Encouragement*

- 5.3.19. The City of Red Deer should expand the scope of the Waskasoo Park map, when it is next published, so that it becomes a comprehensive bicycling and trail guide to Red Deer. (Section 3.8.1)
- 5.3.20. The City of Red Deer should expand the City's web page, to include specific information on bicycling in Red Deer. (Section 3.8.2)
- 5.3.21. The City of Red Deer should consider amending the Land Use Bylaw, to require new developments to provide bicycle parking, in the same way that automobile parking is required now (See Exhibits 3.6, 3.7). (Section 3.8.3)
- 5.3.22. The City of Red Deer should consider implementing a sponsored bicycle rack program, to meet any immediate need for bicycle parking facilities now (See Exhibits 3.6, 3.7). (Section 3.8.4)
- 5.3.23. The City of Red Deer should encourage developers and employers to provide changing facilities and showers at places of employment. (Section 3.8.5)
- 5.3.24. The City of Red Deer should maintain the bike racks on buses program, and attempt to raise the public awareness of it. (Section 3.8.6)

### *Education*

- 5.3.22. The City of Red Deer should work with the local and Provincial cycling community (CABC) to make adult bicycle education programs available. (Section 3.9.1)
- 5.3.23. The City of Red Deer should include information on the safety issues related to sidewalk riding in all existing bicycle education programs and information campaigns. (Section 3.9.2)

## **5.4 Recommendations for Long Term (2006 to 2015) Implementation**

### *Strategic Planning Considerations*

- 5.4.1. The City of Red Deer should incorporate the concept of "Active Transportation" into future updates of corporate strategic plans, such as the Municipal Development Plan and the Community Services Master Plan, to complement and supplement active recreation. (Section 3.1)
- 5.4.2. The next update of the City of Red Deer's Transportation Plan should explicitly address all modes of transportation, including walking and bicycling. (Section 3.1)



- 5.4.3. The City of Red Deer should work towards a long term goal of safely accommodating bicycle travel on the City's street system. (Section 3.1)
- 5.4.4. The City of Red Deer should work towards creating a fully integrated and consistent bicycling system. (Section 3.10.2)

***Revised Engineering Standards***

- 5.4.5. The City of Red Deer should monitor the effectiveness of sawn longitudinal joints along the centreline of concrete sidewalks in minimizing the incidence of longitudinal cracking. (Section 3.2.5)

***Planning for Bicycle Facilities***

- 5.4.6. The City of Red Deer should include the requirement for a paved trail on the east bank of the river, between River Bend and McKenzie Trail, in all relevant long-range plans. (Section 3.7.1)
- 5.4.7. The City of Red Deer should include the requirement for a new pedestrian and bicycle river crossing between Three Mile Bend and McKenzie Trail in all relevant long-range plans. (Section 3.7.2)
- 5.4.8. The City of Red Deer should work with Red Deer County to include the requirement for the extension of the Waskasoo park trail system to Fort Normandeau in all relevant intermunicipal plans. (Section 3.7.3)



The City of Red Deer  
Recreation, Attractions &

# Trails Map

## Important Connecting Trails.

— New 3meter sidewalk  
••••• upgrade to a 3meter wide sidewalk-trail

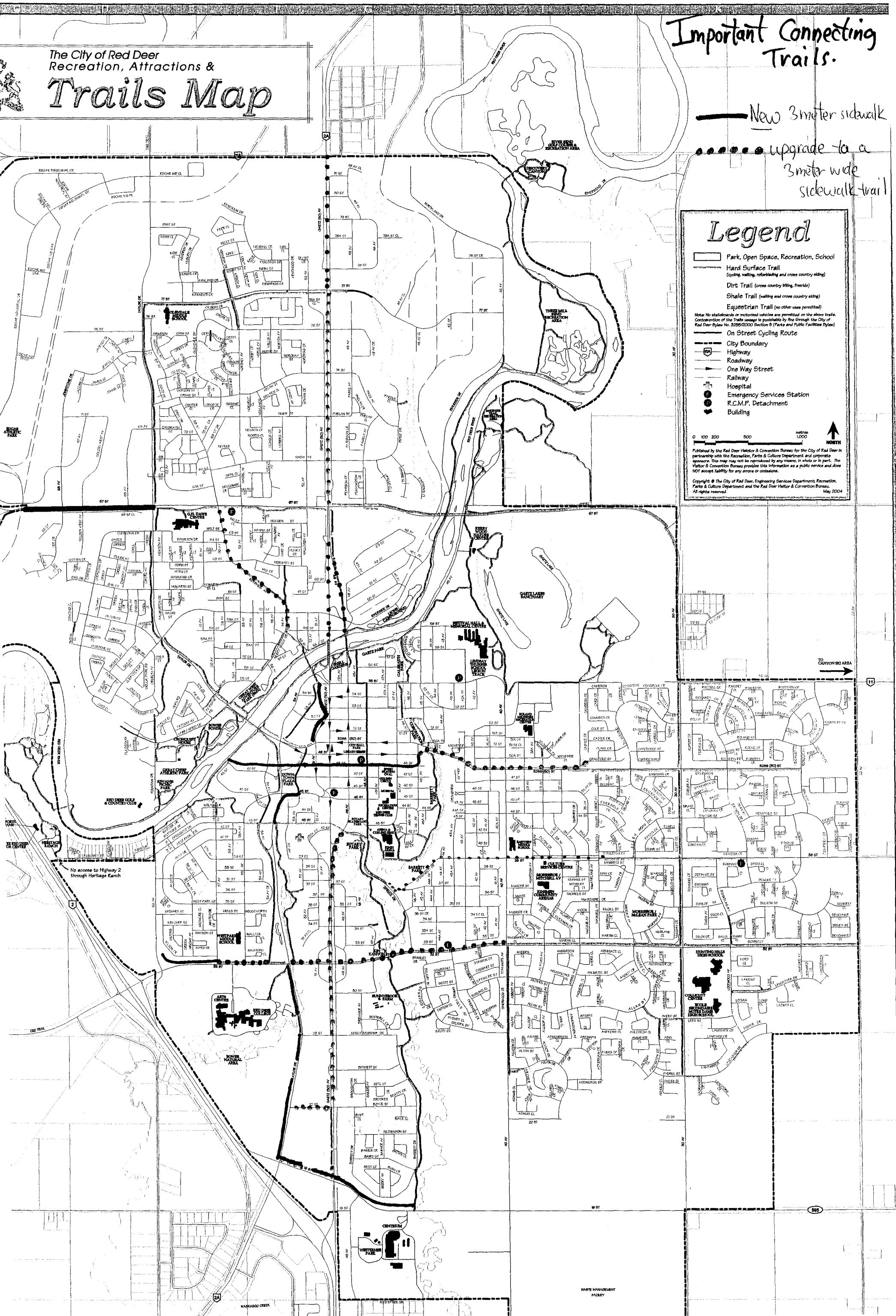
### Legend

- Park, Open Space, Recreation, School
- Hard Surface Trail (cycling, walking, rollerblading and cross country skiing)
- Dirt Trail (cross country skiing, horseback)
- Shale Trail (walking and cross country skiing)
- Equestrian Trail (no other uses permitted)
- Note: No skateboards or motorized vehicles are permitted on the above trails. Conversion of the Trails usage is published by the City of Red Deer bylaw No. 225/2000 Section 5 (Parks and Public Facilities Bylaw)
- On Street Cycling Route
- City Boundary
- Highway
- Roadway
- One Way Street
- Railway
- Hospital
- Emergency Services Station
- R.C.M.P. Detachment
- Building

0 100 200 500 1000 metres

Published by the Red Deer Visitor & Convention Bureau for the City of Red Deer in partnership with the Recreation, Parks & Culture Department and corporate sponsors. This map may not be reproduced by any means, in whole or in part. The Visitor & Convention Bureau provides this information as a public service and does NOT accept liability for any errors or omissions.

Copyright © The City of Red Deer, Engineering Services Department, Recreation, Parks & Culture Department and the Red Deer Visitor & Convention Bureau. All rights reserved. May 2004





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

**From:** Rita Wells [mailto:tcrrwell2@telus.net]

**Sent:** June 24, 2004 8:38 AM

**To:** Gail Surkan

**Subject:** Proposed Widening of 32nd St

We want to express our opposition to the widening of 32nd st. Having lived in Red Deer area for 60+++ years we have often seen these quick fixes that run amuck down the road in a few years. It seems logical that with some improved left and right turn lanes at the key intersections 32nd st. will serve the needs for many years. Yes there is a need to focus on the east west traffic, and extending the Molly Banister link would serve the south east section of the city even better, also the Delburne road would be considered for a major connector road, as these areas at the moment do not have residential houses in the way to impede future development. Red Deer has always taken pride in it's green areas and I have no doubt that Molly Banister link could be made into a park area and yet serve the growing traffic demands, nature/animals are important but I am sure we can serve and keep our city moving.

respectfull

Tom and Rita Wells

Sunnybrook, subdivision



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

**From:** Walter Kubanek [mailto:walter\_kubanek@hotmail.com]

**Sent:** June 23, 2004 10:17 PM

**To:** Mayor

**Subject:** six lanes on 32nd street and widening Spruce Drive

Hello Mayor Surkan

A brief note on what may be a contentious topic on city council agenda June 28.

May I express my concern with the proposal to wide 32<sup>nd</sup> to six lanes, and to make Spruce Drive 4-lane down the south hill to Rotary Park?

I can see that Red Deer needs a ring road along the Delburne Road, and eventually might find the need for six lanes on Gaetz Avenue up the south hill to the Westerner. These may someday make sense and be useful because we already have six lanes on that short stretch of Gaetz through downtown.

But how many other major arteries would you think will need more than 4 lanes. If the beautiful Elbow Drive and Memorial Drive in Calgary can remain at 4 lanes, and still service a million people safely, I think Red Deer need not be concerned our city will suffer, during this century, from keeping its major arteries at four lanes.

There may be immediate problems with encouraging traffic to take Spruce Drive rather than Gaetz. What happens at the bottom of the South Hill, at the intersection serving Rotary Park and 48 Avenue? Aside from the very popular playground, all that traffic at Rotary Park must funnel into a 2 lane roadway or turn left at a heavily used intersection. Increasing the size of Spruce, and feeding more traffic from 32<sup>nd</sup> will only exacerbate the danger to the kids, and create a terrific bottleneck - and I see nothing in the plan to address that consequence.

My neighbours, of course, are upset about the potential loss of parking, the extra traffic that will be encouraged to use Spruce as a main artery, and so am I. But frankly, in the 20 years we have lived here, the only traffic slowdown I occasionally experience are at the bottom of the South Hill, or when trying to turn south from 32<sup>nd</sup> Street westbound onto Gaetz. The left turn problem on Gaetz means drivers occasionally wait until the second green light to make the turn - not my idea of a major snarl. Even so, once the fancy solution to that left turn problem is built, the route west on 32<sup>nd</sup>, and north on Gaetz, will also be more palatable than hitting the Spruce Drive bottleneck at Rotary Park.

To reiterate my concern, it appears the plans to increase the flow of traffic onto Spruce Drive, and speed traffic down the South Hill, seem to ignore the fact that Spruce Drive becomes 48<sup>th</sup> Avenue, a two lane road, and any increase in traffic flow on Spruce will only exacerbate the problems now faced by the users of Rotary Park (mostly children) and all the Saturday Farmers Market traffic trying to cross or enter 48 Avenue, as well as travellers using 48<sup>th</sup> Avenue.

Sure, the Delburne Road and the Molly Bannister plans will not be a complete solution. No final solution is ever likely. But turning picturesque, tree lined 32<sup>nd</sup> into a walled traffic fortress will downgrade the commuters quality of life as well as the quality of life of the residents of Mountview and Sunnybrook, two of the finest neighbourhoods in Red Deer. And encouraging more drivers to travel down Spruce Drive will not enhance our quality of life or children safety, particularly when increased traffic becomes a regular occurrence at that intersection and north on 48<sup>th</sup> Avenue to City Hall.

Please consider encouraging your fellow counsellors to vote this down on June 28<sup>th</sup>.



May we extend our appreciation for your years serving our city well, and our best wishes for you and Roger in your future endeavours. Sorry you are not considering provincial or federal politics.

Walter and Diane Kubanek



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

**From:** Sharon /Tim MacNeill [mailto:tmacneill2@shaw.ca]

**Sent:** June 23, 2004 10:15 PM

**To:** Mayor

**Subject:** 32nd St

Dear Councillors,

Over the past 15 years we have watched our city grow, especially in the southeast areas of Anders, Victoria Park, Lancaster, Deer Park, and Rosedale. These are all beautiful communities and the city should be proud. Our city grows larger and the cities Tax Base also increases, however, the only new route to these areas is the 67th Street bridge to the 30th Ave route. The only other route to these new areas is 32nd Street and we residents of 32nd Street and Spruce Drive are suffering the consequences!! Why should we pay the price for our cities expansion? Also, when you look at the map of the area the east-west streets (i.e.: Ross St, 39th St, 32 St) are at reasonable regular intervals to help access these areas, but, there are no more routes east-west after 32nd St until you get to the Delbourne Highway. The Molly Banister extension across the creek to 22nd St is the next logical expansion. Perhaps city council should face the inevitable - this is progress - you can't have your head in the sand just because a few environmentalists think you could damage our natural surroundings! Did anyone complain when 32nd St was built across the nature area? Also, how many people actually live on Molly Banister Drive? The future of our great city is in your hands! Make the right decision! The concerned voters of 32nd St and Spruce Drive await your decision.

Concerned voter, Tim MacNeill



Wednesday, June 23, 2004

**RE: Proposed Widening of Spruce Drive**

Spruce Drive is a busy, but not congested street.

A widening to four lanes of traffic, in order to accommodate vehicles during peak hours, will turn a residential road into a high speed, unimpeded thoroughway between 32<sup>nd</sup> Street and 43<sup>rd</sup> Street. This will pose a serious hazard for the many people who enter and exit the trail system at 35<sup>th</sup> Street and 43<sup>rd</sup> Street.

The boulevards and sidewalks are used and enjoyed by walkers and cyclists – many of whom are children – and Saskatoon berry pickers, plus the deer, moose and resident fox who inhabit Kin Canyon.

What are the plans for the intersection at the Spruce Drive Hill and 43<sup>rd</sup> Street? Rotary Park, a magnet for children and an oasis for families, needs to be protected. The spectre of four lanes of traffic converging at this point is troubling.

Further encroachment on this natural area of our city deserves serious deliberation. City Council has the opportunity and obligation to consider a vision that will maintain the safety and quality of life for the citizens of our older neighborhoods.

Respectfully Submitted,

*Anne Cooper*  
*Spruce Hill*



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

**From:** Larry Mazzei [mailto:ldmazzei@shaw.ca]

**Sent:** June 23, 2004 10:38 AM

**To:** Mayor

**Subject:** 32nd street

I am just write to voice my concern against the widening of 32nd street. I live with my family on Martin Close, we choice this neighborhood 8 years ago because we wanted to live in an established area. If this widing goes thru it will have major consequence on all the homes on the north and south of 32nd. We like were we live and the idea of selling and moving and our property value dropping is something I do not want to have to deal with.

Larry Mazzei  
47 Martin Close



**Christine Kenzie**

**From:** Ron Baugh [SSC@Telus.net]  
**Sent:** June 22, 2004 8:27 PM  
**To:** LASMailbox  
**Subject:** Transportation Plan

Dear Madam or Sir:

I strongly object to Stantec's plan to widen 32 Street and postpone the Molly Banister Extension. I believe that this would only add to the traffic problems on 32 Street and further degrade the peaceful nature of this area. The Molly banister Extension should go ahead NOW for the greater good of the citizens of Red Deer. If you continue to defer this much needed extension you could set a precedent that will end up creating the same kind of massive congestion now being suffered by the City of Calgary. The City of Calgary has repeatedly abandoned long range traffic plans to preserve wild areas, all because a vocal regional minority. This minority who live in the area near where the extension would go wants to try and maintain pristine park conditions near their homes. An understandable desire but not reasonable when it is the majority of the population who will suffer.

Regards,

Ron Baugh ,ISP President Phone (403)  
343 - 3927  
Superior Systems Consulting Ltd.  
5824 - 44 Avenue E-mail: [SSC@Telus.net](mailto:SSC@Telus.net)  
Red Deer, Alberta Canada T4N 3J5

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



**Christine Kenzie**

---

**From:** bnorthey [bnorthey@Telusplanet.net]  
**Sent:** June 22, 2004 2:00 PM  
**To:** LASMailbox  
**Subject:** Trans. Plan Update

Robert Northey  
Red Deer County  
30 Ave. North.

In regards to the City of Red Deer 2003/2004 Transportation Plan.

Att: Red Deer City Council

Our family has had, a quick look at the Transportation Plan in regards to the Northlands Drive. As very little information is made available in this plan to Northland Drive it is premature at this time to comment fully on this conceptual road plan.

I would state that our family has concerns in regards to the proposed alignment of this road thru our property. It will require further discussions in the near future, but at this time very little information was provided in Stantec's Transportation Plan update.

We would hope that a more detailed plan of the City proposal for Northlands Drive would be forth coming and those affect by this road plan would be given ample opportunity for input before any plan is approved by City Council now, or in the future.  
These would include private discussion with those directly affected by this road alignment.

Respectfully,  
Robert Northey

---

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

2004/06/22



CONDOMINIUM PLAN # 9421620  
Units 1 thru 48  
known as " Brookview Estates."

June 22, 2004

City of Red Deer  
Red Deer, Alberta

Attention: City Council

Subject: Widening of 32nd Street.

This letter is to confirm that the 48 owners of Condominium  
Plan 9421620 known as " Brookview Estates " are strongly  
opposed to the widening of 32nd street.

Quality of living for the 48 units will certainly be affected  
if this widening happens.

The corporation is hoping City Council will stop and consider  
the " Peoples Concerns."

Sincerely,



Keith Rideout,  
Secretary of the Board.  
pl

403-350-2768



CONDOMINIUM PLAN # 9421630  
Units 1 thru 48  
known as "Brookview Estates."

1. The Project:

2. The Project is located at  
Red Deer, Alberta.

3. The Project is a multi-unit residential building.

4. The Project is a multi-unit residential building.

5. The Project is a multi-unit residential building.  
The Project is a multi-unit residential building.  
The Project is a multi-unit residential building.

6. The Project is a multi-unit residential building.  
The Project is a multi-unit residential building.

7. The Project is a multi-unit residential building.  
The Project is a multi-unit residential building.

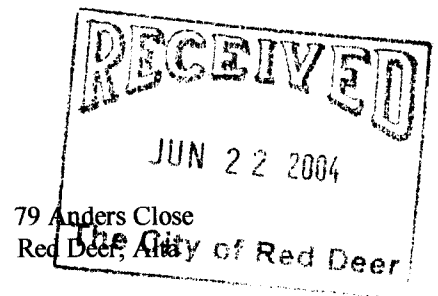
8. The Project is a multi-unit residential building.

9. The Project is a multi-unit residential building.  
The Project is a multi-unit residential building.  
The Project is a multi-unit residential building.

403-350-2768



City Council  
Red Deer, Alta.



Dear Council:

Why does city council put cars before people? Last year we tried to walk to the south box stores. We found that we were taking our lives in our hands, as there was no provision made for walkers.

Now we hear of the "hair-brained" idea of the proposed widening of 32nd street. Widening to 6 lanes & funnelling back to 4 lanes, will most likely delay drivers.

The noise pollution, devalued property & poor quality of life are already present in this area, but you want to increase it to an unbearable level, all for the sake of the car!

Yours truly,  
Maxine Meston

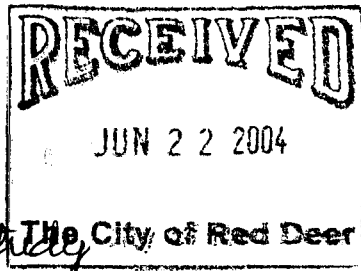
A handwritten signature in cursive script that reads "Maxine Meston".

George & Maxine Meston  
and Jack  
79 Anders Close  
Red Deer, AB T4R 1C2





3409-44 Ave  
Red Deer, Alta  
T4N 3K1  
June 20, 2004.



Red Deer City Council,

Re: Stantech Traffic Study

Widening of 32 St.

As a resident of Mountview for 29 years, my family is very concerned about Stantech's proposal which will go before council next week for a final vote.

As we have attended some of the meetings, we can not understand the logic of widening 32 st. from 40 Ave to Spruce Drive only. We have looked at the areas not being questioned and ask why isn't anyone questioning the area from Spruce Drive to Gaetz Ave? What will the cost of this and what time frame is proposed here? When you study the area from Spruce Drive, where you have just created a bottleneck, how will you widen the rest of 32 st. to Gaetz Ave as you head west. If you add 14 feet to the north side of the Kin Canyon area, you encounter a major escarpment which has Piper Creek just below it as it winds through the park. How can you do construction in this area without major damage to the trees and creek? As you go further west on 32 st. you add 14 feet and you encounter the Brookview and Belvedere apartments. Again we will lose mature trees on the street and even with a nice concrete wall you have changed an older residential area. The same will happen on the south side as you add your 14 feet for a lane. You will affect apartments and businesses - What will be the cost of this road?



21

Our proposal, after attending these meetings and studying the proposal is consider why there is a traffic problem in Red Deer on the south side. You have retail areas now at South pointe common, the Westerner and Gasoline Alley. Why wouldn't you widen Delburne Road from 30 Ave to 6 lanes with lights and proper turning lanes? Make this a decent road and change the traffic flow as it exists today.

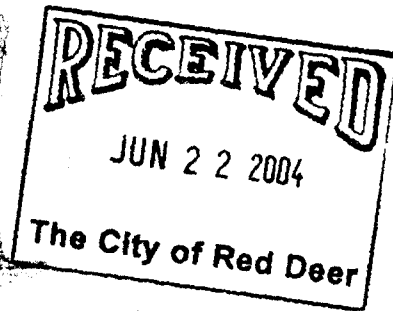
In Mountview and Sunnyside we are two older established neighbourhoods which have been here for 40 years. We are known for our park areas, mature trees, two major schools within blocks of each other and on either side of 32 st. We have a joint community association which operates our skating shelter in the winter and is used by the youngsters from both areas. For youngsters to cross 32 st at Springfield Ave. is already a hazard. and now we could be looking at 6 lanes of traffic. As well, the existing apartments on 32 street will see the road 14 feet closer to their windows and balconies. Just think of the noise and pollution if you lived there.

We feel the quality of life we have in our neighbourhood is more important than the 1.5 minutes someone will have gained by driving on 6 lanes on 32 street. If you want 6 lanes on 32 street do the job properly and consider the overall cost from 30 Ave right to Laetz Ave, or move the 6 lanes to the Delburne Road.

Thank you.

The H. Jackson family.





3313-42A Ave. Close,  
Red Deer, A.B.  
T4N 3A5  
June 21, 2004.

Dear City Council,

There are a couple of issues  
that will be brought before Council  
in the near future that give us  
cause for concern.

The first is the widening to  
six lanes of 32<sup>nd</sup> Street - not up  
by Anders or Victoria of course but  
from 40<sup>th</sup> to Spruce. Mountview  
and Sunnybrook have always been  
residential areas and should remain so.  
Part of the problem on 32<sup>nd</sup> is the  
lack of co-ordination of lights,  
drivers who take 3 blocks to

(over)



accelerate to their great speed of 45 kph. Even Calgary's main arteries are only 4 lane. Perhaps right hand turning lanes would help (like the left hand ones) get traffic moving into Sunnybrook, on to 43 Ave. etc.

The second concern is the building of a new museum at a cost of 22 million. We all know those projects end up costing more. I feel a plebiscite should be held as this is not a necessity. We have a museum now and it is much the same as any museum in all smaller centres across the prairies as regards to historic artifacts. (We recommend the one in Grouard, Alta.). We don't have any Titians or Michelangelos so I don't feel we need such an expensive museum. We know that you are elected to manage our money, but there



2



is a tendency for some to  
put us and our grandchildren  
in debt.

Thank you for hearing  
our concerns.

Bill & Joy Peebles





**VINAY D. CHAFEKAR\*, B.D.S., D.M.D., M.Sc. (Ped.)**

Practice of Pediatric Dentistry  
306 - 4822 Ross St., Red Deer, AB T4N 1X4  
Phone (403) 347-5224 Fax (403) 347-9916

June 21/2004

City of Red Deer  
P.O. Box 5008, 4914-48 Ave.  
Red Deer, Alberta T4N3T4

Dear City Council Members,

Proposed 32<sup>nd</sup> Street widening to six lanes and subsequent change to Spruce Drive will markedly affect the communities of Mountview, Sunnybrook and residents west of the Kin Canyon. The wildlife movements and the accessibility to the park will be greatly interfered with.

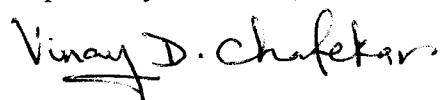
The cherished principals if vision 20/20 promise the citizens of Red Deer a specific quality of life. Making thought out changes that impact the community, ecology and safety issues positively is certainly acceptable.

The transportation study carried out by Stentec at a substantial cost is but one opinion. This study appears to be based on many flawed assumptions. Computer models can be tailored to provide wanted results. Erroneous input can certainly give wrong results promoting wrong solutions. Some one has said "Knowledge is a means to an end – end is wisdom."

I urge that you receive this report and the recommendations as information but not accept all of the recommendations. I am sure you agree one cannot make major decisions on the opinion of one consultant.

Your decision based on the vision 20/20 principles and the public input will be in keeping with the will of the people.

Respectfully submitted,





June 21, 2004

Record of comments received over the phone at City of Red Deer, Legislative & Administrative Services from:

Yvonne Johnson  
3923 – 44 Avenue  
Red Deer, AB T4N 3H7  
Phone: 346-3275

Re: Widening of 32<sup>nd</sup> Street

Yvonne is in favour of widening 32<sup>nd</sup> Street. Traffic in that area is always backing up. With Red Deer's population expanding something has to be done to ease the traffic backlogs. The Mayor and Council have done an excellent job encouraging the growth of Red Deer.



June 21, 2004

Office of the Mayor and Members of City Council  
City of Red Deer  
Red Deer, Alberta

Dear Mayor and Members of Council,

Changes to Spruce Drive? Yes, there should be change. But, before and especially if we increase traffic on Spruce Drive:

1. Plans should be made to monitor traffic speed on a regular basis. Residents are getting peeved at motorists who use the street as a speed way. So what if a few trees and lamp posts have to be replaced each year.
2. Plans should be made so that folks living on the west side of Spruce Drive can safely exit and enter their roadway both by car and by foot. (The Engineering Department of City has even told a resident that it was too dangerous to cross at the entrance.)
3. Plans should be made so that residential parking can be maintained in front of residential dwellings.
4. Plans should be made so that residents living on the east side of Spruce Drive at 37<sup>th</sup> Street can actually enter and exit their driveways.
5. Plans should be made for a marked crosswalk at Spruce Drive and 35<sup>th</sup> Street so that crossing Spruce Drive from Mountview to the Kin Canyon Park trail entrance can be accomplished without fear.
6. Plans should be made for a left hand turning lane light on 32<sup>nd</sup> Street so that cars can actually get onto Spruce Drive when they are traveling east on 32<sup>nd</sup> Street.
7. Plans should be made on Spruce Drive for increasing the timing on the turn signal light on Spruce Drive to allow cars to enter 32nd Street.
8. Plans should be made for traffic lights for pedestrian and bike path crossing at 43<sup>rd</sup> Street.
9. Plans should be made to widen 48<sup>th</sup> Avenue at the bottom of the Spruce Drive Hill so that cars have a road of equal width to proceed upon to reach downtown.
10. Plans should be made to widen 43<sup>rd</sup> Street to four lanes between 48<sup>th</sup> and 49<sup>th</sup> Avenue... never mind what that does to Rotary Park.



11. Plans should be made to once again improve the parking lot entrance at Rotary Park to take into account the ever increasing traffic load.

12. Plans should be made to control a likely speed increase that will follow the reconturing and widening of traffic lanes on the Spruce Drive hill.

In short, plans should be made for change so that the proposed change will improve the quality of life in Red Deer, and preserve the principles stated in Vision 20/20.

**Change can be a very positive experience...if we make the right changes**

Yours truly,

A handwritten signature in black ink, reading "Alison Chafekar". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

Alison Chafekar  
3319 Spruce Drive  
Red Deer, Alberta  
403 346-4675



3501 Spruce Drive, Red Deer, Alberta. T4N 3N8  
(403) 347-5274

June 20, 2004

Red Deer City Council  
c/o Legislative Administrative Service Manager  
Box 5008,  
Red Deer, Alberta  
T4N 3T4

Re: Proposed widening and restricted parking to Spruce Drive

To All City Council Members

As residents of Spruce Drive we wish to express opposition to the proposed widening and parking restriction to Spruce Drive that Council will consider at its meeting of June 28, 2004.

The proposed addition of a westbound traffic lane to 32<sup>nd</sup> Street between 40<sup>th</sup> Ave. and Spruce Drive in the proposed first phase will automatically force traffic to turn north on Spruce Drive. The increased curb lane traffic will not have any alternative but to turn onto Spruce Drive as the second phase to continue further west will not commence for some considerable time after the first phase has been completed. The proposed 32<sup>nd</sup> Street widening in itself is a questionable alternative as there are other roadways more suited to being upgraded to move traffic. Consider that the future development is located in the S.E. area and there already exists a natural entrance/exit roadway.

It does not necessarily follow that the fastest way to travel is in a straight line. "Ring Roads" and other major thoroughfares utilized to move traffic efficiently circumvent delays as they are usually speedier but are not normally residential in nature.

Spruce Drive is a residential street notwithstanding any other designation that may have been placed on this roadway. Increased traffic will severely limit access to Kin Canyon and Rotary Park to the residents and school children from the surrounding area accessing the areas from the Spruce Drive side. Consideration has to be given to the safety of walking people wanting to access these park areas, yet crosswalks are not addressed in the proposal at all. Also consider what happens at the bottom of the hill. A bottleneck will be created as increased traffic meets the existing 43<sup>rd</sup> Street and 48<sup>th</sup> Avenue intersection and beyond. This suggests widening 43<sup>rd</sup> Street; chopping up Rotary Park and street widening to continue north on 48<sup>th</sup> Ave. to the downtown area to facilitate this increase in traffic flow. And increased traffic threatens the wildlife indigenous to the park areas.

In our view the 32<sup>nd</sup> Street and Spruce Drive proposals fails to consider all relevant information as it relates to costs and the existing nature of the neighbourhoods and roadways. There are other meaningful alternatives that will better serve the movement of traffic. For your information we will be attending the June 28<sup>th</sup> meeting of Council.

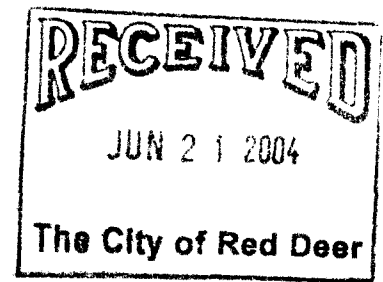
Sincerely,

A handwritten signature in black ink, appearing to read 'Sheila Phillips' and 'D. M. Phillips'.

David and Sheila Phillips.



3313 Spruce Drive  
Red Deer  
T4N 3N7



June 20, 2004

Mayor and Councillors  
City of Red Deer  
City Hall RED DEER

Your Worship and Councillors:

We are writing to express our opposition to certain proposals contained in the City's Transportation Plan Update, particularly those changes respecting 32 Street and Spruce Drive. We have lived in Mountview since arriving in Red Deer in 1978; the past eight years on Spruce Drive. Here are our concerns.

1. While much of the traffic on 32 Street, particularly that heading to and from RDC and the Highway 2 interchange, logically belongs there, much of it is turning south on Gaetz towards the many shopping facilities lying between 32 Street and the Westerner (this can be verified on any Saturday by observing the amount of traffic using the westbound left-turn lane onto Gaetz. Couldn't that traffic better access its destination coming from the south off Delburne Road?
2. At a proposed six lanes, you will be turning 32 Street in a wider artery than much of either Gaetz Avenue or of Taylor Drive – not to mention any number of arterial roads in Edmonton and Calgary. This through residential and park areas.
3. One assumption used in your Transportation Plan Update to justify widening 32 Street is that if you opened up Delburne Road to four lanes, it would only reduce the traffic flow on 32 Street by 2%, therefore 32 Street needs to be bigger. If your consultants are suggesting that motorists would en masse forsake a larger, faster, Delburne Road - a virtual highway fed by arterial roads 20<sup>th</sup>, 30<sup>th</sup>, and 40 Avenues - in favour 32 Street to access south-central Red Deer, we respectfully disagree with their vision. We would also point out that of the new areas planned for development, two are adjacent to Delburne Road.
4. A widening of 32 Street would substantially increase traffic volumes on our residential street, Spruce Drive. You acknowledge this on your various maps, and propose to deal with it by banning parking on our street during selected times. On the entire east side of Spruce Drive, there are just four houses with front drives. Where will our guests park? This would have a



major, degenerative effect on our street, our property values, and our quality of life.


5. Why is it necessary to use Spruce Drive as a major traffic artery? In east Red Deer, a ten-block spacing of north-south arterial roads appears to have been planned - Gaetz (50<sup>th</sup>), then 40<sup>th</sup>, 30<sup>th</sup>, and now being planned, 20<sup>th</sup>. Why do we need one half-way between 40<sup>th</sup> and 50<sup>th</sup>?
6. Spruce Drive is not designed as major arterial road. It has no green buffer strip, no berms, no high fences, and no back lane separator. It in no way resembles either 30 Avenue, 40 Avenue, Taylor Drive through Oriole Park, or 43 Street through West Park. But if you force more vehicles onto it, you are asking it do the same work as those roads.
7. Our home fronts onto a street - opposite a wildlife corridor - for which you are proposing a major increase in traffic count, with all the negative implications that holds. On the other hand, with Delburne Road, you have an opportunity to plan far in advance. By taking a minor highway, which already feeds the biggest single people-draw in the City, and giving it greater capacity, you will disturb no one, nor will you devalue anyone's property, nor alter any established neighbourhoods. The road allowances are already there.

We ask the proposals regarding 32 Street and Spruce Drive be removed from your Transportation Plan Update prior to its adoption.

Yours truly,



Richard D. McDonell



Diane McDonell

Res. 347-6567  
Off. 348-5444



**Christine Kenzie**

---

**From:** Sherry Rissling [sherrygayle@shaw.ca]  
**Sent:** June 20, 2004 10:39 AM  
**To:** LASMailbox  
**Subject:** Spruce Drive

We are residents of Spruce Drive with serious concerns regarding the proposal to widen Spruce Drive to four lanes. We already have difficulty accessing Spuce Drive from the service road on which we live and also find it very dangerous as pedestrians trying to cross at the intersection of Spuce Drive and 37th St. We believe that by widening Spruce Drive the result will be increased traffic flow at a faster speed. We request council to consider alternative methods to encourage traffic flow back to the major non residential corridors that serve the south end of the city. We would appreciate your foresight on this matter to protect and preserve the beauty and safety of our residential communities.

Jim and Sherry Rissling 3544 Spruce Drive

---

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

2004/06/21



For your information regarding widening of Spruce Drive.

**Christine Kenzie**  
**Legislative & Administrative Services**  
**City of Red Deer**  
**403.342.8201**  
**christine.kenzie@reddeer.ca**

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

**From:** Sherry Rissling [mailto:sherrygayle@shaw.ca]

**Sent:** June 20, 2004 10:39 AM

**To:** LASMailbox

**Subject:** Spruce Drive

We are residents of Spruce Drive with serious concerns regarding the proposal to widen Spruce Drive to four lanes. We already have difficulty accessing Spruce Drive from the service road on which we live and also find it very dangerous as pedestrians trying to cross at the intersection of Spruce Drive and 37th St. We believe that by widening Spruce Drive the result will be increased traffic flow at a faster speed. We request council to consider alternative methods to encourage traffic flow back to the major non residential corridors that serve the south end of the city. We would appreciate your foresight on this matter to protect and preserve the beauty and safety of our residential communities.

Jim and Sherry Rissling 3544 Spruce Drive

---

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



## Ray Wakelin

---

To: <http://www.city.red-deer.ab.ca>  
Subject: Widening of 32 St.

June 19, 2004

Members of city council

I am opposed to widening of 32 Street. This widening will destroy the trees and create a noise problem forWidening of 32 St. those living on both sides of the street. The noise is bad enough where I live two blocks north of 32nd.

You should instead go back to your previous plan and cross Kin Canyon by extending Molly Bannister Dr. This will alleviate the traffic on 32nd street. You made an error in judgement by deciding not to make another crossing of Kin Canyon because of the disruption to wild life. Deer, moose, fox and other wild life can be seen in all parts of the city. They have no problem going wherever they please. Everyone makes a mistake. Admit the error and get back on track and make another crossing of the canyon. Making another error by widening 32 St. is not going to solve the problem especially since the widening narrows at Spruce Drive. this will create another danger for accidents.

Thank you

Ray A. Wakelin  
3409 42 Ave.  
Red Deer  
T4N 2Y7





June 19 04

City of Red Deer. re: 32 st.

I live on 33 st. So I get the full benefit of all the noise and the dust from 32nd st. created largely by the big trucks using the street.

It is very difficult to enjoy a cup of coffee with a friend on the patio with all the noise.

So why should the city spend a lot of time & money just to make the situation worse?

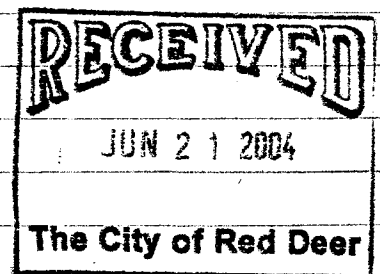
An easy and economical solution could be.

① Ban all big trucks from 32 st. why can't they use the Halburn Road?

② Put in a few turning lanes at the busiest corners.

③ I think about it, simple, quick, and economical.

G. Zelfer  
4201-33 st.





June 18, 2004

Alderman Pimm  
c/o Office of the City Clerk  
Red Deer AB

Dear Mr. Pimm:

Thank you for taking the time to hear me out on the phone the other day, and I hope this letter serves to reiterate some of my concerns about the recent traffic report which is currently before council. I would hope that this letter eventually finds its way onto the agenda for the meeting schedules for June 28th.

Obviously, I am very concerned about the proposed alterations to 32nd Street and Spruce Drive.

I take serious issue with your traffic consultants, and certainly differ on the conclusions that they have put forth.

Six lanes on 32nd Street really does not make much sense even to a non-engineer like myself. I am aware that the street has a heavy traffic load at certain times of the day, and that it is one of the major east/west routes for this section of the City.

It would make more sense to me that three four lane roads, ie. the Delburne Road, the Molly Bannister extension, and 32nd Street as is would move traffic much more efficiently. Once in place and properly constructed, the Molly Bannister extension would have a minimal impact on the environment, and certainly less impact than the proposed widening of 32nd Street through Kin Canyon. The harmful effects on the neighbourhood of 32nd Street in converting it to a six lane major thoroughway would be disastrous. The talk of sound walls, and berms, and the loss of sidewalks would transform that whole section of town, and not for the better.



Page 2

I hardly need point out that the #2 Highway, our busiest thoroughfare in all of Alberta is only four lane as are the major ring roads in Alberta such as the Whitemud Freeway, and parts of the Deerfoot Trail. Traffic seems to move reasonably well in those.

I beg to differ with their experts definition of Spruce Drive as a major arterial road. The road is in effect already four lanes, that is two lanes of traffic moving north and south. As a 40 year resident of Spruce Drive, the traffic really is not heavy. For a half hour interval early in the morning and around 4:30 to 5:30 the traffic is heavier, but at no time do we ever see line-ups extending even as down as far as our house. Spruce Drive Hill runs down past Rotary park, and on into the City on 48th Avenue. A four lane "freeway" arriving at the bottom of Spruce Drive Hill has really no where to go. I drive this road two or three times every day, and rarely is there anything that amounts to a traffic delay.

Spruce Drive serves as an access area to the Canyon with a crosswalk which is dangerous, and would become only more so with increased traffic.

Surprising as it may seem, there is a fair amount of wildlife in our area. We have regular deer, moose, and fox visitors who regularly destroy all of our tulips in the spring. We feel it is a pretty small price to pay for having the wonder of nature so close.

There is a great deal of pedestrian and bicycle traffic along Spruce Drive and 32nd Street. We have walkers, joggers, dog walkers, cyclists, and children on bicycles.

We also have beautiful front yards and a lovely row of Green Ash trees which have been there almost forever. It would be a shame to destroy that feature of Red Deer South.

We have had several meetings of the local residents, and have indeed provided plenty of information for the decision makers along with a petition which indicates how we feel. Please feel assured that this is not a "not in my yard" statement. We feel that Spruce Drive from 32nd Street right down to Rotary Park is perhaps at the best a feeder line, but certainly not a major arterial line, and should never be considered as such.

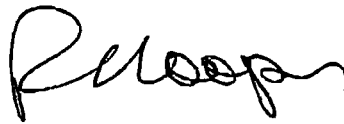
There is not much sense in widening a street which has no traffic congestion at the moment, and although classed as an arterial road is much more of a residential street for a traffic problem that does not exist.



Page 3

It should not be all that difficult to plan major traffic routes in advance. People will very quickly learn to take the road that is most convenient and open to them. The Delburne Road, Molly Bannister extension, and the present 32nd Street will meet all of the requirements for rapid east/west traffic in the south side of the City for years to come. Established areas like 32nd Street, Sunnybrook and Mountview areas, and Spruce Drive should not be sacrificed due to shortsightedness at this stage.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'R. Cooper', with a stylized, cursive script.

Robert C. Cooper, M.D.

RCC/tap



## ***Sustainable 32 Street***

***Keith Martin***

***3516-44A Avenue***

***Keith Rispler***

***83 Anders Close***

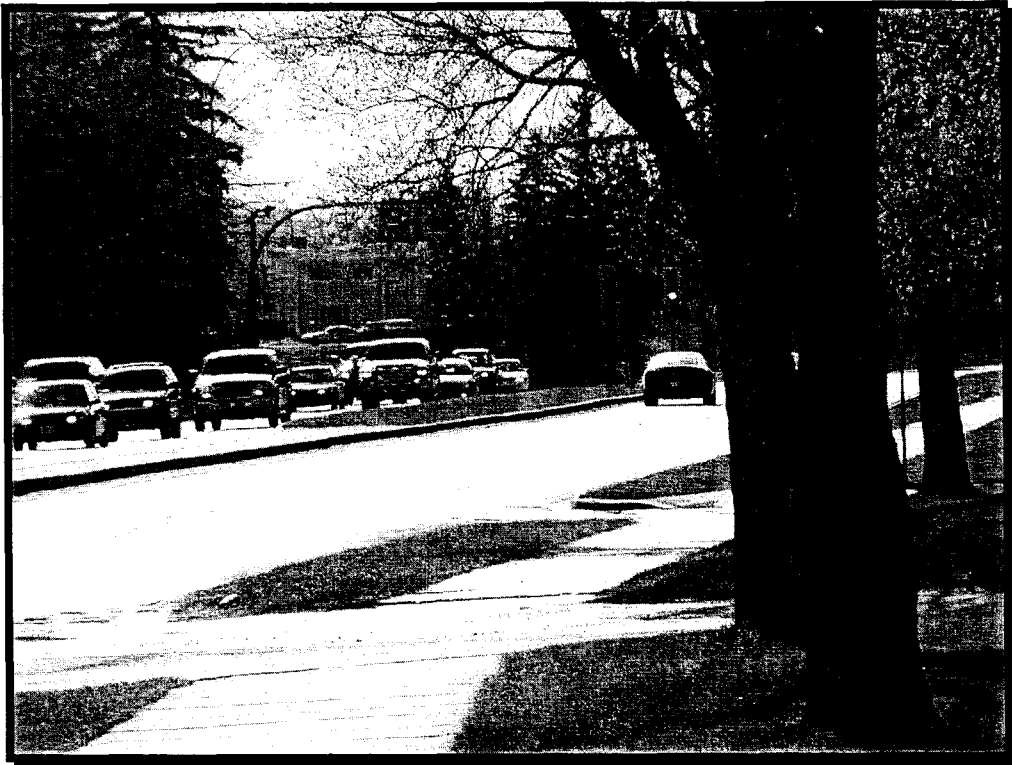
***Krista Dellert***

***4436-33 Street***

***Carol Van Overloop***

***4444-33 Street***

### ***Submission for Red Deer City Council regarding 2003/2004 Transportation Plan Update.***





## **Introduction**

**Into the well that supplies thee with water, cast no stones.**

This submission has four sections followed by a conclusion. These four sections are:

1. We are both residents and motorists
2. Roads are Free
3. Sustainable Transportation
4. The Perceived Need to Widen 32 Street to Six Lanes

## **We are both residents and motorists.**

### **Legitimate Contradictory Needs**

A newspaper article in the Red Deer Advocate (dated 20 April 2004) titled "Opposition organizes against expansion of 32<sup>nd</sup> Street – Noise, traffic fears". A couple of paragraphs in the article that demonstrates the dichotomy of the current debate surrounding the potential 32 Street widening to six lanes:

*Former city councilor Bob Schnell, who lives near 32<sup>nd</sup> Street in Sunnybrook, said the city is making good decisions because traffic must keep moving efficiently. Schnell said expanding 32<sup>nd</sup> Street is a logical choice because he understood the street was built with the idea it could be widened someday.*

*But Mountview resident Shelly DeMaere said she feels sorry for her neighbors who live along 32<sup>nd</sup> Street. DeMaere can only imagine the noise and traffic congestion they will face. She lives three closes away from 32<sup>nd</sup> Street and hears noise from that street, Spruce Drive and even Gaetz Avenue.*

This dichotomy is the result of a tension created when legitimate contradictory needs get out of balance. Traffic only becomes a problem if we as a society allow our need for movement and speed to ride roughshod over our needs as residents. However, most of us are both motorists and residents; as motorists we value speed, but as parents and residents other peoples speed is a curse. In the context of the transportation plan update, the predominant view is that of the motorist, and the subordinate view is that of the residents. We often resolve disputes between dominant and subordinate views by ignoring one of these contradictory voices; generally ignored is the subordinate view.

### **Public Participation**

Traffic problems cannot be satisfactorily dealt with by simply attacking and trying to reduce the power of the need or desire that has the dominant position. This simply evokes a negative reaction from the motorist that has legitimate needs and desires. Significant social change only happens when we amplify the subordinate resident position as opposed to tearing down the dominant motorist position. It is only when the motorist and the resident have equal status at the negotiating table, that we can find truly creative ways to satisfy what are both legitimate but contradictory desires and needs.

Most residents see the traffic problems on their street as being caused by "those bad motorists" and it is someone else's responsibility (usually the city) to fix this problem. These same residents rarely stop to think that every time they drive they are doing the same damage to the livability of other peoples neighborhoods as is being done to theirs. Until residents accept responsibility for



their part in the total traffic problem, including the damage they are doing to other neighbourhoods each time they drive, traffic solutions will only treat symptoms rather than tackling the core issues. The City of Red Deer, promising residents a solution (such as the proposed widening 32 Street to six lanes) that does not require residents to face their own contradictory needs, actually makes the problem worse in the long run.

In the current transportation plan update deliberations, the solutions proposed by the transportation consultant are being based on the dominant motorist position perspective. It would appear in the case of the proposed 32 Street widening, the resident's contradictory subordinate view is being ignored by the transportation consultant. It is predictable that the affected residents of the proposed widening of 32nd Street will challenge the motorist-based solutions. Now is the time to fully engage the subordinate resident view in meaningful dialogue in order to find a mutually agreeable solution, where everybody wins. Traditionally public involvement in conventional transportation planning is modest where the public is invited to comment at specific points in the planning process (the current recent public consultation process consisted of meeting with the general public on three occasions). Public involvement in sustainable transportation planning is rated as high (the opposite end of the spectrum from the modest public participation in traditional transportation planning) with the public involved at many points in the planning process.

## **Roads are Free.**

### **The Suburbs**

The majority of future residential growth in Red Deer is planned to occur in the peace and quiet of the suburbs. However these low-density suburbs are built away from business and commercial districts, separated by a transportation network. Single-use zoning forces segregation of homes from work and shopping, leading to car-oriented neighborhoods that force people to drive. Lack of pedestrian and transit facilities, along with large distances between home and school or play, also force children to become dependent on cars at an early age. These car-dependent neighborhoods put a significant portion of our society at a disadvantage: elderly people who no longer drive or own a car; people who cannot afford to or choose not to own a car; and children. Lower density, sprawling neighborhoods also make transit less economically feasible. As traffic congestion increases, there is increasing pressure and demands to build more roads or to widen existing ones. However, increasing capacity of roads will only lead to increased traffic, driving and its impacts. Instead of these low-density, segregated neighborhoods, our communities need to be planned by integrating transportation and land use more effectively.

### **Increasing Demand for Roads**

There is an underlying assumption that as we buy more cars and our population increases, we will build more roads. It is taken for granted that there will always be room for one more car; an assumption that there will be essentially unlimited road capacity. Traffic engineers have been trained to provide enough road capacity to meet demand, which, if there is always room for one more car, must be theoretically infinite. Their job is to translate infinity into reality. The politician is caught between the expectation that enough room needs to be provided for an ever-increasing number of vehicles and the reality that there is not enough space, tax dollars or community support to do so. Unfortunately, the result is a transportation system unfriendly to every transportation mode save the car and truck.

Given the limits to road expansion, every car added to the road means less remaining space for those already there. That makes the space more valuable as it becomes scarcer. As a society we give away this valuable road space away for free. There's no cost to use the road no matter how much space is used or how often - unlike the per-trip cost of transit and taxis. Consequently,



there's an incentive to take advantage of unfilled road space. So the cars and trucks keep coming, they keep getting bigger, and the expectation remains that government will build and maintain the needed road space, and it will get the money largely from local property taxpayers.

## **Congestion**

From the individual motorist's point of view, driving more and driving longer continues to make sense. The reasoning appears to be because the roadway is seen to be free, and so is the next trip. The marginal cost of the car for each trip is practically zero, at least when measured by the amount of money taken out of pocket. The next trip appears to cost nothing and we tend to use a lot of something that seems to be free. Because the price of transportation space is so low, we pay by other means. Just as cheap land leads to sprawl and cheap energy to pollution, cheap road space has led to congestion. Congestion is the means by which we price the value of the space.

Since car buyers or new residents can't individually purchase the space on which to run their cars, there isn't as much room for each additional car on the road. Driving conditions noticeably worsen and congestion is an inevitable consequence. The public sector is expected to spend limited resources to build an unlimited amount of space for the increased traffic to run on. Alternative transportation options may help accommodate growth beyond congestion, but they cannot prevent congestion.

## **Constraint**

Building more roads has had virtually no impact on the growth of traffic congestion in major urban areas in the U.S. over a 15-year period. Data from the Texas Transportation Institute revealed that urban areas which added more lanes to roadways spent roughly \$30.8 billion more than those that didn't. Yet the average of Texas Transportation Institute's Roadway Congestion Index for the two groups is almost identical, at 0.93 and 0.92. Widening roads to ease traffic congestion is like trying to cure obesity by loosening your belt.

If the car and truck are to move freely on a road system with limited capacity, somewhere there has to be a constraint on the number of vehicles that can be accommodated. It makes more sense to decide where congestion is best located, rather than allowing unlimited demand to erode the integrity of the entire network. Engineers can determine the level of service for any particular road:

- Level of service 'A', for example, is where the volume of traffic is so low that the design of the roadway actually dictates the maximum safe speed for the vehicles.
- Level of service 'F' is capacity failure: a very long parking lot with only occasional movement.

The assumption is that in an ideal world the 'F's should be 'A's. As a society we have to decide what we want and why we want it (which is a political decision, not a technical one). We can then ask engineers and planners, in co-operation with the communities affected, to design a system that has a reasonable chance of providing it. We have to accept that this is a subjective process, art as much as science, because these are issues of quality, not quantity. We may wish, in some instances, slower moving traffic because it's quieter and safer.

Most people appear to want the kind of city best served by car, being low-density, single-family, single-use. In order for that city to function without debilitating congestion, it needs a good transit system, one appropriately scaled to the kind of city where the automobile retains a significant role. The car cannot function efficiently without transportation alternatives. Ideally, people should have at least five choices - feet, bike, transit, taxi and vehicle - and the ability to mix and match them appropriate to the kind of trip and the circumstances faced. The combinations and the mix



make it all work. There is no single solution. Top-down planning can never be comprehensive enough or flexible enough. Give people enough transportation options and they can by and large work out their own solutions. That in turn is dependent on the design and integration of land-use and transportation choices.

## **Sustainable Transportation**

### **What is Sustainable Transportation?**

The Centre for Sustainable Transportation defines a sustainable transportation system as one that:

- Allows the basic access needs of individuals and societies to be met safely and in a manner consistent with human and ecosystem health, and with equity within and between generations
- Is affordable, operates efficiently, offers choice of transport mode and supports a vibrant economy; and
- Limits emissions and waste with the planet's ability to absorb them, minimizes consumption of non-renewable resources, reuses and recycles its components and minimizes the use of land and the production of noise.

With slight changes, the above has been adopted as a working definition by the transport ministers of the 15 countries of the European Union.

The following is an extract from "The Metropolitan Transportation Planning Process: Key Issues - A Briefing Notebook for Transportation Decisionmakers Officials and Staff" published under the auspices of the US Department of Transportation:

*"Smart growth is a set of policies and programs designed by local governments to protect, preserve, and economically develop established communities and natural and cultural resources. Smart growth encompasses a holistic view of development. From a transportation perspective, smart growth includes building walkable communities and providing a variety of transportation choices by integrating land use planning and transportation planning. Smart growth policies link transportation projects with desired land use patterns in order to make more efficient use of infrastructure (assets such as roads, bridges, and equipment) and reduce environmental impact."*

There appears to be a similarity between the principles of smart growth and the preceding definition of sustainable development.

### **The City of Red Deer and Sustainability.**

The following quote is a stated transportation goal from The City of Red Deer 2002-2005 Strategic Plan:

*To maintain an effective and sustainable transportation system that responds to the changing needs of citizens.*

### **Stantec Consulting and Sustainability**

In the City of Red Deer 2003/2004 Transportation Plan Update Executive Summary (June 2004- obtained off the City of Red Deer website 2 June 2004) under a heading titled "Integration with Other Plans" (page 7) is the following:



*This transportation plan update has endeavoured to extend beyond a focus on the road network exclusively, and has considered implicitly the needs of motorists, pedestrians, cyclists and public transit throughout. All road network issues and alternatives have been addressed in a broad technical approach that is cognizant of impacts and effects of these "other modes".*

*It is recommended that future transportation plans continue to increase the level of coordination and integration among all modes of transportation.*

## **Sustainable Planning and the Integration of All Modes of Transportation**

The Canadian Guide to Promoting Sustainable Transportation Through Site Design, Interim Research Report – Needs Assessment and Best Practices July 2003, published under the auspices of the Canadian Institute of Transportation Engineers, states under the heading "Sustainable Transportation Modes Defined":

*"Clearly, achieving a fully sustainable transportation system is a goal that will not be met within a single generation; however, it can be achieved over time by improving options for modes that are responsive to the principles of sustainable transportation, it is possible that significant progress can be made on reducing the impacts of current transportation systems.*

*For passenger travel, a single-occupant vehicle is by far the least sustainable mode. In one year, a typical automobile driven 17,000 km releases over 4 tonnes of greenhouse gas emissions, requires space for parking at home, work, the shopping mall, and numerous other locations and contributes to nearly 2,000 motor vehicle related fatalities in Canada. In many urban areas, occupants often spend more than one hour a day commuting to and from work.*

*In simplistic terms, a more sustainable transportation mode could be defined as any mode that provides an alternative to single occupant vehicles. This includes:*

- ☐ *Walking;*
- ☐ *Cycling;*
- ☐ *Transit;*
- ☐ *High occupancy vehicles like, carpooling and vanpooling; and*
- ☐ *Other active modes such as in-line skating.*

*In developing an overall context for the guidelines, one of the objectives was to define a simple, clear term that was all encompassing to include pedestrian, bicycle, ridesharing and transit and other "non-SOV" travel modes. There was some concern that the term "alternative modes" may imply an unconventional or unorthodox mode of travel that is not considered viable by the population at large. The title chosen for the project reflects the view that these non-SOV modes of travel represent real opportunities to lessen our reliance on designing our transportation network primarily for the automobile, an approach that is not "sustainable" over time and that decisions made during the land development process heavily influence mode choice."*

Further under the heading "Benefits of Sustainable Transportation Modes:

*"The broader benefits of increasing the use of alternatives to Single Occupant Vehicles (SOV) and other less sustainable transportation modes are well documented and include:*

- ☐ *Environment: Reduced use of motorized transport results in reduced greenhouse gas emissions and associated climate change impacts; reduced air pollution; reduced land consumption from roads and parking; reduced noise, and reduced impact on wildlife and vegetation;*



□ *Health: Improved health may result from reduced air pollution, reduced motor vehicle collisions and improved physical fitness;*  
□ *Quality of Life: Reduced traffic results in calmer, safer streets; reduced crime; reduced traffic noise and congestion; and in turn increased opportunities for social interaction and a higher quality of life; and*  
□ *Economy: The construction of new roads and related facilities consumes a substantial amount of public resources while health impacts result in increased healthcare costs. Increasing congestion also is a burden on the economy. Use of alternative modes contributes to a vibrant economy.*  
*Although these benefits are generally known, progress on increasing the use of sustainable modes has been slow or even negative. One of the main reasons for lack of progress is that individuals tend to underestimate the impacts of their personal decisions on overall societal goals. The other reason is that over the last 50-75 years, most cities in Canada have been developed in a manner which essentially creates a reliance on motorized travel for those other than community members who are highly committed to a non-SOV lifestyle. Only now is the development community beginning to acknowledge that decisions on land use and urban form need to recognize the importance of facilitating more sustainable transportation."*

Finally, under the heading "Barriers and Challenges" :

*"The majority of the respondents indicated that access for general automobile traffic usually takes precedence over other modes. This challenge has been overcome in municipalities to some extent where political will or a champion in the public sector have tried to influence or lobbied for better accommodation of alternative modes."*

### **Are sustainable transportation principles incorporated into 2003/2004 Transportation Plan Update?**

The recommended improvements to the transportation system in the City of Red Deer 2003/2004 Transportation Plan Update Executive Summary (June 2004) indicate that the traffic consultants appear to be providing single occupant vehicle focused solutions to single occupant vehicle created traffic problems. We understand that most engineers and transportation planners are eager to see change, but are uncertain as to how they can initiate specific change or alteration. Often there are conflicting local ideas. But what is the sense of planning to build "enhancements" to a transportation system whose only function is to move automobiles to the detriment of everything else. Sustainable transportation is not a new idea and its principles are being applied across Canada. Our opinion is that sustainable transportation principles have not been incorporated into 2003/2004 Transportation Plan Update.

### **The Perceived Need to Widen 32 Street to Six Lanes**

#### **The 1996 Transportation Plan**

Transportation plans are powerful documents. The proof of this is the transportation consultant using the previous recommendation from the 1996 Transportation Plan to justify his recommendation to widen 32 Street to six lanes. The context was different eight years ago, parameters have changed, and sustainable transportation had yet to gain the wide acceptance it currently enjoys. Also the onus on the municipality to obtain public input in its deliberations had to meet lower standards than would be acceptable now (or the sustainable basic principle of the profound community involvement in planning deliberations).

Our opinion is that the proposed widening of 32 Street to six lanes should be judged on its own merits in a sustainable context, not based on conclusions from a dated previous transportation plan.



## **The Transportation Model**

The current proposal to widen 32 Street to six lanes, and the additional strain this will put on Spruce Drive, comes out of the transportation modeling process by the transportation consultants. The proposed transportation plan tries to anticipate two growth scenarios, being:

1. Population of 85,000 persons which "represents approximately year 2011" (seven years hence).
2. Population of 115,000 persons which "represents approximately year 2030" (twenty six years hence)

If one considers 32 Street as an east west traffic thoroughfare, the majority of residential communities which 32 Street serves have been built on the **east** side of Red Deer. The growth patterns for 85,000 person horizon (or the year 2011) show the remainder of vacant land in the **east** side of Red Deer developed.

The growth patterns for 115,000 person horizon (or the year 2030) show the development after 2011 will be at the **south-east** corner of the city along Delburne Road. The transportation consultant shows two desire lines for this south-east corner of the City for the 115,000 person horizon. One of the desire lines is east/west and approximates the location of Delburne Road and the second is NW/SE pointing from the south east corner of the city towards the downtown core (apart from government, none of the major employers in Red Deer are located downtown; unfortunately downtown is not a destination retail centre). The transportation consultant appears to be assuming that some substantial portion of traffic, that would be resident in the **south east** corner of the city that will be developed between the year 2007 and the year 2030, will want to access other parts of the city using Delburne Road, whilst another substantial portion of traffic will want to access other parts of the city generally in a north westerly direction.

The transportation consultant defines desire lines as lines that connect areas of population & employment between which people want to travel. There does not appear to us to be anything too scientific in deciding which way these desire lines should point, other than transportation consultants impression of where people in a given location want to travel to and from. The reason that the direction of these desire line is critical is that they affect the assumptions in the transportation model. The transportation model is only as good as the assumptions used to build it. If the impressions used to draw the desire lines are faulty, the model will be distorted (regardless of how good or detailed the other assumptions and projections are). Different assumptions and desire lines would yield a different result, and would lead to different conclusions regarding 32 Street.

For illustration two possible different assumptions that would alter the north west desire line are:

1. An off ramp for southbound traffic on Highway 2 to allow traffic to travel east on Delburne Road. This would effectively make Highway 2 the west part of a ring road system and further increase the amount of traffic in the south-east corner of the city presently envisioned by the transportation planner to use Delburne Road (for work related and shopping trips).
2. If the Northland Drive crossing recommendation is accepted, this will form the east part of the ring road system. There could thus be a third desire line due north along 30 Avenue.

We have the following reservations about the results of the transportation consultants modeling process:



- The 115,000 person horizon is used in the modeling process to justify the widening of 32 Street to six lanes but the implementation is advocated some 19 years earlier than anticipated to be required in this modeling process.
- The further out in time a modeler (transportation or otherwise) goes out, the more faulty assumptions can distort the model. The transportation consultant is making recommendations based on a model projection 26 years in the future.
- Arbitrary simplistic drawing of desire lines.
- The modeling process appears to anticipate the current dependence on the single occupant automobile (SOV), with no allowance for the benefits accruing from the integration of other modes of transportation (in either the 85,000 or 115,000 person horizons).
- The probability that new residential developments in north east and south-east residential developments designed to incorporate a mix of shopping, residential, recreational and work centers – sustainable land use planning (which would reduce the need for motor vehicle travel).

There is no inherent reason why 32 Street, with its present four lanes, should be chosen for use by new residents in the future south-east subdivisions. However if 32 Street is widened to six lanes as proposed, traffic from the future south-east subdivisions will be attracted to and funneled through it; in the words of W.P. Kinsella: build it and they will come.

### **What will happen if 32 Street is widened to six lanes as proposed?**

The immediate change will be that traffic will speed up a bit in all lanes as traffic shifts to the new lanes. Additional traffic eats up much of this new capacity as motorists perceive congestion relief and (1) opt to take a trip they otherwise wouldn't have, (2) take a longer trip, (3) change to this road from another, (4) change mode (drive rather than carpool, transit, bike or walk), or (5) move farther from work (adding to sprawl), or choose a job farther from home.

### **The Transportation Plan Updated**

It would appear that the transportation update planning process approach to the proposed 32 Street widening has been softened due to public opposition. The proposed widening of 32 Street has gone from immediate start of functional planning to a future project within a ten-year time frame. There is a certain attractiveness or even expediency to keeping this option open, without any apparent downside. Not only do we recommend rejection of the proposed widening of 32 Street, but we also suggest that this proposal not be included in the updated transportation plan. If the proposed widening of 32 Street is contrary to sustainable transportation principles now, it will be against sustainable principles in 10 years time. The inclusion of the proposed widening of 32 Street in the transportation plan update is not required for right of way protection as if in the unlikely event that it found to be necessary, it can be accommodated largely in the present configuration.

As previously suggested, these transportation plans are powerful documents; the recommendations from them are used by planners as the rationale for other planning decisions. If transportation plan updates occur approximately 5 years apart, there should be one more update before the 85,000 person horizon (or the year 2011). This future transportation plan update (5 years hence) should be, in accordance with the Strategic Plan, be based on sustainable transportation principles without being prejudiced by non-sustainable conclusions from previous transportation studies (the current proposed transportation plan update included).



## **Conclusion**

### **Recommendations:**

1. Reject the transportation consultants proposed recommendations regarding the widening of 32 Street to six lanes and Spruce Drive to four lanes. Place a moratorium on all non-safety 32 Street and Spruce Drive proposals until they have been examined from a sustainable transportation perspective. Remove the proposed widening of 32 Street to six lanes and Spruce Drive to four lanes as a future option in the transportation plan.
2. Reinforce The City of Red Deer Strategic Plan and instruct that transportation study updates be undertaken using sustainable transportation principles.
3. Full public participation in the transportation planning process. The solutions to many of our most pressing problems does not lay in inventing new mechanisms of control and policing, but rather in inventing new mechanisms for handing back the responsibility to the citizens.
4. Refrain from planning roads on the basis of projected demand. Current demand for the transportation network contains high levels of inefficient use. To plan the future based on current use patterns is to reward and encourage even higher levels of inefficient choice by individuals (making two trips rather than one, not using closest destination, driving alone etc) and systematic inefficiencies (for instance, parents drive their children to school because there is too much traffic on the roads which creates more traffic which forces other parents to drive).
5. Downgrade the importance of computer modeling in making decisions about road capacity. Most modeling considers three scenarios: trend; no change; and some shift to alternate modes. However, these three scenarios all overlook the importance of existing levels of inefficiency in the transport system. The "trend" scenario assumes that people will not only be permitted to keep their current inefficient choices but will also be encouraged to expand them further (through an initial oversupply of the resource) and that existing systemic inefficiencies will be supported and expanded. The "no change" scenario generally ignores how congestion actually helps reduce overall inefficiency in the system by forcing people to make efficient choices. The computer modeling therefore overestimates the potential problems caused by not increasing the road capacity.
6. Make individual transport decisions subordinate to Red Deer's long term strategic objectives. Transportation planning decisions can become self-fulfilling prophecies; increasing road capacities can stimulate automobile dependant transport and land use patterns, while investments in transit, pedestrian and bicycle facilities can help create multi-modal transportation systems.

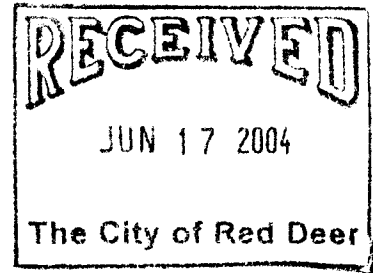
### **Emerging Opportunity**

A recent City of Toronto study recognized sustainable transportation as an emerging opportunity with the following quote:

*Recent World Bank findings that cities that invest in sustainable transportation infrastructure (including Toronto) are more internationally competitive, more equitable, attract more businesses and residents, enjoy higher quality of life, and spend the least per capita on transportation.*



The City of Red Deer  
Box 5008  
Red Deer, AB T4N 3T4



Attention: City Council

Please be advised I strongly oppose the widening of 32<sup>nd</sup> Street to six lanes.

I think the city should work on synchronizing the light system to make traffic move more smoothly.

Thank you,

A handwritten signature in cursive script that reads "Brenda Berresford".

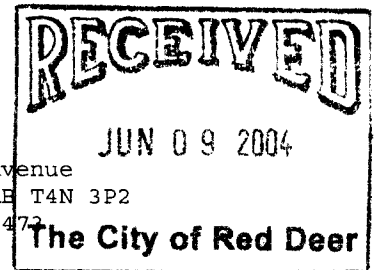
Brenda Berresford  
22 Spencer Street  
Red Deer, Alberta  
T4N0B2





*Southwood Park*  
at home in a great community

3110 - 47 Avenue  
Red Deer, AB T4N 3P2  
(403) 347-7472



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

June 3, 2004

Attention: City Council

Your Worship and Councillors;

The purpose of this letter is to voice our concerns over the proposal of the engineering to widen 32<sup>nd</sup> street into a six lane arterial road.

As managers for Murray Hill Developments Ltd., who own a ninety-six unit townhouse complex at the corner of 32<sup>nd</sup> street and 47<sup>th</sup> avenue, we do not agree with this proposal.

As we have been told by many Red Deer residents that we have the nicest complex in Red Deer; we take a lot of pride in keeping the grounds/buildings well maintained and pleasing to the eye. The idea of taking an extremely busy four lane arterial road (which connects residential areas with easy access to: Gaetz Avenue, Red Deer College, and Highway 2) and turning it in to a virtual highway is very disturbing to us and many others along this corridor.

It is more difficult to rent out the units close to these roads and in widening 32<sup>nd</sup> street it would mean that these units would be impossible to rent because of more noise, pollution and speeding. This becomes a danger to all, not just the drivers but the residents living close by as well.

It would also mean that pedestrians using the south side of 32<sup>nd</sup> street for leisurely walks, walking to work, or jogging would be in jeopardy as well, being so close to the proposed highway.



There are also beautiful tall trees along the boulevard on the south side which would inevitably be lost, as we all know, trees this size take years to grow!

Furthermore, with the amount of increased traffic, how do the engineers plan on separating the complex from the increased noise and pollution? If they constructed a wall it would definitely make our complex residents look like they are living behind a prison wall or would they just leave it as it is? Then the residents on the north side of our complex will have their quality of life impeded upon.

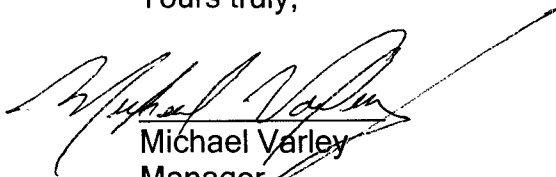
More traffic on 32<sup>nd</sup> street would definitely cause more traffic on 47<sup>th</sup> avenue, therefore, making it even more difficult for our residents to exit the complex driveway.

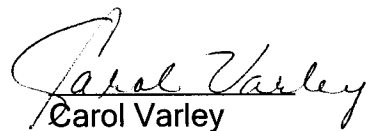
Last Spring we had to put up a barrier between our complex and the Esso Service Station as drivers were too impatient to go to the lights at 32<sup>nd</sup> street and 47<sup>th</sup> avenue. They were taking a short cut through our property. We stopped over one hundred (100) cars a day from using our private property as a shortcut!

We realize that traffic flow is important in city planning, but it is also important to recognize and respect the viewpoints of property owners and residents.

Thank you for your consideration.

Yours truly,

  
Michael Varley  
Manager  
Southwood Park

  
Carol Varley  
Manager  
Southwood Park



**FILE**



LEGISLATIVE & ADMINISTRATIVE SERVICES

June 14, 2004

Michael & Carol Varley  
Southwood Park  
3110 - 47 Avenue  
Red Deer, AB T4N 3P2

Dear Mr. & Mrs. Varley:

Thank you for your letter regarding concerns about the widening of 32<sup>nd</sup> Street. Your letter has been circulated to the Mayor and Councillors and will appear on the June 28<sup>th</sup> 2004 Council Meeting Agenda.

For your information, here is the schedule of when the City of Red Deer's Transportation Study will be presented to Council:

- |               |   |
|---------------|---|
| May 31, 2004  | The Executive Summary of the Transportation Study will be available on The City's Web Site at <a href="http://www.reddeer.ca">www.reddeer.ca</a> . Full copies of the report will be available for viewing at City of Red Deer Engineering Services Department. |
| June 14, 2004 | Findings of the Transportation Study to be presented to Council for information and questions. No <i>public</i> presentations or questions will be entertained at this time. The public is welcome to attend and listen.  |
| June 28, 2004 | Transportation Study comes back to Council for public presentations, Council debate and report approval and/or amendment scheduled for 7:00 p.m.  |

If you would like to comment further on the Study, this can be done as follows:

1. Sending a letter to: Red Deer City Council  
c/o Legislative & Administrative Services Manager  
Box 5008, Red Deer, AB T4N 3T4  
Fax: (403) 346-6195  
Deadline: Wednesday, June 16, 2004

.../2



Michael & Carol Varley

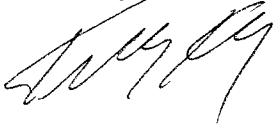
June 14, 2004

Page 2

2. E-mailing Council at: [legislativeservices@reddeer.ca](mailto:legislativeservices@reddeer.ca)
3. Attending and speaking at the Monday, June 28, 2004 Council meeting at 7:00 p.m. in Council Chambers, 2<sup>nd</sup> Floor, City Hall (access through west, park-side City Hall doors). Letters can also be submitted at the Council Meeting.

Please call if you have any questions.

Sincerely,



Kelly Kloss  
Manager

c Mayor  
Councillors  
Engineering Services Manager



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

**From:** Dana [mailto:[danamarie@shaw.ca](mailto:danamarie@shaw.ca)]

**Sent:** Monday, June 21, 2004 10:16 AM

**To:** Feedback

**Subject:** Fw: Proposed widening of 32nd street to six lanes

Please note: This e-mail is addressed to City Council, but I could not find an e-mail address for all members of City Council.

ATTENTION: City Council

Dear City Council:

RE: Proposed Widening of 32nd Street to Six Lanes

I am opposed to the proposal of widening 32nd Street to six lanes. I am concerned about the negative impact this will have on the environment. Everyone knows that vehicles put carbon dioxide in the air. Most everyone knows that the leaves on trees absorb the gas, carbon dioxide. But the city is looking at cutting down trees simply to allow vehicles to have more lanes to drive on and of course, vehicles will still put gases into the air. Does this make sense? I say no, and I'm positive many others who care about the environment feel the same way. I am planning to attend the June 28th City Council meeting. I would like to address the environmental side of this issue if I have a chance to speak. The environment is more important than vehicles driving on more pavement. Think of the impact this proposal will have on the environment. Less trees means more polluted air. I am opposed to the widening of 32nd street to six lanes for this reason. I know others are opposed for this reason too.

A concerned citizen of Red Deer,  
Dana Friestadt



Original Message-----

**From:** Jane [mailto:igrenier-frank@telus.net]  
**Sent:** Saturday, June 19, 2004 1:34 PM  
**To:** Feedback  
**Subject:** Re: Proposed widening of 32<sup>nd</sup> Street

This comes with concerns regarding the proposed widening of 32<sup>nd</sup> Street.

It was not that long ago that the City had the benefits of an external city planner offering suggestions regarding ways to address City "beauty", "support tourism" etc. Unfortunately I do not currently have the article or I would offer some recommended quotes. However, if memory serves me correct it was recommended that "more trees be planted", "we had too much cement", "the widening of 32<sup>nd</sup> street NOT be undertaken" as it would ultimately not address the concerns of traffic flow. In addition to this it would take away from the beauty that currently exists associated with the wide breath of "greenery" the length of 32<sup>nd</sup> street. Have you considered these recommendations as reported on the front page of the Advocate a few months prior.

I would support as a recent article in the Advocate suggests (June 19..letter to Editor..A. Chafekar) that alternate approaches be considered...e.g.

- re-evaluate traffic flow east, west and south of 32<sup>nd</sup> Street
- consider making Delburne Road into a 6-lane expressway ... Even now when with popular activity at the Westerner - traffic flow lanes east and west are negatively impacted.
- improve access from 40<sup>th</sup>, 30<sup>th</sup>, 20<sup>th</sup> avenues and
- utilize McKenzie Avenue as an entry to Gasoline Alley and Highway 2 south
- open an access to Red College from Taylor Drive

All excellent recommendations that would support maintaining the environmental beauty of the current 32<sup>nd</sup> street.

Regards

Jane Grenier-Frank



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

**From:** Van Overloop, Erin [mailto:[EVanOver@NRCan.gc.ca](mailto:EVanOver@NRCan.gc.ca)]  
**Sent:** June 21, 2004 9:43 AM  
**To:** Mayor; Morris Flewwelling; Jeffrey Dawson; Vesna Higham; Bev Hughes; Dennis Moffat; Larry Pimm; Diana Rowe; Lorna Watkinson-Zimmer  
**Subject:** Re: Proposal to Widen 32<sup>nd</sup> Street and Spruce Drive

Dear Gail Surkan, Jeffery Dawson, Morris Flewwelling, Vesna Higham, Bev Hughes, Dennis Moffat, Larry Pimm, Diana Rowe, Lorna Watkinson-Zimmer,

I am writing to city council in order to convey my concern and dismay over the current proposal to widen 32<sup>nd</sup> Street and Spruce Drive.

Although I no longer live in Red Deer, I was born and raised in the same house for 20 years, which is located with the backyard facing 32<sup>nd</sup> Street, so the current proposal directly affects my (when I come back to visit), my family, my neighbors, and other resident's well-being if the changes are to take place.

I adamantly oppose the widening for several reasons.

Firstly, to my knowledge, there was no public "consultation" that took place. As far as public policy goes, I am at least aware of the fact that any event as major as this, affecting the number of people that it does, is required to undergo public consultation and input from the people that will directly be affected, and give them a chance to have input and to voice their concerns. This did not occur. Inviting residents to a meeting where they are given the chance to look at 3 different options for the widening plan and no other options is not a consultation. There was no input allowed by the residents and as such, the only option that they had was to form an action committee.

I currently reside and attend university in Edmonton. Edmonton has a population of over 660,000 people. Red Deer has not even reached 100,000. My second problem with the plan is this: since when does having a population of 70,000 justify a 6 lane road through a residential area? Having lived in Edmonton for the last 3 years, I know that most roads are 2 lanes through residential areas, with exceptions, although exceptions are justified due to the large population size.

I have experienced gridlocked traffic in Edmonton, especially in the University area between 7 and 9am, and 4 and 6pm during the week, and yes, the roads are all 2 lanes, but the fact that they all go through residential areas has meant that they are not going to be widened.

Red Deer does NOT have, what one councillor has referred to as, "gridlocked" traffic. I agree that it can and does get busy in Red Deer at certain hours of the day, but wanting to put in an extra 2 lanes just because people do not want to wait one light is absolutely unacceptable.

Ask any Edmonton, Calgary, or large-city driver how many lights they have to wait for in rush-hour, or what gridlocked really means, and I can assure you, the answer will be completely different.

Citizens of Red Deer, especially those living in suburban areas need to realize that the city is growing and along with increased population growth, comes more traffic, increased waiting in traffic, and more congestion. This cannot be avoided. If they absolutely cannot accept this, then they might try changing their driving routes, leaving earlier or later for work, or finding an alternate transportation source.

To choose to drive a car is to choose to deal with the inconvenience and delays that other cars on the road cause.

My third concern is regarding the amount of extra noise, pollution, and safety risks that the widening of 32<sup>nd</sup> street will pose to residents and citizens alike. I also have a concern over the additional depreciation in property values that those residents who have property near the street will experience, and who will not be compensated for that loss.



As it is now, the noise level of being next to 32<sup>nd</sup> Street is quite high, especially at night, even with windows and doors closed. Widening would only increase the noise level, as it would move the road closer to our backyard. A sound wall is unacceptable, since it would take away from the natural beauty of the area, turn it into a landscape of concrete, and cut off residents and the sense of community that is currently in place. If I wanted to live in a gated community, surrounded by concrete, I'd move out to the suburbs.

Widening the street would result in a higher traffic volume and more lanes to cross, which may pose a risk to students at Mountview Elementary, and G.W Smith, as well as residents in surrounding areas with children.

Addressing the issue from a non-anthropogenic viewpoint, 32<sup>nd</sup> Street and Spruce drive cuts directly through the Kin Canyon area, and widening it will pose an increased threat to wildlife, such as deer, racoons, skunks, and moose who frequently cross the road. Habitat areas will also be lost by widening the streets.

My largest complaint though, is the seeming lack of regard for sustainable options or transportation alternatives that the city and developers have for the citizens of Red Deer who want alternatives.

Not everyone drives a car. Not everyone WANTS to drive a car. I don't have a car, not just because as a university student, I can't afford one, but because I DON'T want to wait in traffic for 40 minutes, I don't want to be gridlocked, I don't like contributing to global warming, I don't want to spend money on gas and insurance.

I know not everyone has the ability to not have a car. But alternatives such as encouraging carpooling, cycling, walking, and taking the bus to work are all alternatives that should be considered especially in light of Canada's commitment to Kyoto, or just in general regard for the environment. By not widening 32<sup>nd</sup> Street and Spruce Drive, and investing money in other sustainable alternatives, it may change people's driving habits, and force them to consider other modes of transportation.

I do believe that there are other alternatives to be considered such as re-routing traffic out to Delburne road, encouraging people to take alternate routes, putting more funding into improving Red Deer's Public Transit System, and encouraging cycling, walking, or carpooling to work, through incentives to those people who choose not to drive their car. I do not believe that adding more lanes and increasing traffic and pollution is the ultimate answer. City Council has a responsibility to listen to the democratic voices of the people who want other viable alternatives, and not just the developers and drivers who are unwilling to look at other options. I hope you will consider my opinion and those of other residents in reaching a final decision.

Sincerely,

Erin Van Overloop

Forest Health Technician  
Natural Resources Canada  
Canadian Forest Service  
Northern Forestry Centre  
5320-122 Street, Edmonton, Alberta T6H-3S5  
ph: (780) 430-3832  
[evanover@nrcan.gc.ca](mailto:evanover@nrcan.gc.ca)



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

**From:** Robin and AnnaMaria Pawlak [mailto:pawlaks5@shaw.ca]

**Sent:** June 20, 2004 7:39 PM

**To:** Mayor; Jeffrey Dawson; Morris Flewwelling; vensa.higham@reddeer.ca; Bev Hughes; Dennis Moffat; Larry Pimm; Diana Rowe; Lorna Watkinson-Zimmer

**Subject:** 32nd St Expansion: A City to Come Home to

Dear Mayor Surkan and Council Members,

I have lived in Red Deer 19 years now, and can't imagine living anywhere else. My husband and I moved here in 1985, and are now raising three boys. Every summer we go on vacation and are usually away for about two weeks. We love this time of year. It's a time for making a few new memories as a family. As we journey home we always watch for signs that tell us how much closer we are to Red Deer. Finally we enter the city limits and I breathe a sigh of relief. "Aah, home at last!" We enter the city by Gaetz Ave, and take a right turn onto 32nd street. Every year I can't help but notice how green everything is, and how large and majestic the trees are. What a pretty city to come home to! We then turn left onto 43rd Ave. and pass through an archway of Dutch elm trees that line the street. Another few quick turns and we are home. It saddens me to think that this beautiful street might be turned into a mini highway with concrete walls instead of those large aged trees. To me Red Deer is a city with a small town feeling. Beautiful parks, a great trail system, friendly people, and our wonderful tree lined streets. Would you please consider these things when you make your decision, and keep Red Deer a city you love to come home to.

Annamaria Pawlak  
Red Deer



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

**From:** Greg & Kirsten [mailto:kgtadair@telus.net]

**Sent:** June 19, 2004 9:46 PM

**To:** Mayor; Morris Flewwelling; Jeffrey Dawson; Vesna Higham; Bev Hughes; Dennis Moffat; Diana Rowe; Lorna Watkinson-Zimmer; Larry Pimm

**Subject:** Proposed widening of 32 Street

Mayor & Councillors:

I am writing to you to voice my opinion regarding the proposed widening of 32 Street to 6 lanes.

First off I would like to say that this will be a very interesting platform for any potential mayoral candidates who might presently be on city council. I, like many of my neighbours, will be keeping this issue in mind when election time arrives.

As a Mountview resident I am vehemently opposed to the idea of widening 32 Street for several reasons. The first reason is that this proposition is absolutely unnecessary. To widen 32 Street from 40 avenue west makes no sense at all. It is obvious that the traffic congestion is caused by the new subdivisions that continue to sprout up such as Lancaster, Aspen Ridge, Victoria Park, etc, all of which lie east of 40 avenue. Why not reroute this traffic over to 19 Street and make that into a 6 lane? There is very minimal residential along 19 Street therefore it would not have the same impact as if you widened along 32 Street. 32 Street is meant to be residential and should stay that way. We did not ask for the city to cram all these new subdivisions into the east end of town. Your lack of planning should not be our problem.

The second reason for my opposition is that if you build the proposed burms to filter out traffic noise which will be created by the 6 lane you will be harming our fragile ecosystem that exists in the Mountview/Sunnybrook areas. We often see moose, deer, fox etc wandering into our yards and back alleys as it is a natural route for these animals to be taking. If you erect these giant cement burms these animals will have no place to wander and will potentially end up dead in the middle of the 6 lane due to their panicked attempts to cross the road. I am certain that environmentalists would be up in arms if they heard of this proposition to destroy/infringe on animal habitat. We should strive to maintain the natural beauty of this area which cannot be paralleled anywhere else in the city; not destroy it with concrete and more traffic.

I seem to recall previous talks by the city of extending Molly Bannister Drive to help solve traffic problems. I believe the reason this idea was quashed is because of the environmental impact on the ravine. This brings me to my 3<sup>rd</sup> point; doesn't widening 32 Street through Kin Canyon still have all the same problems/impact that extending Molly Bannister presented? Why does this seem okay now to tear up our beautiful landscape? We definitely need to think of alternatives other than widening 32 street. Have you thought of putting in advance left turn signals at Spruce Drive and 40 avenue? That would certainly help matters.

The final thought I'd like to share is that cities the size of Edmonton and Calgary have been dealing with traffic problems for a long time yet their solutions do not include turning streets in residential areas into 6 lanes. For example Memorial Drive in Calgary is still 4 lanes despite the fact that the road sees a lot of traffic (much more than 32 Street). Calgary would not jeopardize the river valley by expanding Memorial Drive nor would they want to destroy the beautiful residential areas that run along Memorial. If you think of Edmonton, Wayne Gretzky Drive (formally the Capilano **Freeway**) is primarily a 4 lane, once again due to residential areas and the beautiful river valley. Gaetz avenue and Taylor Drive in Red Deer have not even been turned fully into 6 lane thoroughfares. Why on earth would you consider the idea of widening 32 Street until Gaetz avenue and Taylor Drive are done?



I am not sure who the city hired to compile and interpret the statistics so that they came up with turning 32 Street into a 6 lane but I feel that the city should consult with another company, perhaps two. There are other options available to the city at a much reduced cost, financially and environmentally speaking. I realize that the city of Red Deer is growing in size but a beautiful area such as Mountview/Sunnybrook should not be made to suffer for the sake of "progress." If we are such a progressive city then perhaps you will be willing to hear our collective voice and say no to the idea of widening 32 Street to a 6 lane.

Thank you for your time and consideration

Sincerely Kirsten & Greg Adair  
4428 34 Street  
309-7380



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

**From:** Ray Wakelin [mailto:r-wakelin@shaw.ca]  
**Sent:** June 19, 2004 12:27 PM  
**To:** Mayor  
**Subject:** widening 32 street

June 19, 2004

Members of city council

I am opposed to widening of 32 Street. This widening will destroy the trees and create a noise problem for those living on both sides of the street. The noise is bad enough where I live two blocks north of 32<sup>nd</sup>.

You should instead go back to your previous plan and cross Kin Canyon by extending Molly Bannister Dr. This will alleviate the traffic on 32<sup>nd</sup> street. You made an error in judgement by deciding not to make another crossing of Kin Canyon because of the disruption to wild life. Deer, moose, fox and other wild life can be seen in all parts of the city. They have no problem going wherever they please. Everyone makes a mistake. Admit the error and get back on track and make another crossing of the canyon. Making another error by widening 32 St. is not going to solve the problem especially since the widening narrows at Spruce Drive. this will create another danger for accidents.

Thank you

Ray A. Wakelin  
3409 42 Ave.  
Red Deer  
T4N 2Y7



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

**From:** Bill Christensen  
**To:** [citycouncil@city.red-deer.ab.ca](mailto:citycouncil@city.red-deer.ab.ca)  
**Sent:** Tuesday, June 15, 2004 4:51 PM  
**Subject:** Traffic Flow, etc.

Members of Council:

At times, traffic on 32nd Street between Gaetz Avenue and 30th Avenue is very congested. At these times if traffic flow is not at maximum, it appears to be very near that. It appears the city should be looking at ways to ease this situation from both a service and safety point of view.

The solution? The City has/should have staff who can determine the most logical remedy from both an immediate and long term point of view. Make the decision and get on with it.

Widen 32nd street? That may appear to be a short term solution. However, is it the logical one? It could appear it is not realistic to think there is not (and will never be) a need for access from Gaetz to 30th Avenue other than the present 32nd Street route and the Delburne Road/Coal Trail. Development in the south-east would seem to require a through road somewhere in between those two routes.

We are aware of the NIMBY (not in my back yard) attitude some people take. They may recognize a problem but want the solution applied somewhere else. That cannot always be done. The wishes of a very small % of the population cannot over ride the need of the many. There is not likely a solution that will please all. Forget the politics and recognize that.

Respectfully submitted,

Bill Christensen  
41 Selkirk Blvd.  
Red Deer, AB. T4N 0G3

---

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



**Christine Kenzie**

**From:** Wayne Kangas [wjkangas@hotmail.com]  
**Sent:** June 14, 2004 7:08 PM  
**To:** engineering@redeer.ca  
**Cc:** Larry Pimm; jefferyd@city.red-deer.ab.ca; LASMailbox  
**Subject:** Comments on the 2003/2004 Transportation Plan



Comments  
arding the Transp

5438 - 39 Street

Red Deer, AB

June 10, 2004

Manger, Engineering Department,  
City of Red Deer

Dear Sir:

Attached for your information and possible response is a listing of some of my concerns regarding the Transportation Plan recently completed by Stantec Consulting.

I am particularly concerned regarding the plans of the Red Deer College for expansion of the college grounds at the expense of the sports facilities and public green space enjoyed by West Park residents and other citizens of Red Deer. The offer made by Red Deer College to provide alternative sports facilities somewhere else on the College grounds rings hollow given the deliberate moves made by the College to make access to the new library as difficult and dangerous as possible despite the input of funds by the City of Red Deer to construct the library facility.

I could find no indication in the Transportation Plan of any consideration of alternate roadway routings other than those included in the mandate given to the consultant when the current traffic study was started. It seems to me that those interest groups who initiated the study or parts of the study such as Red Deer College certainly received some value for the funds they spent, but I am not certain the the citizens of Red Deer benefited at all.

I look forward to reviewing my comments with you at your convenience.

Sincerely,

Wayne Kangas

---

Tired of spam? Get advanced junk mail protection with MSN Premium

[http://join.msn.com/?pgmarket=en-ca&page=byoa/prem&xAPID=1994&DI=1034&SU=http://hotmail.com/enca&HL=Market\\_MSNIS](http://join.msn.com/?pgmarket=en-ca&page=byoa/prem&xAPID=1994&DI=1034&SU=http://hotmail.com/enca&HL=Market_MSNIS)  
[Taglines](#)

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



1. The plan does not indicate that any consideration was given to alternate roadways or alternative roadway features. The plan merely reiterates the features of previous proposals that, in many instances, have not been implemented because they were, and remain, ill conceived.
2. The plan does not indicate that traffic lights should be installed at the intersection of 32 Street and 60 Avenue. This intersection should be earmarked as the primary entrance to Red Deer College for all vehicular traffic. The speed limit of vehicles approaching this intersection from the West, North and South is already limited to 60 kph and could be relatively easily limited for those vehicles approaching from the East. The road allowance east of this intersection provides ample width and length for the installation of a single left turn lane for all vehicles approaching this intersection from the East and turning into the Red Deer College grounds. This single left turn lane for west bound traffic would eliminate the extremely unsafe dual left turn lanes for west bound traffic now permitted at the T intersection of 32 Street and 56 Avenue.
3. The plan does not indicate that the present intersection of 32 Street and 56 Avenue could be converted to a 'right turn in' and 'right turn out' entrance to the Red Deer College grounds. Such a remodeling of this intersection would eliminate all traffic congestion at this intersection caused by the blockage of 32 Street due to the dual use of the inside lane of 32 Street as a through lane and as a left turn lane and the dual use of the curb lane of 32 Street just one half a block East of the intersection as a through lane and as a bus stop lane. The plan should include the provision of bus stops in lay-by areas along all major roadways such as 32 Street, 40 Avenue, 30 Avenue and 39 Street so that a bus that is parked to pick up or drop off passengers is parked off the roadway and does not block a lane of traffic while parked.
4. Instead of the more preferable reconfiguration of the intersection of 32 Street and 56 Avenue presented in Item 3 above, the plan continues to include the proposal to construct a new roadway linking 55 Avenue with 57 Avenue and a new roadway to the intersection of 32 Street and 56 Avenue. This proposal has already been rejected by the citizens of West Park and other areas of the City of Red Deer, primarily because it does nothing to ease the congestion at the existing intersection of 32 Street and 56 Avenue and secondarily because construction of these two new roads would destroy two baseball fields and a significant area of public green space in West Park. Despite the rejection of the proposal to construct these additional roads, Red Deer College engaged the same consultants, Stantec Consulting, to prepare another traffic study of the intersection of 32 Street and 56 Avenue. With the mandate that the recommendation should be acceptable to Red Deer College there is little surprise that the consultants would present the same roadway construction plan despite its previous rejection by the citizens of West Park and there is absolutely no surprise that the Stantec Consulting recommendations regarding this intersection would be incorporated in the larger Stantec city-wide traffic study. Under the plan now presented by Stantec Consulting for review and adoption by the City of Red Deer, the Red Deer College would expropriate City of Red Deer public park land and convert it into paved roadways all paid for by the City of Red Deer.
5. The plan does not seem to have considered any other means of providing access to 21 Street East of Piper Creek than by the extension of Molly Banister Drive. It is difficult to see any rational for extending Molly Bannister drive some seven blocks south across public parkland to connect with the West end of 21 Street when a much less disruptive access could be constructed from Delburne Road only three blocks to the South. Once on Delburne Road, traffic from 21 Street could access shopping facilities along Gaetz Avenue all the way to Bower Mall and beyond as well as access Taylor Drive and Highway 2. Traffic from 21 Street on the extension of Molly Bannister Drive would have much less convenient access to shopping along Gaetz Avenue and Taylor Drive and no access to Highway 2.
6. The proposal in the plan to reconstruct 32 Street East of Spruce Drive as a six-lane roadway without extending the six lanes all the way to Gaetz Avenue and beyond to Highway 2 is unsupportable. The design concepts and funding incorporated in the proposal to extend Molly Banister Drive eastward would be better used and should be applied to the reconstruction of 32 Street across Piper Creek. Such a reconstruction would remove the bottleneck now presented to traffic both east and west along 32 Street and North and South along the Piper Creek Park by the torturous crossing of Piper Creek.
7. The proposal to convert Spruce Drive into a peak-time high-traffic roadway into downtown Red Deer is regressive. Traffic moves easily and safely along roadways on which the traffic flow patterns are consistent. Dual use of road lanes as parking areas during some parts of the day and as express ways at other times of the day is guaranteed to lower the safety-of-use of such road lanes. One has only to think of the congestion caused by cars left parked in the road lanes later than the permitted times to realize that the proposal to use Spruce Drive as indicated in the plan is unworkable. It seems to have been presented not to improve traffic flow in the area but to avoid consideration of the extensive traffic problems caused by the existing dysfunctional crossing of Piper Creek.



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

**From:** Linda Cassidy [mailto:lmccass@shaw.ca]

**Sent:** June 17, 2004 8:29 PM

**To:** Jeffrey Dawson; Morris Flewwelling; Vesna Higham; Bev Hughes; Larry Pimm; Diana Rowe; Lorna Watkinson-Zimmer; Dennis Moffat; Mayor

**Subject:** 32 ST widening

Dear City Council,

As you will be voting in less than 10 days on the Stantac proposal, I would like to share my views with you regarding the proposed widening of 32 ST and the extension of Molly Bannister Road.

I have been a resident of Red Deer for almost 25 years and have seen the increase in population as well as the increase in traffic. There is a need to change roads and traffic flow as the population changes.

The proposal put forth by Stantac estimates volume to capacity rate at 85,000 people for rush hour only. This is a very small segment of the day. At the present time there is a one light wait during rush hour on 32 St. When the population increases there will be a longer wait. We all know that when we travel to Edmonton, Calgary, or Vancouver we find ourselves sitting in rush hour for much longer than we do in Red Deer. This is a simple fact of a growing city. I think of the days several years ago that I could travel from one end of the city to the other in less than 10 minutes. To do that now you would have to choose your time very carefully. Waiting for two lights during rush hour is not reason enough to widen 32 St.

It is somewhat confusing why the recommendation is only to widen from 40th Ave to Spruce Drive, then later extend it to Gaetz Ave. Although my background is not engineering, how does 4 lanes which becomes 6 then becomes 4 again solve traffic flow? It becomes even more confusing when they talk about widening Spruce Drive to the bottom of the hill which then ends in a single lane which turns west or goes north. The wait in traffic would be transferred from 32 St to the bottom of Spruce Drive.

Although it is not their opinion that a ring road out to Delburne Road would decrease the usage of 32 St, I disagree. People from the East corner would prefer the movement of traffic compared to 32 St if they were driving the south end of the city where more businesses are being built.

I cannot understand the proposed extension of Molly Bannister Road when it would run parallel to Delburne Rd at a very short distance away. Delburne road has been set up to expand to 4 lanes because of the distance of the new subdivisions from Delburne road. It does not seem logical to build a 4 lane road through the parkway when there is a road running east-west less than a km away.

I believe that with rising gas prices and an increase in traffic, residents will begin to look at different modes of transportation. Public transport is certainly one option that is available now. There are more buses available during the rush hour than at other times during the day.

Advertising of car pooling is something that I have noticed on highway signs while traveling in Vancouver and Victoria. This would cut down on the number of vehicles on the road.

While I was in Victoria in April, I noticed the large number of bicycles on the road. It turns out that Victoria is the bike capital of Canada. I am not sure how that came to pass, but perhaps with work, Red Deer could become the bike capital of Alberta for six months of the year. I choose to



ride my bike 6 months of the year to work. My health is better for it, I save on gas, maintenance costs, parking, and I am not contributing to the pollution of the environment.

If residents are not able to look at different methods of transportation then they will likely look at adjusting their work hours or their work week so they do not find themselves waiting in traffic at 8:00 or 5:00 every day. Residents in larger cities do this frequently to save time in their day.

It is time to look at creative solutions to controlling traffic flow rather than putting in 6 lanes to a segment of 32 St. If residents choose not to look at other solutions and continue to drive to work alone during rush hour, then waiting for 2 lights is the price that they will have to pay.

I look forward to your views on the Stantac proposal.

Sincerely,

Linda Cassidy

---

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



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

**From:** Paul Mason [mailto:pmason@big105.fm]

**Sent:** June 17, 2004 11:53 AM

**To:** Mayor

**Subject:** Widening of 32nd Street

Hi Mayor Gail:

We have some very serious concerns about the widening of 32nd Street. As our home backs onto this street we are fully aware of the noise created by an already unbelievable amount of traffic. Even though we are on Ayers Close we feel that traffic would increase heading west towards 40th Avenue.

We have invested a great deal in maintaining the value of our property, it is our belief this would have a major negative impact on the future value of our home. It is our hope that should some of the other options be implemented we would realize a reduction in the amount of vehicles on 32nd Street and thereby distribute the traffic more evenly throughout this mushrooming east side of our beautiful city.

Your consideration of our comments is greatly appreciated.

Respectfully,  
Paul & Bonnie Mason  
43 Ayers Close

---

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



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

**From:** Carol Van Overloop [mailto:canadianchick\_43@hotmail.com]

**Sent:** June 15, 2004 7:18 PM

**To:** Mayor; Jeffrey Dawson; Morris Flewwelling; Vesna Higham; Bev Hughes; Dennis Moffat; Larry Pimm; Diana Rowe; Lorna Watkinson-Zimmer

**Cc:** canadianchick\_43@hotmail.com

**Subject:** Re: 32nd Street expansion

To Whom it Concerns:

This past monday evening i attended a portion of the question period of Stantec's presentation. It was very interesting. By sitting there and listening to what they had to say, it became more evident to me what kind of community Red Deer offers me. A community that is safe, small town feel, and a place where children feel like its a good place to live.

I have lived in Red Deer for 20 years of my life, enjoyed every minute of it. I love the fact how i can walk out of my backyard and i'm right on a sidewalk that is parallel to 32nd street. How it takes me about a minute to get down to Kin Canyon, and enjoy the awesome parks Red Deer has to offer.

When we were kids we used to hop on our bikes and go play in the creek, try and see some wildlife, or try and find the "secret horse" in the woods of Kin Canyon. I still to this day will get on my bike ride, or go for a run on 32nd street. I love the fact that i feel safe in my community, how there's enough traffic on the road, that as a female i feel safe enough to run at night. But not too much noisy or excess air pollution that it's a gross place to exercise.

I think of how every Wednesday night in early spring, 50 or more runners will use 32nd street as a place to train for their up coming marathon that happens on May long weekend. Or how many families will use 32nd street as a place to go for evening walks. More importantly, 32nd street is shared by every part of the community, the runners, walkers, cyclists, skateboarders, rollerblades, and even cars.

I love the fact when we were kids it was and still is safe enough to cross the street to head over the the corner store, or to Sunnybrook hill to go sledding on. Moreover how my parents knew that I would be safe crossing the lights at the fire hall.

I'd have to say that the greatest part of living so close to Kin Canyon is waking up in the morning and seeing 2 moose laying in your front lawn enjoying the morning sun.



However, if 32nd street was to be widened the majority of my lifestyle i have enjoyed for the past 20 years would be lost. No matter how much Stantec can promise a larger sidewalk next to the roadway. It will change the amount of people who will use the sidewalk. For the fact that safety will be their number 1 concern. How parents will re-think letting their kids cross a 6 lane road on their own, even if there is a light. How by increasing 32nd street to 6 lanes will impact the safety of the wildlife.

The parks of Red Deer is something Red Deer is known for not their traffic congestion. I agree i do drive a car, but i do make a conscious effort to use other means of transportation to get around. I think what it comes down to is what are WE as a community willing to sacrifice in order to make the 1km of roadway between 40ave and Spruce Dr. move a little faster. I have driven it many times, and had to stop at every light, and at the worst of times it takes a maximum of 5 minutes to get through that stretch of road.

The next time you drive through the area being affected I challenge you to take a look around at the two communities that surround the area, the many trees that border the area, as well as the many people who enjoy it at all times of the day. Just think about what would be lost with 6 lanes of traffic plowing through some of the oldest neighborhoods in Red Deer.

Thank you kindly for your time.

Sincerely

Carol Van Overloop

4444 33St.

Most importantly what kind of legacy do we want to leave our children?



Original Message-----

**From:** case hard [mailto:sustainable32street@yahoo.ca]

**Sent:** June 12, 2004 7:31 PM

**To:** Mayor

**Subject:** Sustainable 32 Street Check List

-  
*To maintain an effective and sustainable transportation system that responds to the changing needs of citizens.*

The Strategic Plan states Council and staff organizational values, vision, purpose, and guiding principles and sets out goals and strategies.

The Centre for Sustainable Transportation defines a sustainable transportation system as one that:

- Allows the basic access needs of individuals and societies to be met safely and in a manner consistent with human and ecosystem health, and with equity within and between generations
- Is affordable, operates efficiently, offers choice of transport mode and supports a vibrant economy: and
- Limits emissions and waste with the planet's ability to absorb them, minimizes consumption of non-renewable resources, reuses and recycles its components and minimizes the use of land and the production of noise.

Criteria by which Council should evaluate the proposed widening of 32 Street to six lanes.

The following is a yes/no check list for Council to determine whether the widening of 32 Street to six lanes and Spruce Drive to four lanes meets the 13 criteria contained in the definition of sustainable transportation (the stated goal of the City of Red Deer Strategic Plan).



Criteria	Yes	No
Safety		
Consistent with human health		
Consistent with ecosystem health		
Equity within generations		
Equity between generations		
Affordable		
Offers choice of transport mode		
Supports a vibrant economy		
Limits emission and waste		
Minimizes consumption of non-renewable resources		
Reuses and recycles its components		
Minimizes the use of land		
Minimizes the production of noise		

Into the well that supplies thee with water, cast no stones.

Keith Martin - 3516 44A Avenue

Keith Rispler - 83 Anders Close  
 Krista Dellert - 4436 33 Street  
 Carol Van Overloop - 4444 33 Street

---

Post your free ad now! **Yahoo! Canada Personals**

---

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



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

**From:** case hard [mailto:sustainable32street@yahoo.ca]

**Sent:** June 11, 2004 6:15 AM

**To:** Mayor

**Subject:** Sustainable 32 Street - The Perceived Need to Widen 32 Street to Six Lanes

Transportation plans are powerful documents. The proof of this is the transportation consultant using the previous recommendation from the 1996 Transportation Plan to justify his recommendation to widen 32 Street to six lanes. The context was different eight years ago, parameters have changed, and sustainable transportation had yet to gain the wide acceptance it currently enjoys. Also the onus on the municipality to obtain public input in its deliberations had to meet lower standards than would be acceptable now (or the sustainable basic principle of the profound community involvement in planning deliberations).

Our opinion is that the proposed widening of 32 Street to six lanes should be judged on its own merits in a sustainable context, not based on conclusions from a dated previous transportation plan.

## The Transportation Model

The current proposal to widen 32 Street to six lanes, and the additional strain this will put on Spruce Drive, comes out of the transportation modeling process by the transportation consultants. The proposed transportation plan tries to anticipate two growth scenarios, being:

1. Population of 85,000 persons which "represents approximately year 2011" (seven years hence).
2. Population of 115,000 persons which "represents approximately year 2030" (twenty six years hence)

If one considers 32 Street as an east west traffic thoroughfare, the majority of residential communities which 32 Street serves have been built on the east side of Red Deer. The growth patterns for 85,000 person horizon (or the year 2011) show the remainder of vacant land in the east side of Red Deer developed.



The growth patterns for 115,000 person horizon (or the year 2030) show the development after 2011 will be at the south-east corner of the city along Delburne Road. The transportation consultant shows two desire lines for this south-east corner of the City for the 115,000 person horizon. One of the desire lines is east/west and approximates the location of Delburne Road and the second is NW/SE pointing from the south east corner of the city towards the downtown core (apart from government, none of the major employers in Red Deer are located downtown; unfortunately downtown is not a destination retail centre). The transportation consultant appears to be assuming that some substantial portion of traffic, that would be resident in the south east corner of the city that will be developed between the year 2007 and the year 2030, will want to access other parts of the city using Delburne Road, whilst another substantial portion of traffic will want to access other parts of the city generally in a north westerly direction.

The transportation consultant defines desire lines as lines that connect areas of population & employment between which people want to travel. There does not appear to us to be anything too scientific in deciding which way these desire lines should point, other than transportation consultants impression of where people in a given location want to travel to and from. The reason that the direction of these desire line is critical is that they affect the assumptions in the transportation model. The transportation model is only as good as the assumptions used to build it. If the impressions used to draw the desire lines are faulty, the model will be distorted (regardless of how good or detailed the other assumptions and projections are). Different assumptions and desire lines would yield a different result, and would lead to different conclusions regarding 32 Street.

For illustration two possible different assumptions that would alter the north west desire line are:



1. An off ramp for southbound traffic on Highway 2 to allow traffic to travel east on Delburne Road. This would effectively make Highway 2 the west part of a ring road system and further increase the amount of traffic in the south-east corner of the city presently envisioned by the transportation planner to use Delburne Road (for work related and shopping trips).
2. If the Northland Drive crossing recommendation is accepted, this will form the east part of the ring road system. There could thus be a third desire line due north along 30 Avenue.

We have the following reservations about the results of the transportation consultants modeling process:

- The 115,000 person horizon is used in the modeling process to justify the widening of 32 Street to six lanes but the implementation is advocated some 19 years earlier than anticipated to be required in this modeling process.
- The further out in time a modeler (transportation or otherwise) goes out, the more faulty assumptions can distort the model. The transportation consultant is making recommendations based on a model projection 26 years in the future.
- Arbitrary simplistic drawing of desire lines.
- The modeling process appears to anticipate the current dependence on the single occupant automobile (SOV), with no allowance for the benefits accruing from the integration of other modes of transportation (in either the 85,000 or 115,000 person horizons).
- The probability that new residential developments in north east and south-east residential developments designed to incorporate a mix of shopping, residential, recreational and work centers – sustainable land use planning (which would reduce the need for motor vehicle travel).

There is no inherent reason why 32 Street, with its present four lanes, should be chosen for use by new residents in the future south-east subdivisions. However if 32 Street is widened to six lanes as proposed, traffic from the future south-east subdivisions will be attracted to and funneled through it; in the words of W.P. Kinsella: build it and they will come.

What will happen if 32 Street is widened to six lanes as proposed?



The immediate change will be that traffic will speed up a bit in all lanes as traffic shifts to the new lanes. Additional traffic eats up much of this new capacity as motorists perceive congestion relief and (1) opt to take a trip they otherwise wouldn't have, (2) take a longer trip, (3) change to this road from another, (4) change mode (drive rather than carpool, transit, bike or walk), or (5) move farther from work (adding to sprawl), or choose a job farther from home.

### The Transportation Plan Updated

It would appear that the transportation update planning process approach to the proposed 32 Street widening has been softened due to public opposition. The proposed widening of 32 Street has gone from immediate start of functional planning to a future project within a ten-year time frame. There is a certain attractiveness or even expediency to keeping this option open, without any apparent downside. Not only do we recommend rejection of the proposed widening of 32 Street, but we also suggest that this proposal not be included in the updated transportation plan. If the proposed widening of 32 Street is contrary to sustainable transportation principles now, it will be against sustainable principles in 10 years time. The inclusion of the proposed widening of 32 Street in the transportation plan update is not required for right of way protection as if necessary it can be accommodated largely in the present configuration.

As previously suggested, these transportation plans are powerful documents; the recommendations from which are used as the rationale for other planning decisions. If transportation plan updates occur approximately 5 years apart, there should be one more update before the 85,000 person horizon (or the year 2011). This future transportation plan update (5 years hence) should be, in accordance with the Strategic Plan, be based on sustainable transportation principles without being prejudiced by non-sustainable conclusions from previous transportation studies (the current proposed transportation plan update included).

Thank you for your attention.



Keith Martin - 3516 44A Avenue  
Keith Rispler - 83 Anders Close  
Krista Dellert - 4436 33 Street  
Carol Van Overloop - 4444 33 Street



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

**From:** case hard [mailto:sustainable32street@yahoo.ca]

**Sent:** June 09, 2004 6:31 AM

**To:** Mayor

**Subject:** Sustainable 32 Street Sustainable Transportation.

## *What is Sustainable Transportation?*

*The Centre for Sustainable Transportation defines a sustainable transportation system as one that:*

- *Allows the basic access needs of individuals and societies to be met safely and in a manner consistent with human and ecosystem health, and with equity within and between generations*
- *Is affordable, operates efficiently, offers choice of transport mode and supports a vibrant economy; and*
- *Limits emissions and waste with the planet's ability to absorb them, minimizes consumption of non-renewable resources, reuses and recycles its components and minimizes the use of land and the production of noise.*

*With slight changes, the above definition has been adopted as a working definition by the transport ministers of the 15 countries of the European Union.*

*The following is an extract from "The Metropolitan Transportation Planning Process: Key Issues - A Briefing Notebook for Transportation Decisionmakers Officials and Staff" published under the auspices of the US Department of Transportation:*

*" Smart growth is a set of policies and programs designed by local governments to protect, preserve, and economically develop established communities and natural and cultural resources. Smart growth encompasses a holistic view of development. From a transportation perspective, smart growth includes building walkable communities and providing a variety of transportation choices by integrating land use planning and transportation planning. Smart growth policies link transportation projects with desired land use patterns in order to make more efficient use of infrastructure (assets such as roads, bridges, and equipment) and reduce environmental impact."*



*There appears to be a similarity between the principles of smart growth and the preceding definition of sustainable development.*

### ***The City of Red Deer and Sustainability.***

*The following quote is a stated transportation goal from The City of Red Deer 2002-2005 Strategic Plan:*

*To maintain an effective and sustainable transportation system that responds to the changing needs of citizens.*

### ***Stantec Consulting and Sustainability***

*In the City of Red Deer 2003/2004 Transportation Plan Update Executive Summary (June 2004- obtained off the City of Red Deer website 2 June 2004) under a heading titled "Integration with Other Plans" (page 7) is the following:*

*This transportation plan update has endeavoured to extend beyond a focus on the road network exclusively, and has considered implicitly the needs of motorists, pedestrians, cyclists and public transit throughout. All road network issues and alternatives have been addressed in a broad technical approach that is cognizant of impacts and effects of these "other modes".*

*It is recommended that future transportation plans continue to increase the level of coordination and integration among all modes of transportation.*

### ***Sustainable Planning and the Integration of All Modes of Transportation***

*The Canadian Guide to Promoting Sustainable Transportation Through Site Design, Interim Research Report – Needs Assessment and Best Practices July 2003, published under the auspices of the Canadian Institute of Transportation Engineers, states under the heading "Sustainable Transportation Modes Defined":*



*"Clearly, achieving a fully sustainable transportation system is a goal that will not be met within a single generation; however, it can be achieved over time by improving options for modes that are responsive to the principles of sustainable transportation, it is possible that significant progress can be made on reducing the impacts of current transportation systems.*

*For passenger travel, a single-occupant vehicle is by far the least sustainable mode. In one year, a typical automobile driven 17,000 km releases over 4 tonnes of greenhouse gas emissions, requires space for parking at home, work, the shopping mall, and numerous other locations and contributes to nearly 2,000 motor vehicle related fatalities in Canada. In many urban areas, occupants often spend more than one hour a day commuting to and from work.*

*In simplistic terms, a more sustainable transportation mode could be defined as any mode that provides an alternative to single occupant vehicles. This includes:*

- Walking;*
- Cycling;*
- Transit;*
- High occupancy vehicles like, carpooling and vanpooling; and*
- Other active modes such as in-line skating.*

*In developing an overall context for the guidelines, one of the objectives was to define a simple, clear term that was all encompassing to include pedestrian, bicycle, ridesharing and transit and other "non-SOV" travel modes. There was some concern that the term "alternative modes" may imply an unconventional or unorthodox mode of travel that is not considered viable by the population at large. The title chosen for the project reflects the view that these non-SOV modes of travel represent real opportunities to lessen our reliance on designing our transportation*



*network primarily for the automobile, an approach that is not "sustainable" over time and that decisions made during the land development process heavily influence mode choice."*

*Further under the heading "Benefits of Sustainable Transportation Modes:*

*"The broader benefits of increasing the use of alternatives to Single Occupant Vehicles (SOV) and other less sustainable transportation modes are well documented and include:*

- Environment: Reduced use of motorized transport results in reduced greenhouse gas emissions and associated climate change impacts; reduced air pollution; reduced land consumption from roads and parking; reduced noise, and reduced impact on wildlife*

*and vegetation;*

- Health: Improved health may result from reduced air pollution, reduced motor vehicle collisions and improved physical fitness;*

- Quality of Life: Reduced traffic results in calmer, safer streets; reduced crime; reduced traffic noise and congestion; and in turn increased opportunities for social interaction and a higher quality of life; and*

- Economy: The construction of new roads and related facilities consumes a substantial amount of public resources while health impacts result in increased healthcare costs.*

*Increasing congestion also is a burden on the economy. Use of alternative modes contributes to a vibrant economy.*

*Although these benefits are generally known, progress on increasing the use of sustainable modes has been slow or even negative. One of the main reasons for lack of progress is that individuals tend to underestimate the impacts of their personal decisions on overall societal goals. The other reason is that over the last 50-75 years, most cities in Canada have been developed in a manner which essentially creates a reliance on motorized travel for those other than community members who are highly committed to a non-SOV lifestyle. Only now is the development community beginning to acknowledge that decisions on land use and urban form need to recognize the importance of facilitating more sustainable transportation."*

*Are sustainable transportation principles incorporated into 2003/2004  
Transportation Plan Update?*



*The recommended improvements to the transportation system in the City of Red Deer 2003/2004 Transportation Plan Update Executive Summary (June 2004) indicate that the traffic consultants appear to be providing single occupant vehicle focused solutions to single occupant vehicle created traffic problems. We understand that most engineers and transportation planners are eager to see change, but are uncertain as to how they can initiate specific change or alteration. Often there are conflicting local ideas. But what is the sense of planning to build "enhancements" to a transportation system whose only function is to move automobiles to the detriment of everything else. Sustainable transportation is not a new idea and its principles are being applied across Canada. Our opinion is that sustainable transportation principles have not been incorporated into 2003/2004 Transportation Plan Update. It is time to follow the City of Red Deer Strategic Plan, and build a sustainable transportation system; to leave the past behind.*

Thank you for your attention.

Keith Martin – 3516 44A Avenue  
Keith Rispler – 83 Anders Close  
Krista Dellert - 4436 33 Street  
Carol Van Overloop - 4444 33 Street

---

Post your free ad now! [Yahoo! Canada Personals](#)

---

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



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

**From:** case hard [mailto:sustainable32street@yahoo.ca]

**Sent:** June 04, 2004 6:35 AM

**To:** Mayor

**Subject:** Sustainable 32 Street We are both Residents and Motorists

Humans are sociable creatures. We like being around others – meeting them, or simply watching them go by. We like the unpredictability of human encounters, where any moment is never the same as the previous. Throughout history, we've formed ourselves into neighborhoods, and created public spaces in which to share experiences. These spaces have served several purposes. They've been our market places, goods and services are bought and sold; our meeting places, for neighbors to meet and talk; and also our traffic spaces, for moving people and goods.

However we've slid towards public spaces created around the needs of machines – automobiles - rather than people. The insatiable desire for these machines to go further and faster has distorted our priorities. They've been allowed to take over. Many streets and public spaces today are simply traffic corridors, where the people's need for social exchange has been edged out. The consequence: neighborhoods that are unwelcoming, where people don't linger, and neighbors have been replaced by residents. Good public spaces attract people. Uninviting, mono-purpose streets frighten them away.

A sustainable transportation system is the mechanism to rectify the problems being caused by us as a society catering to the fast movement of the automobile to the detriment of our neighborhoods.

Legitimate Contradictory Needs

A newspaper article in the Red Deer Advocate (dated 20 April 2004) titled "Opposition organizes against expansion of 32<sup>nd</sup> Street – Noise, traffic fears". A couple of paragraphs in the article that demonstrates the dichotomy of the current debate surrounding the potential 32 Street widening to six lanes:

*Former city councilor Bob Schnell, who lives near 32<sup>nd</sup> Street in Sunnybrook, said the city is making good decisions because traffic must keep moving efficiently. Schnell said expanding 32<sup>nd</sup> Street is a logical choice because he understood the street was built with the idea it could be widened someday.*

*But Mountview resident Shelly DeMaere said she feels sorry for her neighbors who live along 32<sup>nd</sup> Street. DeMaere can only imagine the noise and traffic*



***congestion they will face. She lives three closes away from 32<sup>nd</sup> Street and hears noise from that street, Spruce Drive and even Gaetz Avenue.***

**This dichotomy is the result of a tension created when legitimate contradictory needs get out of balance. Traffic only becomes a problem if we as a society allow our need for movement and speed to ride roughshod over our needs as residents. However, most of us are both motorists and residents; as motorists we value speed, but as parents and residents other peoples speed is a curse. In current society the predominant view is that of the motorist, and the subordinate view is that of the residents. We often resolve disputes between dominant and subordinate views by ignoring one of these contradictory voices; generally ignored is the subordinate view.**

#### **Public Participation**

**Traffic problems cannot be satisfactorily dealt with by simply attacking and trying to reduce the power of the need or desire that has taken the dominant position. This simply evokes a negative reaction from the motorist that has legitimate needs and desires. Significant social change only happens when we amplify the paradoxical subordinate position as opposed to tearing down the dominant position. It is only when the motorist and the resident have equal status at the negotiating table, that we can find truly creative ways to satisfy what are both legitimate but contradictory desires and needs.**

**Most residents see the traffic problems on their street as being caused by “those bad motorists” and it is someone else’s responsibility (usually the city) to fix this problem. These same residents rarely stop to think that every time they drive they are doing the same damage to the livability of other peoples neighborhoods as is being done to theirs. Until residents accept responsibility for their part in the total traffic problem, including the damage they are doing to other neighbourhoods each time they drive, traffic solutions will only treat symptoms rather than tackling the core issues. The City of Red Deer, promising residents a solution (such as the proposed widening 32 Street to six lanes) that does not require residents to face their own contradictory needs, actually makes the problem worse in the long run.**

**The following is an extract from “The Metropolitan Transportation Planning Process: Key Issues - A Briefing Notebook for Transportation Decisionmakers Officials and Staff” published under the auspices of the US Department of Transportation. (“MPO” is defined as Metropolitan Planning Organization).**



***As the agency responsible for coordinating the regional transportation planning process, the MPO must actively involve all affected parties in an open, cooperative, and collaborative process that provides meaningful opportunities to influence transportation decisions. Transportation has a profound influence on the lives of people. Decisionmakers must consider fully the social, economic, and environmental consequences of their actions, and assure the public that transportation programs support adopted land use plans and community values.***

To conclude, it would appear in the current deliberations in the transportation plan update, that solutions are being based on the dominant position perspective of the motorist. It would appear in the case of the proposed 32<sup>nd</sup> Street widening, the resident's contradictory subordinate view is being ignored. It is predictable that the affected residents of the proposed widening of 32nd Street will challenge the motorist-based solutions. Now is the time to fully engage the subordinate resident view in meaningful dialogue in order to find a mutually agreeable solution, where everybody wins. Traditionally public involvement in conventional transportation planning is rated as modest where the public is invited to comment at specific points in the planning process. Public involvement in sustainable transportation planning is rated as high with the public involved at many points in the planning process.

**Thank you for your attention.**

**Keith Martin – 3516 44A Avenue  
Keith Rispler – 83 Anders Close  
Krista Dellert - 4436 33 Street**

**Carol Van Overloop - 4444 33 Street**

---

**Post your free ad now! [Yahoo! Canada Personals](#)**

---

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



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

**From:** case hard [mailto:sustainable32street@yahoo.ca]

**Sent:** June 03, 2004 6:59 AM

**To:** Mayor

**Subject:** Sustainable 32 Street - Conclusions

We will be delivering a written submission in response to the Stantec Consulting 2003/2004 Transportation Plan proposals, probably the week before the public hearing at the end of the month. This written submission will consist of four sections followed by a conclusion section. These four sections in the submission will consist of:

1. We are both residents and motorists
2. Roads are Free
3. Sustainable Transportation
4. The Perceived Need to Widen 32 Street to Six Lanes

The recommendations contained in the Conclusion section of our report will be as follows:

- Reject the transportation consultants proposed recommendations regarding the widening of 32 Street to six lanes and Spruce Drive to four lanes. Place a moratorium on all non-safety 32 Street and Spruce Drive proposals until they have been examined from a sustainable transportation perspective. Remove the proposed widening of 32 Street to six lanes and Spruce Drive to four lanes as a future option in the transportation plan.
- Reinforce The City of Red Deer Strategic Plan and instruct that transportation study updates be undertaken using sustainable transportation principles.
- Full public participation in the transportation planning process. The solutions to many of our most pressing problems does not lay in inventing new mechanisms of control and policing, but rather in inventing new mechanisms for handing back the responsibility to the citizens.
- Refrain from planning roads on the basis of projected demand. Current demand for the transportation network contains high levels of inefficient use. To plan the future based on current use patterns is to reward and encourage even higher levels of inefficient choice by individuals (making two trips rather than one, not using closest destination, driving alone etc) and systematic inefficiencies (for instance, parents drive their children to school because there is too much traffic on the roads which creates more traffic which forces other parents to drive).



- Downgrade the importance of computer modeling in making decisions about road capacity. Most modeling considers three scenarios: trend; no change; and some shift to alternate modes. However, these three scenarios all overlook the importance of existing levels of inefficiency in the transport system. The "trend" scenario assumes that people will not only be permitted to keep their current inefficient choices but will also be encouraged to expand them further (through an initial oversupply of the resource) and that existing systemic inefficiencies will be supported and expanded. The "no change" scenario generally ignores how congestion actually helps reduce overall inefficiency in the system by forcing people to make efficient choices. The computer modeling therefore overestimates the potential problems caused by not increasing the road capacity.
- Make individual transport decisions subordinate to Red Deer's long term strategic objectives. Transportation planning decisions can become self-fulfilling prophecies; increasing road capacities can stimulate automobile dependant transport and land use patterns, while investments in transit, pedestrian and bicycle facilities can help create multi-modal transportation systems.

A recent City of Toronto study recognized sustainable transportation as an **emerging opportunity** with the following quote:

*"Recent World Bank findings that cities that invest in sustainable transportation infrastructure (including Toronto) are more internationally competitive, more equitable, attract more businesses and residents, enjoy higher quality of life, and spend the least per capita on transportation."*

Thank you for your attention.

Keith Martin – 3516 44a Avenue  
Keith Rispler – 83 Anders Close  
Krista Dellert – 4436 33 Street

---

Post your free ad now! **Yahoo! Canada Personals**

---



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



**Christine Kenzie**

---

**From:** Lorne and Cathy Hallet [lorneandcathy@shaw.ca]  
**Sent:** June 02, 2004 11:13 AM  
**To:** LASMailbox  
**Subject:** Transportation Plan Update

Sir - I have read the Stantec Consulting report listing the 4 options to address roadway network requirements for southeast Red Deer. I live in Eastview and have for many years. I utilize 32nd street as the primary route to access services and shopping along Gaetz Avenue, south of 32nd street.

My personal opinion is that Option D - construct Molly Bannister Drive from Barrett Drive to 40th Ave (NO 32nd street widening), is the best option.

I believe that using current day dollars to construct the necessary roadway through the Kin Canyon will be most cost-efficient and best dollar value. I also believe this may allow some of the anticipated improvements to the Gaetz Ave/32nd street intersection to be postponed - although not negated. I believe the people who live in any of the subdivisions on the southeast area of Red Deer will determine for themselves which traffic route option will best meet their needs and as such, will choose routes that result in the total traffic requirements being spread over three primary east-west roadways (Delburne Road, 22nd street to M.Bannister Drive, and 32nd street), rather than just two. Otherwise I believe we are funnelling this traffic onto two roadways and compounding the overall problem, rather than addressing it from a fundamental view - i.e. people want to take the shortest route and will do so given that opportunity. I believe drivers coming from Eastview, Grandview, Mountview, and Morrisroe will primarily utilize 32nd street if their destination remains the vicinity of the Capri, Red Deer College, and to some extent Bower Place Shopping Centre. Travelling further to Gaetz Avenue Crossing etc. would remain a viable option for this traffic via 32nd street. However, traffic originating in Deer Park, Rosedale, Lancaster, Victoria Park, Inglewood, etc. would then have three options (32nd Street, Delburne Road, and 22nd - M.Bannister) to proceed to services in the areas I just mentioned previously. I believe they would choose to proceed west as quickly as possible rather than north to 32nd before going west. The other aspect to this is that widening 32nd street from 40th Ave to Gaetz (whether in one stage or two is irrelevant) may not be sufficient if future incremental increases in traffic along 32nd street do not originate in the Eastview, Morrisroe, Grandview, Mountview areas, but instead come from Deer Park, Rosedale, etc.. We will then be required to widen 32 street EAST from 40th Ave. Access and turning off 32nd onto Spruce Drive, 43rd Ave and any of the other collector roadways connecting to 32nd Street will be impacted adversely also by widening 32nd Street. Do subsequent improvements or restrictions then have to be made at these intersections?? Sounds to me like it's a way to continue the requirement of spending money to manage traffic flows.

I believe there are many people living along the south edge of Sunnybrook who do not want M.Bannister drive developed because it will impact the quality of life they have. Access will open up development and the "feel" of the neighborhood will change. I believe some of this sentiment is cloaked in the embracement of protecting the Kin Canyon green space. While I understand this possibility, I also believe the quality of life concerns would be the same for the people whose homes back onto 32 st. Yet they are under some pressure to acquiesce if in fact widening 32nd street proceeds.

In summary - considering present day dollars, moving services and widening 32nd street now does not seem as viable as developing the M. Bannister roadway across Kin Canyon and Piper Creek. If redevelopment of 32nd now equals 60% of cost of new construction for M.Bannister Drive, then I believe M.Bannister Drive should be built now, using current day dollars, rather than having inflation escalate this inevitable cost in however many years it takes to reach projected population targets of 115,000. This would also encourage a greater portion of the vehicular traffic to proceed west to utilize Taylor Drive for any subsequent north-south travel and perhaps mitigate the re-development of the Gaetz/32nd street intersection somewhat. Does this not also tie back into the 1996 report proposing the M.Bannister development? Also - I believe the plan to improve access to Red Deer College was not hinging primarily on 32nd street, but was in fact considering very much an access off Taylor Drive. This would tie in very well with M.Bannister bringing east-west traffic on a road system capable of handling it with less impact on established neighborhoods as along 32nd street.

Respectfully submitted

Lorne D. Hallet  
4422-35 Ave.  
Red Deer, AB



FILE

cc: Mayor  
Councillors  
City Manager  
Engineering Services Manager

KL  
04/04/20

3313 Spruce Drive  
Red Deer  
T4N 3N7

April 17, 2004

Stantec Consulting  
600  
4808 Ross St.  
RED DEER

ATTENTION: David Brown

Dear Sir:

We attended your workshop at the Capri Hotel Thursday evening. Thank you for providing an opportunity to view and to comment on your various proposals.

Enclosed are our completed questionnaires. You will note that we have favoured neither of your proposed options A, B, or C, but rather have added Option D, *Delburne Road*. We have a number of reasons for this, some positive, and others simply a rejection of the 32 Street widening proposal:

1. While much of the traffic on 32 Street, particularly that heading to and from RDC and the Highway 2 interchange, logically belongs there, much of it is turning south on Gaetz towards the many shopping facilities lying between 32 Street and the Westerner (this can be verified on any Saturday when it routinely takes two lights to make a southbound left turn onto Gaetz). As one gentleman at your evening meeting suggested, couldn't that traffic better access its destination coming from the south off Delburne Road?
2. At a proposed six lanes, you will be turning 32 Street in a wider artery than either Gaetz Avenue or most of Taylor Drive. This through residential and park areas.
3. We have great difficulty in understanding your second map on page 11 – "widen Delburne Road (6 lanes)," wherein you calculate that traffic on 32 Street would fall by only 2%. If you are suggesting that motorists would en masse forsake a six lane Delburne Road, a virtual highway fed by arterial roads 20<sup>th</sup>, 30<sup>th</sup>, and 40 Avenues, in favour 32 Street to access south-central Red Deer, we respectfully disagree with your vision.
4. A widening of 32 Street would substantially increase traffic volumes on our residential street, Spruce Drive. You acknowledge this on your various maps, and propose to deal with it by eliminating parking on our street. On the entire east side of Spruce Drive, there are just four houses with front drives. Where do our guests park? This would have a major,

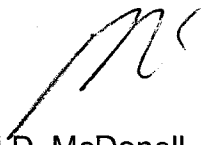


degenerative effect on our street, our property values, and our quality of community life.

5. Why is it necessary to use Spruce Drive as a major traffic artery? In east Red Deer, a ten-block spacing of north-south arterial roads appears to have been planned - Gaetz (50<sup>th</sup>), then 40<sup>th</sup>, 30<sup>th</sup>, and now being planned, 20<sup>th</sup>. Why do we need one half-way between 40<sup>th</sup> and 50<sup>th</sup>?
6. Spruce Drive is not designed as major arterial road. It has no green buffer strip, no berms, no high fences, and no back lane separator. It in no way resembles either 30 Avenue, 40 Avenue, Taylor Drive through Oriole Park, or 43 Street through West Park. But if you force more vehicles onto it, you are asking it do the same work as those roads.
7. Our homes front onto a street - opposite a wildlife corridor - for which you are proposing a major increase in traffic count, with all the negative implications that holds. On the other hand, with Delburne Road, you have an opportunity to plan far in advance. By taking a minor highway which already feeds the biggest single people-draw in the City, and giving it greater capacity, you will disturb no one, nor will you devalue anyone's property, nor alter any established neighbourhoods. The road allowances are already there.
8. The widening of 32 Street, and effectively Spruce Drive, will limit access and egress for both Mountview and Sunnybrook.

We trust you will give these concerns your serious attention. Thank you.

Yours truly,



Richard D. McDonell

Diane E. McDonell

cc Mayor and City Councillors



Marlene vanHaren  
27 Armitage Close  
Red Deer, Alberta  
T4R 2K5

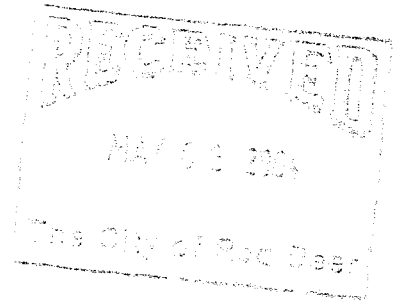
FILE

CC: Mayor  
Councillors  
Engineering Services  
Manager

KK 4/25/03

April 29, 2004

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



Dear Representatives of the Citizens of the City of Red Deer,

RE: ROAD EXPANSION OF 32 STREET AND/OR MOLLY BANNISTER DRIVE

Enclosed is a letter written by Garfield Marks and published in the Red Deer Express on April 22. His letter expresses many of my sentiments on the issue of expanding roadways to meet the needs of the people of Red Deer. I would ask that you review the letter and note his valid points regarding fuel usage and wasted travel time.

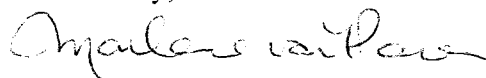
I attended Stantec's presentation at the Capri Centre earlier this month. The Engineer suggested that the citizens of Red Deer do not tolerate backups of traffic and this is one of the reasons for expanding 32 Street to six lanes. I would agree with this point but would argue that more importantly, we do not tolerate living next to six lane thoroughfares! It is imperative that you consider the hardships of the residents living near the proposed road changes rather than focus on the feelings of motorists traveling through this area enroute elsewhere.

At best, the Engineers' Report is a guesstimate, no one truly knows how Red Deer motorists will react to the different proposals he has brought forward.

I would like to see 32 Street remain at four lanes of traffic. I feel extending Molly Bannister Drive (or even Bell Street??) to meet up with 40 Avenue is a very logical solution. I understand the seniors at Horizon Village are against this and vocal about it. (Just a reminder that seniors, as a rule, have a difficult time with change in any aspect of their lives.) To me, four lanes of traffic at this location are no different than four lanes of traffic at 32 Street. But to ask the residents near 32 Street to accept an expansion to six lanes of traffic behind their homes and then allow others to forego any additional traffic in their area is very biased and unfair.

I would ask that you shelve the expansion of 32 Street and proceed with the extension of either Molly Bannister Drive or Bell Street (if viable).

Sincerely,

  
Marlene vanHaren



cc: Mayor  
Councillors  
City Manager  
Engineering Service Manager

April 28, 2004

04/05/06

City of Red Deer  
Mayor and Councillors  
City Hall  
RED DEER

Your Worship and Councillors:

Re: Proposed 32 Street Widening

We are residents of south-east Red Deer who are concerned about the proposal to widen 32 Street to six lanes.

This is a currently four-lane arterial road connecting the residential areas of south-east Red Deer with Gaetz Avenue, with Red Deer College, and ultimately with Highway 2. It is also a street in our neighbourhoods, and we look with great anxiety upon the prospect of it becoming a virtual highway. We believe that widening it by 50% will have consequences far beyond simply expediting vehicular traffic flow.

At six lanes, 32 Street will become one of the widest roads in Red Deer; larger than 67 Street, 40 Avenue, 30 Avenue, and in fact greater than either Gaetz Avenue or Taylor Drive in many places. This is proposed for a road that runs between two residential areas, and through a park.

The neighbourhoods of Mountview and Sunnybrook have for four decades enjoyed a close relationship. Elementary students in Sunnybrook attend French immersion classes at Mountview School, and some from Mountview attend G.W. Smith Elementary in Sunnybrook. Residents of Mountview patronize the Sunnybrook convenience store. Sunnybrook children skate at the Mountview rink. Can this interaction safely and practically continue if 32 Street is encouraged to become the busiest street in the city?

There is a sidewalk along the north side of 32 Street. It is used daily by cyclists and pedestrians going to work, by people simply out for a walk, and by runners and joggers. Many of these people continue down either Spruce Drive or the trails in Kin Canyon. That sidewalk will have to be torn up if the road is widened. There may well be room for a new sidewalk, but it would undoubtedly be closer to the road, and certainly far less attractive to users than the present walk. We don't know whether the trees parallel to the walk will disappear as well.

In terms of traffic movement, this proposal will at a minimum cause two problems for people in our neighbourhoods. Firstly it will make eastbound turns off 43 Avenue - the principal north-south collector road through Mountview - extremely difficult without additional control lights. Secondly it will put more traffic on Spruce Drive. With respect to the latter point, while Spruce Drive is officially classed as an arterial road, it bears no resemblance to other roads in the city with that designation. It has neither green buffer strips, trees, berms, fences,



service roads, nor back lanes separating it from the houses which front onto the street. Parking is permitted on both sides, and we note that your engineers propose to eliminate that, which leaves us questioning where visitors and guests to these houses would park. The homes on Spruce Drive do not have front drives. Can anyone tell us how much these properties would be devalued?

The widening of 32 Street would move heavy traffic that much closer to homes in Mountview, Sunnybrook, and South Hill. How do your engineers propose to segregate the residents from the noise and pollution of a six-lane highway? Berms (would there be enough room?), concrete walls, or just leave it alone? In any case there would be, as with Spruce Drive, a substantial, if at this point undetermined, loss of value.

There is no question that traffic on 32 Street is heavy, and growing. We can say to you however that opening this street up to six lanes will increase that traffic even more - in effect a self-fulfilling prophecy. In the words of W.P. Kinsella, "Build it and they will come." This step will have a severe, deleterious impact upon the residents of the adjoining neighbourhoods. Our quality of life will be diminished. We will live with more, traffic, more noise, more pollution, and less access than before.

We respectfully suggest to Council that your decision on this matter will be of far broader importance than just the fate of three neighbourhoods. Your decision will set a precedent for the direction and the nature of the future growth of our city. By determining whether or not a city of just over 70,000 needs a six-lane thoroughfare running through parks and residential areas, you will announce where Red Deer's priorities lie. Do we favour the maintenance of liveable communities, or must those be sacrificed in the all-consuming accommodation of the automobile? Albeit on smaller scale, your decision on this matter is comparable to that made by the City Council of Toronto in the early 1970s when it halted the extension of the Spadina Expressway. After much debate, that Council decided that it simply had to find a better way of moving people; one that did not involve ruining neighbourhoods. In taking the decision they did, those councillors set the pattern for Toronto's future growth. Since then, their city has more than doubled in population.

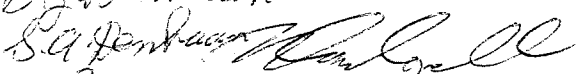
We have faith that Red Deer City Council will make the right decision in the matter of 32 Street, and we would appreciate an opportunity to address your meeting and answer any questions you might have.

Signed,  
**32 Street Citizens for Quality of Life**



Jim Lyman 347-8117  
4434-33A St

B. J. Denhaan

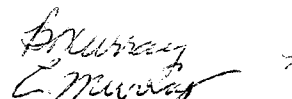


SAMPBORNIE  
DENTMAN  
3314-44A AVE.  
4341-5491

R. D. McDONELL 347-6567  
3313 SPRUCE DRIVE


B. Nesom

Phyl Nesom  
4221-38 ST

  
Charles Ben Murray  
4205-33 ST.  
346-8459



3516 44A Avenue.  
358-4210.

  
Keith Martin  
Keith Rispler  
83 Ardmore Circle  
341-5173



## *Signees*

<i>Sam and Bonnie Denhaan</i>	<i>3314 44a Ave</i>	<i>341-5491</i>
<i>R.D. McDonell</i>	<i>3313 Spruce Dr</i>	<i>347-6567</i>
<i>Phyl Nesom</i>	<i>4221 38 St</i>	
<i>Charles/Bev Murray</i>	<i>4205 33 St</i>	<i>346-8459</i>
<i>Keith Risplen</i>	<i>83 Anders Ct</i>	<i>341-5177</i>
<i>Jim Lyman</i>	<i>4434 33a St</i>	<i>347-8197</i>
<i>Keith Martin</i>	<i>3516 44a Ave</i>	<i>358-4210</i>

*32 Street Citizens for Quality of Life is a community group formed after the last Stantec Engineering presentation about the future of 32 Street. The April 22 meeting was attended by 35 people on short notice with no advertising. The above are members of a steering committee of volunteers who attended the meeting. Jim Lyman is the current chair.*