

file

DATE: April 27, 1993
TO: All Departments
FROM: City Clerk
RE: PLEASE POST FOR THE INFORMATION OF EMPLOYEES

S U M M A R Y O F D E C I S I O N S

FOR THE REGULAR MEETING OF RED DEER CITY COUNCIL
TO BE HELD IN THE COUNCIL CHAMBERS, CITY HALL,
APRIL 26, 1993,
COMMENCING AT **4:30 P.M.**

(1) Confirmation of the Minutes of the Regular Meeting of April 13, 1993.

DECISION - MINUTES CONFIRMED

PAGE

(2) **UNFINISHED BUSINESS**

1) Assistant City Clerk - Re: License Bylaw Amendment 2846/A-93/Changes
relative to license fees .. 1

DECISION - BYLAW APPROVED

2) City Clerk - Re: Alderman Statnyk/Residential Sidewalk Snow
Removal/Traffic Bylaw Amendment 2800/A-93 .. 7

DECISION - BYLAW TABLED

(3) PUBLIC HEARINGS

- 1) City Clerk - Re: the following bylaws:
 - A) 2672/C-93/Land Use Bylaw Amendment/Redesignation of Downtown West Area to DC(3) and New/Land Use Category C1-A
 - B) 2672/D-93/Land Use Bylaw Amendment/Various Amendments to existing commercial land use districts
 - C) 3075/A-93/Bylaw to Amend the East Hill Area Structure Plan
 - D) 3087/93/Bylaw to Adopt the Downtown West Area Redevelopment Plan . . . 13

(4) REPORTS

- 1) Social Planning Manager - Re: 1992 Social Planning Department Annual Report . . . 29

DECISION - RECEIVED AS INFORMATION

- 2) Parks Manager - Re: 1992 Parks Department Annual Report . . . 30

DECISION - RECEIVED AS INFORMATION

- 3) The Gaetz Lakes Sanctuary Committee - Re: 1992 Annual Report . . . 31

DECISION - RECEIVED AS INFORMATION

- 4) Recreation & Culture Department - Re: Douglas Deer Park Community Shelter/Request for Funding . . . 38

DECISION - APPROVED FUNDING

- 5) UMA Engineering Ltd. - Re: Rosedale Proposed Outline Plan - Commercial . . . 39

DECISION - APPROVED PLAN

- 6) Manager, Land and Economic Development - Re: Former CP Rail Right-of-Way/Request to establish values on City owned Land . . 44

DECISION - APPROVED REQUEST

- 7) Engineering Department Manager - Re: Proposed Streetlighting Local Improvement/East Gaetz Ave. Service Road/Boyce Street to Delburne Road . . 46

DECISION - APPROVED IMPROVEMENT

- 8) Director of Community Services - Re: Special (Accessible) Transportation Review: Strategic Plan and Guidelines . . 47

DECISION - APPROVED VARIOUS DIRECTION REGARDING SAID REVIEW

- 9) Engineering Department Manager - Re: Anders East Phase 2B/Sanitary and Storm Trunk Extensions . . 62

DECISION - APPROVED EXTENSIONS

- 10) Red Deer Visitor and Convention Bureau - Re: 1992 Financial Statements/Membership . . 64

DECISION - RECEIVED AS INFORMATION

- 11) Fire Chief - Re: Windsor Hotel Fire, April 3, 1993 . . 66

DECISION - RECEIVED AS INFORMATION

5) **CORRESPONDENCE**

- 1) Village of Belcarra, B.C. - Re: Young Offenders Act/Request to Support Review . . 68

DECISION - AGREED TO SUPPORT REVIEW OF ACT

- 2) Red Deer International Airshow - Re: 1993 Airshow/Feature Act "The75 Snowbirds" - Request to Allow "Fly Over" of City

DECISION - APPROVED REQUEST

- 3) Hook Outdoor Advertising - Re: Outdoor Advertising/Presentation . . 76

DECISION - RECEIVED AS INFORMATION

- 4) Red Deer Public School District No. 104/Red Deer Catholic Board of Education - Re: Equiry Funding of Education in Alberta - Request Support . . 77

DECISION - AGREED TO SUPPORT REQUEST

- 5) Jim Douglas - Re: Condition of Lane/5613 - 58 A Avenue . . 81

DECISION - AGREED TO DO MINOR MAINTENANCE TO LANE

(6) **PETITIONS & DELEGATIONS**

(7) **NOTICES OF MOTION**

- 1) Assistant City Clerk - Re: Alderman Guilbault/Freeze on Lot Prices . 86

DECISION - DENIED FREEZE

- 2) Assistant City Clerk - Re: Alderman Guilbault/Casual Fridays . . 91

DECISION - AGREED NOT TO IMPLEMENT

(8) **WRITTEN ENQUIRIES**

- 1) Assistant City Clerk - Re: Alderman Hull/Windsor Hotel/Checkmate Court/Fairview Bomb Scare/Request for Information . . 99

(9) **BYLAWS**

- 1) 2672/C-93 - Land Use Bylaw Amendment/Redesignation of the Downtown West Area to DC(3) and a new land use category C1-A - 2nd & 3rd readings . . 13

DECISION - TABLED FOR 4 WEEKS

- 2) 2672/D-93 - Land Use Bylaw Amendment/Various Amendments to existing commercial land use districts - 2nd & 3rd readings . . 13

DECISION - 2ND & 3RD READINGS GIVEN

- 3) 2800/A-93 - Traffic Bylaw Amendment/Residential Sidewalk Snow Removal - 3 readings . . 7

DECISION - TABLED

- 4) 2846/A-93 - License Bylaw Amendment/Changes Relative to License Fees - 3rd reading . . 1

DECISION - 3RD READING GIVEN

- 5) 3075/A-93 - Bylaw to Amend the East Hill Area Structure Plan - 3rd reading . . 13

DECISION - 3RD READING GIVEN

- 6) 3087/93 - Bylaw to Adopt the Downtown West Area Redevelopment Plan - 3rd reading . . 13

DECISION - 2ND & 3RD READINGS GIVEN

- 7) 3089/93 - 1993 Mill Rate Bylaw

DECISION - 1ST READING GIVEN

ADDITIONAL AGENDA

- 1) Memorandum of Agreement with I.A.F.F. Local 1190 (Fire)

DECISION - APPROVED MEMORANDUM

ADDITIONAL AGENDA

FOR THE REGULAR MEETING OF RED DEER
CITY COUNCIL TO BE HELD ON **MONDAY, APRIL 26, 1993,**
IN THE COUNCIL CHAMBERS OF CITY HALL,
RED DEER, COMMENCING AT 4:30 P.M.

- 1) Red Deer Regional Planning Commission - Re: Land Use Bylaw
Amendment 2672/D-93 .. 1



**RED DEER
REGIONAL PLANNING COMMISSION**

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

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

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

MEMORANDUM

TO: City Council **DATE:** April 22, 1993

FROM: Bob McKinnon, Principal Planner, Regional Section

RE: **CITY OF RED DEER LAND USE BY-LAW NO. 2672/D-93**

During the preparation of the By-law, there were two omissions. One was to ask Council to rescind the current definitions for "Commercial Entertainment Establishment" and "Commercial Recreational Establishment". Both definitions have been modified and replaced. The other was in the revision to Section 4.10.1 (Parking Requirements), where the standard for the "local convenience shopping centres" and the "regional & district shopping centres" should have been 5.1 per 93 m² (gross leasable floor area), rather than 5.1 per 93 m² (gross floor area). The standard for shopping centres has always been expressed in terms of the leasable measurement, and it was intended for the amended by-law, as well.

A copy of the consolidated by-law is enclosed.

Bob McKinnon, ACP, MCIP
PRINCIPAL PLANNER
REGIONAL SECTION

BM/eam

cc. CITY CLERK

MUNICIPALITIES WITHIN COMMISSION AREA

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

A G E N D A

* * * * *

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6) 3087/93 - Bylaw to Adopt the Downtown West Area Redevelopment Plan - 2nd & 3rd readings . . 13

ADDITIONS

① ALDERMAN PIMM - Notice of Motion - Bicycle / Pedestrian Routes Parallel Arterial Roads.

Committee of the Whole

- 1) Administrative Matter
- 2) Administrative Matter
- 3) Legal Opinion

② DIRECTOR OF FINANCIAL SERVICES - Alberta Municipal Financing Corporation - Surplus Funds.

NO. 1

DATE: APRIL 15, 1993

TO: CITY COUNCIL

FROM: ASSISTANT CITY CLERK

RE: LICENSING BYLAW AMENDMENT 2846/A-93

The above noted Bylaw was given first and second reading at the Council Meeting of April 13, 1993.

Bylaw 2846/A-93 provides for changes relative to license fees.

The said bylaw is presented on this agenda for third reading.



KELLY KLOSS
Assistant City Clerk
KK/cjd

BY-LAW NO. 2846/A-93

BEING a By-law to amend By-law No. 2846/84, the Licensing Bylaw of the City of Red Deer.

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

By-law No. 2846/84 is hereby amended as follows:

- 1 Sections , 2 (cc), 2 (oo) and 24.1 are deleted.
- 2 New Sections 2 (u.1), (ff.1), (mm.1) and (mm.2) are added as follows:
 - "(u.1) "Mall Kiosk" means a stall, table, booth, or other type of readily movable business premises, not affixed to real property and occupied or operated for the purpose of providing services or of displaying and offering for sale any goods, wares, or merchandise in a mall or shopping centre or similar locations;
 - (ff.1) "Photographer" means a person or firm who carries on the business of taking photographs or video tapes;
 - (mm.1) "Trade Fairs/Shows" means an event that hosts a group of 5 or more vendors at a single location, displaying to the public the types of goods, wares, merchandise, food or service that they have available for sale. Trade fairs include all agricultural events, entertainment events, community events, energy/resource events, arts/crafts events, and collector's events (including, but not limited to, comics, stamps, coins, cards);
 - (mm.2) "Transient Trader" means a non-resident who as principal, employee or agent sells or attempts to sell goods or services at premises not otherwise licensed by the City for that sales activity and in particular, at a motel, hotel or the Westerner site or any other location approved by the Development Officer;"
- 3 Sections 2 (g) and (r.1) are deleted and replaced with new Sections 2 (g) and (r.1) as follows:
 - "(g) "Direct Sellers or Commercial Agent" means the business of going from place to place for the purpose of selling goods or services when the transactions are negotiated by telephone or at the buyer's residence, but does not include a bonafide commerical traveller;"

(r.1) "Hawker/Pedlar" means a person who goes about the City selling goods, wares, merchandise, food, fish, corn, or food products from a vehicle or trailer or one that locates on any street or roadway other than at a building which is his permanent place of business, and where the merchandise is delivered at the time the sale is made;"

5 Sections 18 and 19 are deleted and replaced with new Sections 18 and 19 as follows:

"18 All sales agents representing a company or business and working in conjunction with a person who holds a home occupation license for same may be licensed under that home occupation for a resident license fee as a commercial agent. Commercial agents working in conjunction with a person who holds a home occupation license must produce approval to sell under that person.

"19 Each additional business operated from a licensed home occupation site will be charged a resident license fee."

7 Schedule "A" is deleted and replaced with new Schedule "A" attached.

8 This by-law shall come into effect on third reading.

READ A FIRST TIME IN OPEN COUNCIL this DAY OF , A.D. 19

READ A SECOND TIME IN OPEN COUNCIL this DAY OF , A.D. 19

READ A THIRD TIME IN OPEN COUNCIL this DAY OF , A.D. 19

MAYOR

CITY CLERK

SCHEDULE "A"
SCHEDULE OF FEES

<u>TYPE OF BUSINESS</u>	<u>RESIDENT</u>	<u>NON-RESIDENT</u>
1 Advertising on foot or vehicle	\$ 55.00	\$ 165.00
2 Ambulance - per vehicle	55.00	165.00
3 Amusement Arcade	55.00	N/A
4 Arts or Crafts - sale by the Artist when the sale is not conducted under the auspices of the Allied Arts Council	NIL	55.00
Allied Arts Council Crafts Sale	110.00	N/A
5 Auctioneer	55.00	165.00
6 Public Bath, Health or Fitness Club or Facility, Gymnasium, Tanning Salon	55.00	N/A
7 Billiard Room	55.00	N/A
8 Boxing and Wrestling (Professional)	55.00	165.00
9 Christmas Tree Vendor	300.00	400.00
Note: where the applicant holds a current business license from the City of Red Deer or is on the City business tax roll the license fee shall be \$245.		
10 Circus or other Show (excepting a festival) per day	110.00	220.00
11 Cleaner, Dryers or Launderers - per business	N/A	330.00
12 Professional Canvasser or Promoter	55.00	330.00
13 Contractor - including sub-contractor and sub-tradesman such as, but not limited to, excavator, concrete placer, plasterer, stucco drywaller, brick layer, stone mason, building mover, landscaper, floor layer or finisher, painter and paper hanger, roofing and siding applicator, structural steel erector, insulator, carpenter and cabinet maker and wood worker, plumber and gas fitter, electrical contractor, sheet metal worker, steam fitters	55.00	330.00

14	Detective or Security Patrol Agency	55.00	165.00
15	Direct Sellers or Commercial Agent	55.00	330.00
16	Employee of a Commercial Agent	55.00	165.00
17	Farmer's Market - no fee for any vendor that sells goods that are made or grown by that person or by his or her family. All other vendors in the Farmer's market are classified as Hawker or Pedlar.		
18	Festival - per day or part thereof, whether or not such day is a public holiday	220.00	220.00
19	Hawkers or pedlars (per location)	55.00	330.00
20	Home Occupation	165.00	N/A
21	Janitor Service	N/A	165.00
22	Mall Kiosk - annual fee		
	a) up to 500 sq. ft.	55.00	330.00
	b) over 500 sq. ft.	200.00	1,000.00
23	Massage Parlour	110.00	N/A
24	Massagist	55.00	55.00
25	Mobile Vending Unit or Canteen	110.00	330.00
26	Pawnbroker, Second Hand Dealer	55.00	N/A
27	Phrenologist, Fortuneteller, Hypnotist, Palmist, Card Reader, Graphologist or other similar occupation	220.00	550.00
28	Photographer	NIL	330.00
29	Push Cart Vending Units	55.00	
30	Street Entertainers	22.00	22.00

3 1 Trade Fair or Trade Show:

- (a) No Charge where Red Deer residents and businesses may participate;
- (b) Where Red Deer residents and businesses may not participate, the fee will be \$750.00 per annum plus \$330.00 for each day the show is in operation.

3 2 Transient Trader - \$750.00 annual fee plus \$330.00 per day for each day that a sale is conducted. In addition, the license will not be valid until:

- (a) 30 days after the City has placed a notice in the Red Deer Advocate advertising the application for the Transient Trader license; and
- (b) The applicant has paid the license fee and the cost of advertising.

3 3 Westerner Exposition Association - \$1,000.00 per year.

This License includes permission for the conduct of Trade Fairs and Trade Shows and sale of any goods, property or services being offered in conjunction with those events, provided those events are open to participation by Red Deer residents and businesses. In that case, the participants in the Trade Fair or Trade Show do not require individual licenses.

Where Red Deer residents and businesses are not permitted to participate in the event, then a Trade Fair or Trade Show license is required.

DATE: DECEMBER 8, 1992
TO: BYLAWS & INSPECTIONS MANAGER
FROM: CITY CLERK
RE: LICENSING BYLAW REVIEW

At the December 7, 1992 Council Meeting, several letters and a petition from local businesses expressing concern regarding the Licensing Bylaw as same applies to the operation of non-resident retail in our community, received consideration.

Following is the resolution which was passed by Council agreeing to a review of the Licensing Bylaw:

"RESOLVED that Council of The City of Red Deer having considered correspondence from Sisson Furs dated November 20, 1992, and Purple Bros. Ltd. dated November 23, 1992, re: Non-Resident Business License Fees hereby agrees as follows:

1. That an Ad-Hoc Licensing Review Committee of Council be established for the purpose of reviewing the Licensing Bylaw and in particular, the fees charged to non-resident businesses
2. That the public and affected interest groups be contacted to provide input relative to the review
3. That a recommendation be brought back to Council regarding revisions to the Licensing Bylaw

and as recommended to Council December 7, 1992."

I would further advise that Alderman Lawrence, Alderman Volk and Alderman Hull were appointed to the Ad Hoc Licensing Review Committee.

I trust that you will arrange for the Committee Members to meet and proceed with a process of inviting the public and affected interest groups to obtain their input as directed in the resolution. In this regard, I am also enclosing herewith all of the correspondence and petitions received to date from various individuals. In addition, please be advised that a Mr. Alex Jadah of Sylvan Lake (phone: 887-5047) wishes to be advised of any future meetings so that he might also provide the committee with his views.

Bylaws & Inspections Manager

Page 2

December 8, 1992

Trusting you will take appropriate action and we look forward to receipt of a report back to Council with recommendations in due course.



G. SEVCIK
City Clerk

CS/clr

Encls.

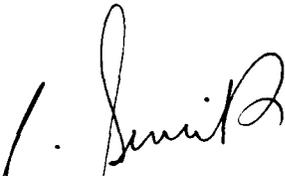
cc: Alderman Hull
Alderman Lawrence
Alderman Volk
City Commissioners
Director of Financial Services
Land & Economic Development Manager
Sisson Furs
 Att: Randy Sisson
Turtle Brothers Ltd.
 Att: Glen W. Turtle
Furs by Todd
 Att: Shirley Todd & Peggy Eaton
Towne Centre Association
 Att: John Ferguson

DATE: APRIL 27, 1993
TO: BYLAWS AND INSPECTIONS MANAGER
FROM: CITY CLERK
RE: LICENSE BYLAW AMENDMENT 2846/A-93

The above noted bylaw amendment received third reading at the Council Meeting of April 26, 1993. Please notice however, that clause 32 of Schedule A (page 3 of 3) was amended prior to 3rd reading. Enclosed herewith is a copy of the said amending Bylaw 2846/A-93 as amended, which comes into effect on third reading.

The decision of Council in this instance is submitted for your information and appropriate action. Revised copy for the Office Consolidation Copy will be sent to you under separate cover.

Trusting you will find this satisfactory.


C. SEVCIK
City Clerk

CS/cjd
Encl.

cc: Towne Centre Association
Attention: Mr. J. Ferguson
Chamber of Commerce
Attention: Mr. Pay Henry
Westerner
Attention: Mr. Larry Johnstone
Inspector Beaton
City Solicitor

*Attach copy of
bylaw as amended.
Donna should
amended
hard copy*



GARDEN CENTERS

March 29, 1993

Mr. Ryan Strader
Bylaws and Inspectors Manager
City of Red Deer
Fax 347 1138

BEST ATTAINABLE
IMAGE

Dear Mr. Strader:

Regarding proposed Christmas Chipping Fee

As a small business owner I am opposed to this additional form of a tax to my business in the Red Deer Market. For the privilege of operating a business in the City of Red Deer we already pay property business taxes. We also purchase a business licence to specifically sell horticultural products in the Red Deer Market (I believe that Christmas Trees fall under the category of horticulture).

If I understand the proposed change to the existing bylaw, it is your intention to charge a chipping fee to all businesses that sell cut Christmas Trees. From my perspective this is really another form of tax in that it has no relation to the number of trees my business nor any other tree vendor in the City may sell. As also stated in my December 12 1992 letter, your proposal is creating an unfair competitive advantage to any business operating just outside the jurisdiction of your bylaw.

We already face unfair competition from other Christmas Tree vendors who are able to sell without charging their customers G.S.T. because of the nature of the Federal system. These same competitors are also able to gain another advantage with the very high traffic locations they are able to secure for the short selling season.

I am sure that you and your staff are aware that the City of Lethbridge is operating a chipping program to cut down on the landfill costs associated with the disposal of Christmas Trees. In a recent discussion with Ron Peterson from the City of Lethbridge he outlined the rationale of the program. Firstly, by asking the public to recycle their "Trees", the environment benefits. Just as important, a very considerable saving occurs for the "garbage disposal department" which he indicated more than off sets the chipping costs. To encourage the public to participate, the "City" gives away either a bus pass or a pass to use at either a swimming pool or a skating rink. These passes have





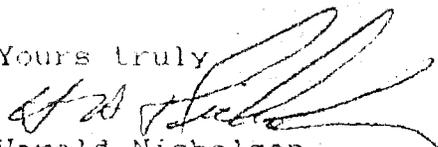
BEST ATTAINABLE
IMAGE

no real direct costs because the user of the pass will not be increasing the facility costs. This appears to be a "win - win" situation for all concerned. The environment benefits, the City reduces disposal costs, and the public is encouraged to use City facilities that are in most cases under utilized. Perma Green in Lethbridge has been one of three drop off depots for trees after the Christmas Season. Next year we will volunteer to pass out at all locations a coupon for a free "spruce seedling" to further entice this recycling program.

If you and your committee cannot agree with me on the unfairness of your proposal, please consider exempting any businesses that operates within your jurisdiction from the "chipping fee", on the basis of a business license to sell horticultural products has already been secured. Although the proposed \$245.00 fee is not exhortative, it is another burden for us to carry on top of all the other factors small business is facing today in this extremely competitive environment. Just as it may be argued that this "tax" is not a large fee, the coin can be turned over to your perspective as not giving up much in order to maintain a more fair business climate.

I hope that my points made in this letter and also my letter to Mayor Surkan last December will be considered when making your recommendations to City Council. I look forward to a response to this letter at your earliest convenience.

Yours truly



Harold Nicholson
Perma Green Garden Centers
Red Deer and Lethbridge
1014 3 Ave. N.
Lethbridge, Alta.
T1 0H6



get cts from Ryan.

Correspondence

COMMISSIONERS' COMMENTS:	Resident	Non-Resident
Landscape	55.00	330.00
Christmas Tree Vendor	300.00	400.00

- We've asked for \$300.00
- They haven't paid yet.

Hold

Ryan will be redoing his report to council to come in new year with a draft amendment to the bylaw

Daryl Beck verbally advised Thursday at the Counter (Dec 17) that item will not be on Dec 21 agenda

MAYOR _____

CITY COMMISSIONER _____

November 30, 1992

Red Deer City Council;

This is a letter to appeal the final decision of the Bylaw enforcement officers that I the owner and manager of Bower Xmas tree lot should have to pay an additional \$400.00 for a Xmas tree license over and above my original \$330.00 that I have already paid. This would mean I would have to pay a total of \$730.00 in City of Red Deer Business licenses.

I would like to point out that I am a local business man and have owned and operated Creative Landscaping and Xmas trees since 1977. The huge majority of my employees come from the City of Red Deer and I myself just live a few miles east of Red Deer I do believe I can be considered a responsible business man of this community and would like to be treated as such.

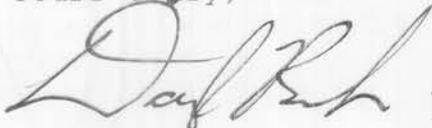
One of the main reasons I have gone into and remained in the Xmas tree business is to provide employment for my key personal of my landscaping business so that they can remain on steady payroll until just after Xmas.

I understand that my business is unique in the fact that we stop one business, landscaping and go into another Xmas tree sales. This was explained to Mayor Bob McGee 9 years ago and he agreed one business license should cover both operations and we have been operating on this understanding since .

I do not have any objection in pay the \$70.00 difference as I was originally billed, but I do object strongly in paying and additional \$400.00. I believe \$730.00 is excessive tax grab on a small local business like mine.

Thank you for your consideration,

Yours truly,



Daryl Beck

THE CITY OF RED DEER
CLERK'S DEPARTMENT

RECEIVED	
TIME	
DATE	November 30/92
BY	C. Swick

Hand delivered

RECEIVED
NOV 25 1992 <i>DA</i>
CITY OF RED DEER MAYOR'S OFFICE

December 12, 1992



GARDEN CENTERS

Mayor Gail Surkan
City of Red Deer
4914 - 48 Ave.
P.O.Box 5008
Red Deer, Alberta
T4N 3T4

Dear Mayor Surkan:

I am writing because a concern I have with regards to the "Christmas Tree Vendor" fee. But first I must commend you and all of the other people involved in administering the requirements of the City of Red Deer. Since I acquired Perma Green Garden Center in September of 1988 (formerly Golden Acre Garden Center) I have found ALL of my dealings with City Hall to be handled in a very fair and equitable manner. I have had occasion to relate this experience to some of the Administration here in Lethbridge as something they should attempt to emulate.

My concern is two fold. Firstly, we have purchased a business license and pay property taxes in Red Deer to operate a Garden Center that derives its main source of income from selling various types of plant material including the sale of all types of trees. It is my position that our current tax payments to the City allows us to sell Christmas Trees. This "Christmas Tree Vendor fee" is another form of tax which is being added to a tax we already pay for the privilege of doing business in the Red Deer market. As a small business we are constantly facing many small additional costs from some level of government that, when added up, are very significant in there impact on our profitability. It is often stated that small business is the number one generator of employment in our country, but it must be recognized that we are struggling for our very survival and another small levy of three hundred dollars adds to our overall burden. This past week Workmens Compensation advised us of another 5% increase, the City of Lethbridge is raising utilities 8% and now this tax came across my desk. These increases have to stop now...we don't have the ability to pass on to the consumer these increased costs, particularly after the fact when the purchasing, pricing of our Christmas Trees and even the sale of some of our inventory has occurred.

Secondly, we face unfair competition with regards to the G.S.T. and competitors operating outside regulated jurisdictions. We must charge our customers G.S.T. and remit this tax to the federal government. However, many street vendors are under the \$30,000 tax threshold and do not charge the tax, giving them a 7% pricing advantage.





GARDEN CENTERS

Competitors like Parkland Nursery who depend upon and sell into the Red Deer Market do not pay property or business taxes NOR will they be paying this Christmas Tree Vendor Tax which again gives them many advantages in the market place.

I understand and appreciate your dilemma of trying to recover costs; but maybe it would be more appropriate and equitable to charge directly the purchaser of the Christmas Tree a fee either through garbage disposal or as a cost at drop off sites that the City currently operates.

I know that many of the concerns that I have expressed to you are beyond your control; I simple make them so that you and your Administration might appreciate the impact of various levels of government and what is happening to untold small businesses like myself in these very difficult economic times. May I thank you in advance for considering my concerns and trust that you might find a more equitable solution to recovering the disposal costs for Christmas Trees.

Yours truly,

Harold Nicholson
Owner
Perma Green Garden Centers
Red Deer and Lethbridge



DATE: December 1, 1992

FILE NO. 92-1610

TO: City Clerk

FROM: Bylaws and Inspections Manager

RE: **DARYL BECK - LICENSING**

In response to your memo of November 30, 1992, concerning the above referenced subject, we wish to make the following comments.

Mr. Beck has, for a number of years, taken out a license to do landscaping work in Red Deer. The license fee is \$330 per year because Mr. Beck lives outside of the City limits. Our current License Bylaw has three classifications:

- (a) a business operating from a commercial or industrial area that pays business tax - \$55/yr.
- (b) a business operating from a residential area as a home occupation - \$165/yr.
- (c) a business operating from an out of City address - \$330/yr.

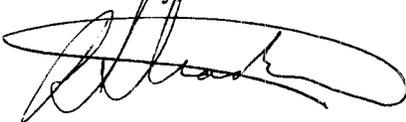
The purpose of the different license fees is to make up some of the difference in business costs between the different business types. A business operating from a commercial or industrial area has expenses such as utilities and business taxes that out-of-town businesses or a home occupation doesn't have to pay. Our License Bylaw is similar to those of other municipalities so that when Red Deer companies work out of the City, they are responsible for a license at the higher rate.

Mr. Beck's point that he employs City residents and buys from City businesses is certainly valid. Whenever the License Bylaw is reviewed by Council, the question, "What is a "non-resident?", is discussed. The definition that a resident is "located or resides within the boundaries of the City..." is an easily understood definition with a precise boundary that seems to have satisfied the majority of concerns.

Mr. Beck's point about the Christmas Tree license has some merit when the license fee was not intended to cover the cost of disposing of the trees. However, the purpose of the new fee is to recover as much of the costs of disposal as possible.

Recommendation: That the full license fee be charged Mr. Beck for Christmas tree sales in 1993 and that the 1992 fee be charged in the same manner as in previous years.

Yours truly,



R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/vs

DATE: December 16, 1992
TO: City Clerk
FROM: Ryan Strader
Bylaws and Inspections Manager
**RE: LICENSING CHRISTMAS TREE SALES
PERMA GREEN GARDEN CENTRE**

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

Mr. Nichol森's comments are quite correct; in previous years a license fee was not charged because Perma Green pays business and property tax. However, the purpose of the increase in license fees for Christmas Tree sales is to cover the cost of disposing of the trees. Whether the seller is a commercial business or a charitable organization, the problems associated with disposal of the trees remains identical.

Recommendations: That the fee be charged as outlined in the License Bylaw.

Yours truly,



R. Strader
Bylaws & Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/ph

DATE 92/11/30

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

FROM: CITY CLERK

RE: Daryl Beck. Business License

Please submit comments on the attached to this office by Dec
14 for the Council Agenda of Dec 21.

ACKNOWLEDGE

C. SEVCIK
City Clerk



THE CITY OF RED DEER

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

FAX: (403) 346-6195

City Clerk's Department 342-8132

December 1, 1992

Mr. Daryl Beck
Daryl's Creative Landscaping
Box 159
Delburne, Alberta
TOM OVO

Dear Sir:

I acknowledge receipt of your letter dated November 30, 1992, re: Christmas Tree License Fee.

This item will be discussed and possibly a decision made at the Meeting of Red Deer City Council on Monday, December 21. Council meetings begin at 4:30 p.m., and adjourn for the supper hour at 6:00 p.m. reconvening at 7:00 p.m.

In the event you wish to be present at the Council meeting, would you please telephone our office on December 14, and we will advise you of the approximate time that Council will be discussing this item. 18 X

Would you please enter City Hall on the park side entrance when arriving, and proceed up to the second floor Council Chambers.

This request has been circulated to City administration for comments, and should you wish to receive a copy of the administrative comments prior to the Council meeting, they may be picked up at our office on the second floor of City Hall on Friday, December 14. 18 X

If you have any questions in the meantime, please do not hesitate to contact the writer.

Yours truly,


C. Sevcik
City Clerk

CS/ds



RED DEER

*a delight
to discover!*



FAX TRANSMITTAL COVER SHEET

TO: City of Red Deer ATTENTION: Ryan Struder
FAX NUMBER: 347-1138 DATE: Dec 14/92
SENDER: Harold Nicholson
NUMBER OF PAGES BEING SENT 3 (INCLUDING THIS PAGE).

If you are not receiving this clearly please call us immediately,
our telephone number is (403) 328-6425. Our fax number is (403)
328 80.

MESSAGE: Dear Ryan
As per our phone discussion
last week you please forward this
fax letter to Mayor Surkan.
Thank you
Harold Nicholson



December 14, 1989



GARDEN CENTERS

Mayor Gordon Surkan
City of Red Deer
4914 45th Ave.
P.O. Box 1008
Red Deer, Alberta
T4N 3J4

Dear Mayor Surkan:

I am writing because a concern I have with regards to the "Christmas Tree Vendor" fee. But first I must commend you and all of the other people involved in administering the requirements of the City of Red Deer. Since I acquired Perma Green Garden Center in September of 1988 (formerly Golden Acre Garden Center) I have found ALL of my dealings with City Hall to be handled in a very fair and equitable manner. I have had occasion to relate this experience to some of the Administration here in Lethbridge as something they should attempt to emulate.

My concern is two fold. Firstly, we have purchased a business license and pay property taxes in Red Deer to operate a Garden Center that derives its main source of income from selling various types of plant material including the sale of all types of trees. It is my position that our current tax payments to the City allows us to sell Christmas Trees. This "Christmas Tree Vendor fee" is another form of tax which is being added to a tax we already pay for the privilege of doing business in the Red Deer market. As a small business we are constantly facing many small additional costs from some level of government that, when added up, are very significant in their impact on our profitability. It is often stated that small business is the number one generator of employment in our country, but it must be recognized that we are struggling for our very survival and another small levy of three hundred dollars adds to our overall burden. This past week Workmens Compensation advised us of another 5% increase, the City of Lethbridge is raising utilities 8% and now this tax came across my desk. These increases have to stop now...we don't have the ability to pass on to the consumer these increased costs, particularly after the fact when the purchasing, pricing of our Christmas Trees and even the sale of some of our inventory has occurred.

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GARDEN CENTERS

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I know that many of the concerns that I have expressed to you are beyond your control; I simply make them so that you and your Administration might appreciate the impact of various levels of government and what is happening to untold small businesses like myself in these very difficult economic times. May I thank you in advance for considering my concerns and trust that you might find a more equitable solution to recovering the disposal costs for Christmas Trees.

Yours truly,

Harold Nicholson

Owner

Perma Green Garden Centers
Red Deer and Lethbridge



NO. 2

DATE: MARCH 17, 1993
TO: CITY COUNCIL
FROM: CITY CLERK
**RE: ALDERMAN STATNYK - NOTICE OF MOTION - RESIDENTIAL
SIDEWALK SNOW REMOVAL**

At the Council Meeting of February 16, 1993, the following motion introduced by Alderman Statnyk, was passed by Council:

"WHEREAS the City of Red Deer Traffic Bylaw provides that all persons owning or occupying premises in areas of the City designated Commercial C1 or C2 under the City Land Use Bylaw, other than premises used exclusively for single family residential purposes, shall remove and clear away all snow, ice, dirt and other obstructions from the sidewalk situated on land adjoining the property owned or occupied by them within 48 hours of the time that such snow, ice, dirt or other obstruction was deposited thereon; and

WHEREAS the City of Red Deer does not have a bylaw governing the removal of snow in residential areas; and

WHEREAS numerous complaints have been received about snow not being removed from many sidewalks in residential areas which makes walking on these sidewalks extremely difficult or even impossible;

THEREFORE BE IT RESOLVED that Council of the City of Red Deer hereby directs the administration to bring back a report to Council on the feasibility of passing a bylaw which would require all persons in residential areas to be responsible for the removal of snow, ice, dirt or other obstruction from the sidewalk situated on land adjoining the property owned or occupied by them with the intent that said bylaw would be enforced on a complaint basis."

Enclosed hereafter is the report from the Bylaws & Inspections Manager, along with a draft bylaw for Council's consideration.


C. SEVCIK
City Clerk

CS/cjd
Encl.

DATE: March 11, 1993

FILE NO. 93-1610

TO: City Clerk

FROM: Bylaws and Inspections Manager

RE: **NOTICE OF MOTION - RESIDENTIAL SIDEWALK SNOW REMOVAL**

Attached is an amendment to the Traffic Bylaw which would accommodate the above Notice of Motion.

In order to deal with complaints, it is likely we will require 1/2 person, assuming this department is responsible for administering the program. That person would be occupied with:

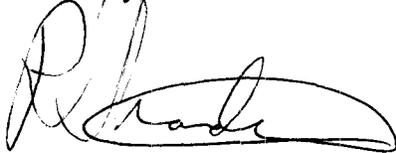
1. Answering complaints.
2. Checking complaints with drive-by inspection.
3. Sending out letters requesting compliance with the Bylaw.
4. Reinspecting site and, if nothing has been done, ensuring sites are cleaned.
5. Invoicing property owners and, if not paid, requesting Tax Department to place bill on the tax roll.

We anticipate that from the first snow until spring, one person would be busy with this project. If the Federal Government reduces its funding for the RRAP, we could accommodate the work with existing staff; however, if the funding remains, additional staff would be needed. The Tax Department advises that the effect of the proposed bylaw on their staffing requirements will naturally depend on the volume of requests to place items on the tax roll.

Our experience has been that in administrating the Nuisance Bylaw, about 700 complaints are received during the summer, about 600 letters are sent out, 200 follow-ups are required, and 1 or 2 per year are charged to the tax roll. I would expect about the same number of complaints, but expect a higher number of persons who will not clean their walks. The attached memo from the Social Planning Manager indicates that there are various programs available for persons who might require assistance to have their walks cleaned. One of our concerns is older people might not be able to physically clean their walks and might not be able to afford to have someone do the work; however, there may be persons who could not afford to have their walks cleaned even with these assistance programs. If the costs of cleaning their walks were added to their taxes, it could become a hardship on these persons.

To sum up, given the existing work levels, a bylaw amendment could not be handled by existing staff. If workloads are cut, then we could manage with existing staff.

Yours truly,



R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/vs

DATE: April 6, 1993
TO: City Clerk
FROM: Public Works Manager
Parks Manager
RE: **NOTICE OF MOTION - RESIDENTIAL SIDEWALK SNOW REMOVAL**

We have discussed the proposed bylaw and have compiled the following information. We have not done detailed budgeting but have reviewed the situation from an overall perspective. Should Council wish to proceed with this bylaw amendment, a detailed estimate of 1993 costs would be prepared and this would form part of the 1994 budget proposed for Council's review.

The City holds title to approximately 987 pieces of property. This list includes reserve lands, utility lots, Recreation facilities, City Hall, West Yards, etc.

Presently we clear snow from sidewalks adjacent to approximately 150 to 200 of these parcels. If we were to clear snow from the sidewalks adjacent to the remaining parcels, we estimate the cost would be \$40 000 to \$60 000 per year. In order to remove the snow within 48 hours it would be necessary in some instances, depending on the amount of snow and the availability of staff from other sections and departments, to recall four to six temporary employees for two days or to arrange for a contractor to do this work. Since most of this work would be handwork, the City would not require any additional equipment.

Another consideration with the proposed bylaw is that if a property owner does not clear the sidewalk adjacent to their property, then this may be done by the City and the resident charged. It is difficult to estimate how many instances of this there may be. Even in the commercial areas, this can be a very time consuming process as we try as much as possible to allow the property owner to clear the walks.

The Public Works Department has, for the past several months, been looking at the City's snow removal policy as it relates to sidewalks. Subsequent to Council's decision on this bylaw, a report will be presented to Council dealing with this issue.

RECOMMENDATION

In view of the additional costs which would be incurred by the City under this bylaw, we would respectfully recommend it not be implemented.



Gordon Stewart, P. Eng.
Public Works Manager



Don Batchelor
Parks Manager

/blm

c Director of Engineering Services
Director of Financial Services
Director of Community Services

DATE: April 20, 1993

TO: CHARLIE SEVCIK
City Clerk

FROM: COLLEEN JENSEN
Social Planning Manager

RE: NOTICE OF MOTION - RESIDENTIAL SIDEWALK SNOW REMOVAL

The Municipal Integration Strategy approved by City Council in June, 1991 states that "the City will attempt to improve access to facilities and programs and reduce barriers to the mobility for persons with disabilities.

From a Social Planning Department perspective, the need for residential sidewalk snow removal, as outlined in the proposed Bylaw, is recognized. Citizens who are seniors or who are disabled experience mobility barriers in winter due to snow on sidewalks. A further safety concern also exists.

Feedback received by Social Planning staff from seniors and disabled citizens support the above. Attached is a letter from the Citizen's Action Group for the Physically Disabled that clearly explains their thoughts and their support for such a Bylaw.

The concern expressed by the Bylaws/Inspections Manager regarding the inability of some seniors or disabled to remove their snow may be partially addressed by the following options:

- The home maintenance service at the Golden Circle has a limited number of individuals who could provide snow removal services at a low fee for service.
- In discussion with Linda Yargeau from the Community Information & Referral/Volunteer Centre, it is understood that if a substantial need arises for sidewalk snow removal, CIRS would be willing to recruit and establish a volunteer service to do just that.

The cost implications of the proposed Bylaw, as noted in Mr. Batchelor's and Mr. Stewart's report are of concern but must be balanced against the principle belief of access to all citizens.

CHARLIE SEVCIK
April 20, 1993
Page Two

Recommendation:

That City Council support the implementation of the proposed snow removal bylaw.



COLLEEN JENSEN
Social Planning Manager

CJ/kb

- cc
- Craig Curtis, Director of Community Services
 - Don Batchelor, Parks Manager
 - Gordon Stewart, Public Works Manager
 - Ryan Strader, Bylaws/Inspections Manager
 - Gillian Lawrence, Community Worker

RED DEER ACTION GROUP



Community Services Centre
4935 - 51 Street
Red Deer, Alberta T4N 2A8

March 10, 1993

Mrs. Colleen Jensen
Social Planning Manager
City of Red Deer
Red Deer, Alberta

**RE: PROPOSED BYLAW
Snow Removal - Residential Sidewalks**

On behalf of the Disabled Community in Red Deer I would like to state that there is strong support for the proposed Bylaw regarding snow removal from residential sidewalks.

Over the past few years we have received numerous complaints from seniors as well as persons with disabilities. It is felt that this type of Bylaw should have been in place a long time ago. Many seniors feel at risk even going for walks around their block and persons confined to wheelchairs are totally restricted.

The trend at this time is moving toward more accessible public transportation and as this happens snow removal becomes even more imperative as sidewalk access to bus stops would be a must.

We would strongly urge all City Alderman to support the proposed Bylaw.

H. L. Maki
Executive Director

Commissioners' Comments

The attached reports in response to Alderman Statnyk's Notice of Motion indicate general support for the concept of property owners being required to clear sidewalks of snow in residential areas. However, as indicated there will likely be a cost of half person to administer such a regulation and the cost estimated at between \$40,000-60,000 per annum to clear sidewalks adjacent to City owned properties in residential areas which are not presently cleared. In view of the current budgetary restraint, however, we regretfully cannot support this initiative.

"G. SURKAN", Mayor

"M.C. DAY", City Commissioner

NO. 1

DATE: APRIL 19, 1993

TO: CITY COUNCIL

FROM: CITY CLERK

**RE: PUBLIC HEARINGS - LAND USE BYLAW AMENDMENT 2672/C-93,
LAND USE BYLAW AMENDMENT 2672/D-93,
EAST HILL AREA STRUCTURE PLAN BYLAW 3075/A-93,
DOWNTOWN WEST AREA REDEVELOPMENT PLAN BYLAW 3087/93**

A public hearing has been advertised in regards to each of the above noted bylaws to be held in the Council Chambers of City Hall on Monday, April 26, 1993, commencing at 7:00 p.m. or as soon thereafter as Council may determine.

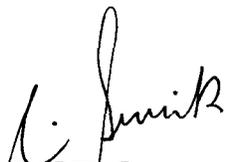
Bylaw 2672/C-93 provides for the redesignation of the downtown west area to DC(3) and a new land use category C1-A.

Bylaw 2672/D-93 provides for various amendments to the existing commercial land use districts as a result of an extensive review undertaken by the Red Deer Regional Planning Commission.

Bylaw 3075/A-93 is a bylaw to amend the East Hill Area Structure Plan.

Bylaw 3087/93 is a bylaw to adopt the downtown west area redevelopment plan.

Enclosed hereafter is correspondence received and additional comments from the Senior Planner which if Council agrees with will require approval prior to second and/or third reading of Bylaw Amendment 2672/C-93.


C. SEVCIK
City Clerk

CS/cjd
Encl.



April 13, 1993

Mr. C. Sevcik,
City Clerk
City of Red Deer, AB. T4N 3T4

Dear Sir:

Re: Bylaw No. 2672/C-93

Following the first reading of the above bylaw, we had further discussion with some members of the Downtown West Committee and Mr. John Ferguson, Manager of Towne Centre Association.

It was decided that the following changes be incorporated in Bylaw 2672/C-93 before the final reading is given by the City Council.

- The following to be added to Permitted Uses (6.2.1.2-A)
 - 8 - warehouse in the existing structure
 - 9 - service or repair of any articles
 - 10 - merchandise sales and/or rental (Maximum floor area of 250 m²)

- The following changes to be made to Discretionary Uses (6.2.1.3-A)

	<u>Proposed change</u>
8 - manufacture of any article	change of wording
13 - warehouse	deleted

- Section 6.2.1.4-A Regulation
 - (1) Maximum - one third of site area (ground floor)

/2

Re: Bylaw No.2672/C-93

Pg. 2

- Section 6.2.1.5-A Site Development

- (1) The site plan, the relationship between buildings, structures and open spaces, the architectural treatment of buildings, the provision and architecture of landscaped open space, and the parking layout shall be subject to approval by the Development Officer or Municipal Planning Commission.

I trust the above noted changes will be incorporated in Bylaw 2672/C-93 before the final reading is given.

Yours truly,



D. Rouhi, ACP, MCIP
SENIOR PLANNER, CITY SECTION
DR/cc

NORTH AMERICAN

PROPERTY GROUP

March 29, 1993

City of Red Deer
City Clerk's Office
Box 5008
Red Deer, AB
T4N 3T4

Attention: Mr. Charlie Sencik
City Clerk

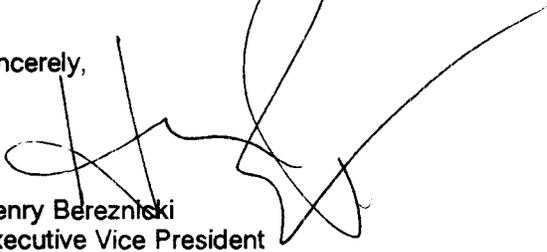
Dear Sir:

Re: By-Law #2672 - D93
Revision of Commercial Districts

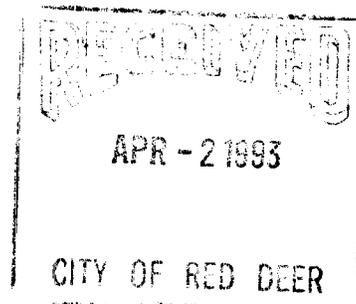
We are writing to express our support for the proposed by-law change regarding the commercial district zonings for the City of Red Deer. Although we do not agree with all the specific details of the proposed amendments to the commercial land use districts, we do feel that as a total package the proposed amendments represent a fair and equitable standard for commercial uses in the City of Red Deer and represent a substantial improvement to the by-law presently in effect. We agree with the Planning Commission that the final report recognizes the needs of the community in the commercial lands districts in Red Deer, better addresses the long range planning policies of the community and represents fairly the recommendations of the task group committee.

We have been involved in the city of Red Deer as owners of property for the last five years and we presently own three properties in Red Deer including Bower Plaza and Village Shopping Centre. We look forward to a continued long term relationship with the City of Red Deer and we hope the proposed by-law gets passed by council in its present form.

Sincerely,


Henry Berezinski
Executive Vice President
Western Canada

/ca



69 Welton Cres.
 Red Deer, AB
 T4N 6B1
 April 19, 1993

THE CITY OF RED DEER
 CLERK'S DEPARTMENT

RECEIVED	
TIME	1:10
DATE	93/04/19
BY	<i>[Signature]</i>

City Council
 City of Red Deer

Re: Public Hearing, Bylaw 3087 / 93

Your Worship Mayor Surkan and members of Council;

As a property owner whose residence borders on the "Downtown West Area," and as a regular user of Waskasoo Park, I would like to offer the following comments on the Downtown West Area Redevelopment Plan.

First, I would like to commend those involved in the plan for what is, essentially, a reasonable and creative proposal. In many ways the plan provides a good outline for redevelopment of this mixed-use area.

My main concern is that the current plan addresses the defined redevelopment area in too narrow a sense, with limited consideration of its broader impact, especially on parks and natural areas.

My fear is that the present park and natural area (along the riverbank) could not feasibly support use by thousands of new residents on its border, in addition to its current human and animal users.

I believe that the plan should have as one of its key goals to enlarge and enhance the natural area of Waskasoo Park, in order to accommodate the increased usage which residential and commercial redevelopment would entail. The current wording of the plan focuses on the replotting of lots, which is reasonable, but should be supplemented by an overall goal related to the natural environment.

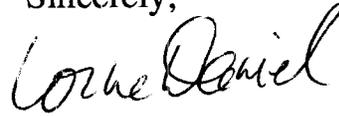
In addition to the general re-focusing of the plan as noted above, I would make the following specific suggestions:

- creating a broader park / natural area as a buffer between residential development and the river;
- eliminating the riverbank restaurant from the plan, or relocating it away from the bank;
- returning natural vegetation to the hillside escarpment at the far western edge of Area 4.

Attached, for your information, is a newspaper column I wrote on the subject.

I appreciate the opportunity to provide input on these matters. I am not sure whether I will be able to attend the public hearing on the bylaw, but would be pleased to clarify or expand upon these comments should Council wish.

Sincerely,

A handwritten signature in cursive script that reads "Lorne Daniel". The signature is written in black ink and is positioned below the word "Sincerely,".

Lorne Daniel

Lorne Daniel column, Red Deer Advocate, Sunday, April 4

If only development were a two-way street

When was the last time you saw a headline which read “New wilderness area planned for north Red Deer,” or “New creek added to west country?” Have you ever heard RDTV news open with the announcement, “Realtor plans massive new natural area on former parking lot?”

Development, it seems, is a one way street. A high speed one way street, with three express and double dedicated turn lanes.

It’s interesting how our language frames our perceptions. Take the word development. Do forests or grasslands develop? Of course. But development, in our 20th century definition, means roads, factories, houses, and 7-11 stores and (if we’re really lucky) a cluster of six or eight nursery-grown evergreens.

We use the term vacant property to describe land without buildings or roads. I don’t know about you, but I have yet to see land that was truly vacant.

So in the name of development we merrily tear down an incredibly complex natural environment and replace it with our raw, incredibly simple, designed environment. We relentlessly chip away at a natural world that is, we seem to forget, irreplaceable.

Two recently announced developments continue these trends, albeit in differing ways.

Take the plan to extend Molly Banister Drive (28 St.) east through Piper Creek ravine. This is so ludicrous, I want to laugh. Then cry. The apparent rationale is that the three minute detour to 32 Street or Delburne road will soon be too much for us.

We call this “the city of parks,” but if that means sacrificing automotive convenience, forget it. The slogan does not, it seems, indicate a willingness to spend three more minutes getting to work, so that after the working day is done we can walk in a relatively undisturbed natural area.

If we’re going to rip through the Bower ravine with asphalt, I think we should do the same on the Grandview and Pines escarpments, Coronation Park, and the natural area south of the college. It’s all vacant land, after all,

and we need to be able to drive between any two points in town in four minutes flat, right?

On another front, the new downtown west plan would see the area from Superstore west to the river evolve into a business and residential district. Initially, this has a ring of common sense. Property owners in the area are keen to convert low-rent industrial space to higher revenue office and residential space. The planners don't like the current motley mix of warehouses, gravel piles, stores and apartments. And of course there's the problem of that unsightly vacant land.

But the solution, while satisfying property owners because it will make them money, proposes to dump 5000 people into an area now inhabited by a few hundred in the day, and none at night. To quote the proposal, "a high density housing development at this site would have the effect of opening up the river valley to community and residential use." No kidding. Opening up, as in plundering and trammeling? Do the planners realize that Waskasoo Park in this area is an extremely thin belt featuring a bike path and a couple metres of bush perched on an eroding river bank?

The park, I hate to tell the planners, is already open to community use. I'm there about 200 times a year. So are foxes, who appreciate the quiet of the city storage yards at night, after the civil servants have headed home to Morrisroe or Normadeau. Until the Taylor bridge twinning tore it all apart, herons used to walk the river's islands at dusk.

Having seen what grows on schoolyards, I can imagine what would be left of the river valley corridor after a few years of use by the thousand or so kids who would be stacked in those boring high density high rises.

And what will these new residents' parents do? The planners' answer is a restaurant planted smack in the middle of the city's only continuous wildlife corridor. It would be on stilts, so the animals could walk underneath, I am told. Very Disney, this concept. Eat burgers and watch Bambi walk below.

Let's get serious. This is a plan designed to make a number of business people money. Just don't try to sell it to us under the guise of enhancing the area.

Where is the plan to develop the park, expand it, or create new parks? If we won't or can't build new natural areas, why are we so eager to expose the existing ones to the ravages of cars and kids? Developer's dollars, perhaps?

I must admit, this planning process is admirably open. I attended a public information meeting at the old firehall and pondered the future on color coded planning commission maps. But in an Advocate story headlined “Downtown plans embraced,” the most telling sentence read “Most of the visitors had some professional or financial interest in the area.” Of course they embraced the plans.

The suits will have their say.

The rest of us, the majority of whom don’t wear suits if we can avoid it, are too busy working, taking kids to piano, and watching Home Improvement.

I know developers are, like me, busy earning a living. They happen to earn a living by building warehouses and apartments for the rest of us. But let’s hope that the decision makers on the planning commission and city council remember that the trees don’t have advocates. The foxes don’t have a three piece pin-striped lawyer representing them in council chambers.

When listening to the glorious sales pitches of that small interest group known as the business community, let’s remember that there are other interests, and they do not always have voices.

Red Deer River Naturalists

P.O. BOX 785, RED DEER, ALBERTA, T4N 5H2

ANSWERING PHONE: 347-8200

April 16, 1993

THE CITY OF RED DEER
CLERK'S DEPARTMENTMayor and Council
The City of Red Deer
Red Deer, Alberta

RECEIVED
TIME
DATE <i>April 19/93</i>
BY <i>C. Smith</i>

Re: Downtown West Area Redevelopment Plan

The Red Deer River Naturalists note with some concern that there does not appear to be any statement in this plan which offers any legislated protection to retain the natural integrity of the river bank. We would request that this oversight be remedied.

Amongst other features such as the beautiful shrubbery and trees of the area, one section of the bank itself in this stretch provides probably the most significant nesting site for Bank Swallows within the City. These swallows and their diet of mosquitoes makes life much more pleasant for visitors to Bower Ponds and even to the downtown area. This swallow species has chosen this particular stretch of bank because it is the most suitable one for their existence. Protection from unsuitable development must be afforded so that they are not driven away. They have no place else to go.

We also are concerned that the novel and attractive concept of a restaurant overhanging the river bank could, as conceived, obstruct the very important wildlife corridor aspect of the river valley. This regional wildlife corridor has already been damaged by the extension of the water treatment plant virtually into the river, and the placement of the Riverside Plaza building so close to the bank. Inviting the placement of a restaurant to compound the problem would further harm the park system. We object to this feature as presently suggested.

The widening of existing green or natural areas along the bike paths below the City yards should, we suggest, be a priority if the yards are to be moved. The bank will, like any river bank in this soil, eventually erode. Room needs to be left in this very narrow stretch for the path system to be relocated as this happens. Additionally, proposing a high density apartment building complex immediately adjacent to a precipitous river bank seems to be courting danger as well as inviting inevitable damage to the bank, unless children are forbidden tenancy.

Respectfully,

Sherry Scheunert
Michael O'Brien
Sherry Scheunert
Michael O'Brien
for the RDRN Issues Committee





TO: C. Sevcik, City Clerk

DATE: April 20, 1993

FROM: Djamshid Rouhi, Senior Planner

RE: DOWNTOWN WEST AREA REDEVELOPMENT PLAN - AMENDMENTS

Planning staff are in receipt of two letters regarding the Downtown West Area Redevelopment Plan. Both letters (Red Deer River Naturalists and Lorne Daniels) express some concerns regarding the lack of an environmental section within the Plan which would protect the integrity of the river valley lands.

In Lorne Daniels letter, he requests that the plan be expanded to include a section dealing with the enlargement and enhancement of Waskasoo Park. In addition he advocates the following:

- Creating a broader park/natural area as a buffer between residential development and the river.
- Eliminating the river bank restaurant from the plan, or relocating it away from the bank.
- Returning natural vegetation to the hill side escarpment at the far western edge of area four.

Planning staff agree with the need to include a section within the Plan dealing with the environmental sensitivity of the river and the need to enhance the Waskasoo Park system. It should be pointed out that the plan already proposes to add park space to the Waskasoo Park system in the vicinity of 45th Street and the parks storage yards. Several new bike and walking trails are also proposed in the plan. In terms of the specific concerns outlined by Mr. Daniel, planning staff have the following comments:

- The restaurant proposed in the Downtown West Area Redevelopment Plan was intended to be located at the City Purchasing Stores building site and could be moved back further.
- Although the plan was not explicit, there was an intent to set the residential buildings back from the river bank to allow some additional park space (70 m setback from the trail system was proposed). An amendment is recommended to clarify this.

.../2

MUNICIPALITIES WITHIN COMMISSION AREA

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

C. Sevcik, City Clerk
April 20, 1993

Page 2

-
- The proposal to replant natural vegetation on the hill side escarpment across from the West Park Fas Gas Station could be considered by the Parks Department in the context of other City priorities.

Mr. Daniels expressed some concern regarding the proposed scale of residential development and consequent impact on the park system. This plan would add up to 2500 residents adjacent to the river valley; the residences will generally be targeted at the mature population segment thereby reducing the overall impact on the park system. The proposal to add residential development on the west yards is subject to a feasibility study which will examine both the viability of the proposal as well as the environmental safe guards required.

The Red Deer River Naturalists letter parallels the concerns outlined by Mr. Daniels and are therefore already addressed.

Planning staff are proposing amendments to the Downtown West Area Redevelopment Plan to address the issues outlined above. These amendments are enclosed.



Djamshid Rouhi, ACP, MCIP
SENIOR PLANNER

DR/eam

cc. Director of Community Services
Parks Manager
Lorne Daniels
Michael O'Brian

encl.

DOWNTOWN WEST AREA REDEVELOPMENT PLAN PROPOSED AMENDMENTS

Following a review of the plan and correspondence related thereto, the following amendments are recommended to Council.

Page 2: Amend the fourth paragraph to:

"The Area Redevelopment Plan is based upon the following principles:

- *the redevelopment of this industrial area to provide a commercial and residential development which will be complimentary to and eventually form part of the existing downtown*
- *the upgrading of the properties within the plan area to meet the new parking, landscaping and visual standards in the C1-A District*
- *maintaining the environmental integrity of the Red Deer River*
- *the expansion and enhancement of the Waskasoo Park system*
- *the expansion of the bike trails throughout the area."*

Page 13: Substitute the following for paragraph 2.

"It is proposed that the zoning for this area be upgraded to the new commercial C1A District excluding the block east of 54th Avenue which will be designated to DC3. The long range plan for this block is residential in conjunction with West yard relocation."

Page 17: Substitute the following for paragraph #2.

"A high density development would highlight the river vista as well as providing a substantial residential neighbourhood close to the downtown. Any development on the West yards site should include a dedication of additional parkland along the west boundary as well as providing landscaping in this area. The buildings should be setback a minimum of 70 metres from the existing trail system."

Page 18: In Paragraph 4, delete the following phrase in the last line.

"projecting over the riverbank"

In Paragraph 4, add a new sentence:

"The restaurant should be located southeast of the existing trail system."

Page 29: Add the following summary.

"SUMMARY

This plan envisages a slow transformation of this area from industrial/warehouse uses to residential/commercial uses. In order to support these uses, the plan creates additional parkland, new bicycle trails, realigned roads and redevelopment opportunities. To oversee the redevelopment of this area, it is recommended that MPC monitor any major development proposals; it is also recommended that the Red Deer Regional Planning Commission report annually to Council on the progress made in terms of the principles of this plan."

DATE: April 21, 1993

TO: CITY COUNCIL

FROM: CRAIG CURTIS, Director
Community Services Division

RE: Downtown West Area Redevelopment Plan:
Proposed Amendment
A letter from the Senior Planner, R.D.R.P.C.
dated April 20, 1993 refers.

1. I have reviewed the letters expressing concern that the proposed Downtown West Area Redevelopment Plan does not protect the integrity of the river valley and Waskasoo Park. The issues raised may be summarized as follows:
 - It is considered that a larger buffer area should be provided between the residential development and the river bank trail system.
 - It is considered that the proposed river bank restaurant should be set back from the top of the escarpment.
 - It is considered that the hillside escarpment adjacent to West Park should be returned to natural vegetation.
 - It is considered that a large residential population may impact negatively upon the park system in this location.

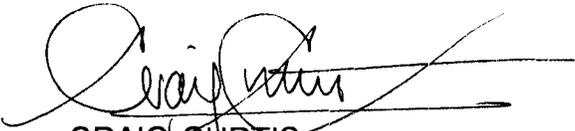
2. I have discussed the above issues with the Parks and Recreation & Culture Managers and our comments are as follows:
 - We support the need for a larger buffer area between the proposed new development and the South Bank Trail adjacent to the escarpment. It was assumed that this was the original intent of the plan and could be accommodated in the detailed design. However, the City's intent would be clarified in the proposed amendment.
 - We support the amendment regarding the location of the proposed restaurant. However, in our view, the identification of specific uses such as this is premature during the conceptual planning stages.

City Council
Page 2
April 21, 1993
Downtown West Area Redevelopment Plan

- We support the revegetation of the escarpment adjacent to West Park. However, funds available for projects of this kind have been virtually eliminated due to budget cuts and planting on the face of the escarpment would be difficult to achieve.
- It is considered that the impact of the residential population upon the park system will be generally positive. Residents will have excellent access to the trail system, and overall use will likely continue to be far less than on the opposite side of the river at Bower Ponds.
- We strongly support the inclusion of the principles related to the expansion and enhancement of the Waskasoo Park system and the expansion of the bicycle trails.

3. **RECOMMENDATIONS**

It is recommended that City Council support the amendments to the Downtown West Area Redevelopment Plan as proposed by the Red Deer Regional Planning Commission.



CRAIG CURTIS

:dmg

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

DATE: APRIL 27, 1993

TO: RED DEER REGIONAL PLANNING COMMISSION
ATTENTION: MR. PAUL MEYETTE - PRINCIPAL PLANNER

FROM: CITY CLERK

RE: PUBLIC HEARINGS:
LAND USE BYLAW AMENDMENT 2672/C-93
LAND USE BYLAW AMENDMENT 2672/D-93
EAST HILL AREA STRUCTURE PLAN 3075/A-93
DOWNTOWN WEST AREA REDEVELOPMENT PLAN 3087/93

Public Hearings regarding the above noted bylaws were held in the Council Chambers of City Hall Monday, April 26, 1993.

With regard to **Bylaw 2672/C-93** the hearing was adjourned and will be reconvened Tuesday, May 25, 1993, commencing at 7:00 p.m. in order that proper notification might be given in accordance with the requirements of the Government Act.

Notwithstanding the above, the following motion was passed to amend said bylaw:

"RESOLVED that Bylaw 2672/C-93 be amended as follows:

The following to be added to Permitted Uses (6.2.1.2-A)

- 8 - warehouse in the existing structure
- 9 - service or repair of any articles
- 10 - merchandise sales and/or rental (Maximum floor area of 250 m²)

The following changes to be made to Discretionary Uses (6.2.1.3-A)

- | | |
|--------------------------------|---|
| 8 - manufacture of any article | <u>Proposed change</u>
change of wording |
| 13 - warehouse | deleted |

Section 6.2.1.4.-A Regulation

- (1) Maximum - one third of site area (ground floor)

Section 6.2.1.5-A Site Development

- (1) The site plan, the relationship between buildings, structures and open spaces, the architectural treatment of buildings, the provision and architectural of landscaped open space, and the parking layout shall be subject to approval by the Development Officer or Municipal Planning Commission."

With regard to **Bylaw 2672/D-93** the following resolution was passed agreeing that said bylaw be amended:

"RESOLVED that Bylaw 2672/D-93 be amended as follows:

1. By changing Section 4, page 12, to read:

"IN SUB-SECTION 1.2 DEFINITIONS, RESCIND THE DEFINITIONS FOR "Office Building or Office", "Commercial Entertainment Establishment", "Commercial Recreational Establishment" AND "Personal Services."

2. Change the wording on page 16 opposite the words "regional and district shopping centres" to read "5.1 per 93 square metres (gross leasable floor area)".

Bylaw 2672/D-93 as amended was subsequently given second and third reading.

With regard to **Bylaw 3075/A-93** said bylaw was given second and third reading by Council.

With regard to **Bylaw 3087/93** the following motion was passed agreeing that same be amended:

"RESOLVED that Council of The City of Red Deer hereby agrees that Bylaw 3087/93 be amended as follows:

Page 2: Amend the fourth paragraph to:

"The Area Redevelopment Plan is based upon the following principals:

- the redevelopment of this industrial area to provide a commercial and residential development which will be complimentary to and eventually form part of the existing downtown

- the upgrading of the properties within the plan area to meet the new parking, landscaping and visual standards in the C1-A District
- maintaining the environmental integrity of the Red Deer River and the river banks
- the expansion and enhancement of the Waskasoo Park system
- the expansion of the bike trails throughout the area."

Page 13: Substitute the following for paragraph 2.

"It is proposed that the zoning for this area be upgraded to the new commercial C1A District excluding the block east of 54th Avenue which will be designated to DC3. The long range plan for this block is residential in conjunction with West yard relocation."

Page 17: Substitute the following for paragraph #2.

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Page 18: In Paragraph 4, delete the following phrase in the last line.

"projecting over the riverbank"

In Paragraph 4, add a new sentence:

"The restaurant should be located southeast of the existing trail system."

Page 29: Add the following summary.

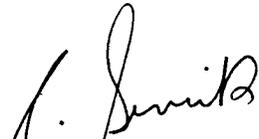
"SUMMARY

This plan envisages a slow transformation of this area from industrial/warehouse uses to residential/commercial uses. In order to support these uses, the plan creates additional parkland, new bicycle trails, realigned roads and redevelopment opportunities. To oversee the redevelopment of this area, it is recommended that MPC monitor any major development proposals; it is also recommended that the Red Deer Regional Planning Commission report annually to Council on the progress made in terms of the principles of this plan."

The said bylaw as amended was subsequently given second and third reading.

Enclosed herewith are copies of Bylaw 2672/D-93, 3075/A-93, and 3087/93 as passed by Council. We look forward to receipt of the revised pages for inclusion in the Office Consolidation Copy of the Land Use Bylaw as amended by Bylaw 2672/D-93, at your earliest convenience. Also, please take appropriate action with regard to Bylaws 3075/A-93 and 3087/93.

Trusting you will find this satisfactory.



C. SEVCIK
City Clerk

CS/cjd

Encl.

cc: Director of Community Services
Director of Engineering Services
Bylaws and Inspections Manager
City Assessor
Land and Economic Development Manager
E. L. & P. Manager
Fire Chief
Public Works Manager
Council and Committee Secretary - Sandra



THE CITY OF RED DEER

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

FAX: (403) 346-6195

City Clerk's Department (403) 342-8132

April 27, 1993

Milner Ferraty Barristers and Solicitors
2900 Manulife Place
10180 - 10 Street
Edmonton, Alberta
T5J 3V5

ATTENTION: MR. D. R. THOMAS - QC

Dear Sir:

RE: LAND USE BYLAW AMENDMENT 2672/C-93 - YOUR FILE 127027-58/DRT

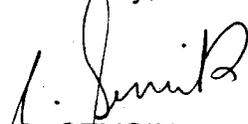
Your letter of April 26, 1993, on behalf of your client 422984 Alberta Limited, the registered owner of Lot 16A, Plan 222-3172, is hereby acknowledged with thanks.

This is to advise that as per your request, the Public Hearing regarding the above noted Land Use Bylaw Amendment was adjourned at the Council Meeting of April 26, and will be reconvened on Tuesday, May 25, 1993, commencing at 7:00 p.m. Your client will be receiving official notice from this office with regard to this Public Hearing in accordance with the requirements of the planning act.

As indicated in your letter, this adjournment to May 25 will give your client an opportunity to meet with members of the Administration to discuss the proposed changes and to come to a better understanding of the amending bylaw.

Trusting you will find this satisfactory.

Sincerely,


C. SEVCIK
City Clerk

CS/cjd

cc: Principal Planner
City Solicitor
Council and Committee Secretary - Sandra
422984 Alberta Limited, Attention: Mr. Bruce Andrews



*a delight
to discover!*

DATE: MARCH 30, 1993

**TO: RED DEER REGIONAL PLANNING COMMISSION
PRINCIPAL PLANNER**

FROM: CITY CLERK

**RE: BYLAW 2672/C-93, BYLAW 2672/D-93, BYLAW 3075/A-93,
BYLAW 3087/93**

This is to advise that Council of The City of Red Deer at its meeting of March 29, 1993, gave first reading to the above noted bylaws.

Bylaw 2672/C-93 provides for the redesignation of the down town west area to DC(3) and a new land use category C1-A.

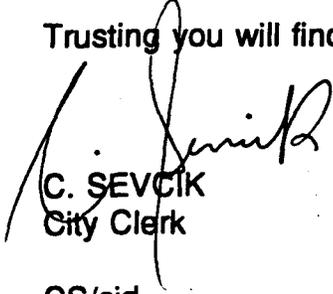
Bylaw 2672/D-93 provides for various amendments to the existing commercial land use districts as a result of an extensive review undertaken by the Red Deer Regional Planning Commission. Page 12 of the bylaw was amended, deleting the paragraph referenced "office building or office" and paragraph number 4 at the bottom of said page was amended by adding the words "and office building or office".

Bylaw 3087/93 is a bylaw to adopt the down town west area redevelopment plan.

Bylaw 3075/A-93 is a bylaw to amend the East Hill Area Structure Plan.

This office will now proceed with advertising for public hearings to be held on Monday, April 26. With regards to the advertising, we will seek your assistance.

Trusting you will find this satisfactory.

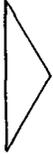


C. SEVCIK
City Clerk

CS/cjd

cc: Director of Community Services
Director of Engineering Services
Bylaws and Inspections Manager
City Assessor
Land & Economic Development Manager
E. L. & P. Manager
Fire Chief
Pubic Works Manager

SEND
TO



City Clerk's Office
Red Deer.

Red Deer Regional Planning Commission
2000 Bremner Avenue
RED DEER, ALBERTA T4N 1M0
343-3394

FROM

Bob McKinnon

DEPT.

DATE

March 20/93

SUBJECT

Land Use By-law 2672/10-93

Donna

The corrections to the by-law, which Paul Melette discussed with Council on March 29 1993, are made on the attached page.

Bob

REPLY

REPLY FROM

REPLY DATE

SENDER: RETAIN PART 2

—AVOID VERBAL INSTRUCTIONS—

RESPONDENT: RETURN LAST PART *

OUTDOOR DISPLAY

means the outdoor display of goods, which are intended to be sold or rented

PARKING LOT/PARKING STRUCTURE

means an area of land or a structure providing for the parking of motor vehicles

SERVICE AND REPAIR OF GOODS TRADED IN THE DISTRICT

means a facility where the upkeep or fixing of goods which are sold in the land use district is undertaken, and without limiting the generality of the foregoing, may refer to motor vehicles, electrical equipment, jewellery, furniture, apparel, shoes and small engines

TRANSPORTATION, COMMUNICATION OR UTILITY FACILITY

means a facility for bus depots, taxi or courier firms, telephone, radio or television production or transmission, and water, sewer or electrical energy transmission

WAREHOUSE

means all or part of a building providing for the indoor storage of goods or merchandise

- 3. IN SUB-SECTION 1.2 DEFINITIONS, RESCIND THE DEFINITIONS FOR "District Shopping Centres," "Office Building" and "Regional Shopping Centre" AND REPLACE THEM WITH THE FOLLOWING DEFINITIONS:

DISTRICT SHOPPING CENTRE

means a facility which primarily provides for the sale of merchandise, with a grocery store normally forming the principal tenant. It is intended to serve four or more neighbourhoods.

OFFICE BUILDING or OFFICE

as the context requires, means a building or an area of a building where the principal use is administrative, business and professional work or services, and without limiting the generality of the foregoing includes:

- (i) professional services such as architects, accountants, lawyers, health services, consultants and appraisers and
- (ii) Administrative and business services such as government offices, corporate offices, clerical and drafting services.

delete

REGIONAL SHOPPING CENTRE

means a facility which primarily provides for a full depth and variety of merchandise sales.

- 4. IN SUB-SECTION 1.2 DEFINITIONS, RESCIND THE DEFINITIONS FOR "Personal Services" and *("Office Building or Office")*

MILNER FENERTY
Barristers and Solicitors

2900 ManuLife Place
10180 - 101 Street
Edmonton, Alberta
T5J 3V5

Telephone: [403] 423.7100

Fax: [403] 423.7276

DATE: April 26, 1993

TIME:

PLEASE DELIVER THESE 3 PAGES TO:

Mr. Charlie Sevcik
City Clerk

City of Red Deer

Fax No: 346-6195

RUSH/URGENT

THE CONTENT OF THIS FAX IS CONFIDENTIAL AND SUBJECT TO SOLICITOR/CLIENT PRIVILEGE.
IF THE READER IS NOT THE INTENDED RECIPIENT OR ITS AGENT, BE ADVISED THAT ANY
DISSEMINATION, DISTRIBUTION OR COPYING OF THE CONTENT OR OF THIS FAX IS PROHIBITED.
IF YOU HAVE RECEIVED THIS FAX IN ERROR, PLEASE NOTIFY US IMMEDIATELY AND RETURN THE
ORIGINAL FAX TO US BY MAIL AT OUR EXPENSE. THANK YOU.

FROM:

Dennis R. Thomas, Q.C.

MILNER FENERTY, EDMONTON

Fax No: [403] 423.7276

Our File: 127027-58/DRT

Telephone: [403] 423.7300

PROBLEMS:

Operator:

Telephone:

Secretary: Vivian

Telephone: 423.7300

DISPOSITIONS OF ORIGINALS:

Mailed _____

Delivered _____

Retained _____

X

MESSAGE:

MILNER | FENERTY
barristers and solicitors

H.R. Milner QC OC 1889.1975

L.H. Fenerty QC 1883.1977

2900 Manulife Place
10100 101 Street
Edmonton Canada
T5J 3V5

Tel [403] 423.7100
Fax [403] 423.7276

D.R. Thomas, Q.C.

writer 423-7300

direct line

File: 127027-58/DRT

DELIVERED VIA FAX
TO: 346-6195

April 26, 1993

Attention: Charlie Sevcik
City Clerk

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

Dear Sirs:

Re: Bylaw #2672/C-93, a Bylaw to amend Bylaw #2672/80,
the Land Use Bylaw of the City of Red Deer

We act for 422984 Alberta Ltd., the registered owner of Lot 16A, Plan 922 3172, located within the corporate limits of the City of Red Deer. We have been asked to write to City Council with respect to the above-noted proposed Bylaw #2672/C-93, which affects the lands described.

We understand that proposed Bylaw #2672/C-93 will be before Red Deer City Council today (April 26, 1993) for a public hearing. Accordingly, we ask that this letter be copied and provided to the Mayor and all members of City Council prior to commencement of the public hearing.

Our client did not become aware of proposed Bylaw #2672/C-93 or of the public hearing relating to the bylaw until Friday, April 23, when it was reviewing a report from the Red Deer Regional Planning Commission dealing with a proposed subdivision of a portion of Lot 16A, Plan 922 3172.

If this bylaw was advertised for public hearing, none of that advertising had come to the attention of our client. No copy of the proposed bylaw has been sent to our client as far as it is aware.

Founded 1882
Offices in Edmonton
and Calgary

MILNER FENERTY

April 26, 1993

Page 2

Our client has some serious concerns with respect to the changes to the permitted use categories contained in proposed Bylaw #2672/C-93, especially as these may impact on the possible restoration and redevelopment of the CP Rail Station Building. In particular, there appear to be some restrictions on some permitted uses which may diminish the development rights of our client.

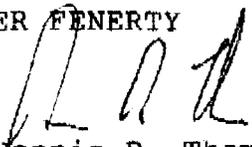
We are requesting that the public hearing with respect to Bylaw #2672/C-93 be adjourned for at least one month, so that our client will have an opportunity to meet with members of the City administration to discuss these proposed changes and to come to a better understanding as to what effect the changes may have on its development rights.

A copy of this letter is being sent to the City's legal advisor so that he will be aware of our request. A copy is also being sent to our client.

Could you please consider our request on behalf of our client and advise us in writing as to City Council's decision with respect to our request to adjourn the public hearing.

Yours truly,

MILNER FENERTY

Per: 

Dennis R. Thomas, Q.C.

vmd/446040

cc: Chapman, Riebeek & Company
Attention: Mr. T.H. Chapman, Q.C.

cc: 422984 Alberta Ltd.
Attention: Mr. Bruce Andrews
(copies delivered via fax)

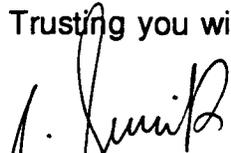
DATE: DECEMBER 22, 1992
TO: LAND & ECONOMIC DEVELOPMENT MANAGER
FROM: CITY CLERK
RE: FORMER CP RAIL LANDS - DOWNTOWN RED DEER

Your report dated December 10, 1992 pertaining to the above topic was considered at the Council Meeting of December 21, 1992, and at which meeting Council passed the following motion:

"RESOLVED that Council of The City of Red Deer having considered report dated December 10, 1992 from the Land and Economic Development Manager re: Former CP Rail Lands - Downtown Red Deer, hereby agrees to delay consideration of any further applications for the acquisition of former railway properties, until such time as the Red Deer Regional Planning Commission's revised Downtown Plan is approved by Council, and as recommended to Council December 21, 1992."

The decision of Council in this instance is submitted for your information and appropriate action. As noted in the comments from the Commissioners, the affect of this resolution does not mean that we will not receive proposals should investors wish to make them, but that all proposals will be held until the end of March.

Trusting you will find this satisfactory.


C. SEVCIK
City Clerk

CS/clr

cc: City Commissioners
Director of Community Services
Director of Engineering Services
Bylaws & Inspections Manager
City Assessor
E. L. & P. Manager
Fire Chief
Parks Manager
Public Works Manager
Towne Centre Association

DATE: DECEMBER 24, 1992
TO: LAND & ECONOMIC DEVELOPMENT MANAGER
FROM: CITY CLERK
RE: WITHDRAWAL OF APPLICATION BY SWELL INVESTMENTS LTD. TO
PURCHASE PART OF LOT 1 AND LOT 2B, PLAN 6233 R.S.

Council was advised at its meeting of December 21, 1992 that Swell Investments has withdrawn application to purchase Part of Lot 1 and Lot 2B, Plan 6233 R.S. Accordingly, the following motion which was introduced at the December 7, 1992 meeting of Council, was withdrawn:

"RESOLVED that Council of The City of Red Deer having considered report dated December 2, 1992, from the Economic Development Manager re: Application by Swell Investments Ltd. to purchase part of Lot 1 and Lot 2B, Plan 6233 R.S. hereby agrees to the City entering into an option and land sales agreement with Swell Investments Ltd. pertaining to the aforesaid lands (approximately 31,875 sq. ft.) at a purchase price of \$11.04 per sq. ft. subject to the following conditions:

1. The agreement to include a six month option at an option fee of 5% of the purchase price, with the balance of the purchase price payable upon exercising the option;
2. A condition of exercising the option being that the purchaser must obtain a development permit for a development conforming with C-1 zoning standards;
3. The City to be responsible for re-zoning the site to C-1;
4. The City to be responsible for all survey and subdivision costs;
5. The City to be responsible for the installation of water, sanitary sewer, storm sewer and 400 amp electrical service connections to the property line;
6. The City to be responsible for the removal of any environmental contaminants from the site;
7. The City providing Empire Paarking with 60 days' notice of cancellation of their lease agreement;

8. Access from 52 Street to the satisfaction of the City Engineer;
 9. An agreement satisfactory to the City Solicitor,
- and as recommended to Council December 7, 1992."

MOTION WITHDRAWN

It was my understanding that Swell Investments withdrew their application to allow sufficient time to establish an overall plan for the redevelopment of the former CP Rail lands and adjacent properties. The Planning Commission is currently undertaking a revision of the Downtown Plan and this Plan is anticipated to be completed by the end of March of 1993.

As noted in your letter to Swell Investments, I trust that you will keep them advised of developments.



C. SEVCIK
CITY CLERK
CS/sl

c.c. Principal Planner
Bylaws & Inspections Manager
Land Supervisor

February 10, 1993

Mr. Tom Reynolds
Sutton Group
4819 - 48 Avenue
Red Deer, Alberta
T4N 3T2

Dear Mr. Reynolds:

RE: APPLICATION TO ACQUIRE NW CORNER OF 45 STREET AND 54 AVENUE

Recently you received a letter from City Clerk Charlie Sevcik, indicating this matter would be discussed at a Committee of the Whole meeting of Red Deer City Council on Tuesday, February 16, 1993.

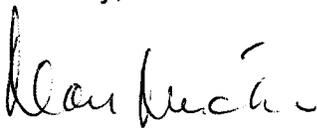
I wish to advise that the City Commissioners have reviewed your correspondence, and in light of the fact that they have now received a draft copy of the Red Deer Regional Planning Commission's proposed changes to the downtown area, feel it would be premature to put your proposal forward to City Council at this time.

It is anticipated the draft proposal from the Planning Commission will be reviewed by Council at a closed meeting on February 16; public input will be requested and a decision will be made, with respect to the plan, within thirty days of that date.

You have the assurance of the City Commissioners that no proposals relating to the particular property in question, will be considered in isolation prior to the adoption of the new downtown plan.

Should you have any questions, please do not hesitate to contact me.

Sincerely,



for: Alan V. Scott
LAND AND ECONOMIC DEVELOPMENT MANAGER

AVS/mm

c: Land Supervisor
City Clerk



THE CITY OF RED DEER

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

City Clerk's Department 342-8132

DATE: April 26, 1993

OUR FAX NO: (403) 346-6195

NUMBER OF PAGES INCLUDING THIS PAGE: 3

FAX TO: R. D. R. P. C.

ATTENTION: Paul Meurette

THEIR FAX NO: 346-1570

FROM: Charlie Fenwick

DEPARTMENT: City Clerks

MESSAGE AREA (if required):

Milner Fenerty Correspondence Dated
April 26/93 re: Bylaw 2672/C-93
attached.



*a delight
to discover!*

REPORTSNO. 1

SP-3.954

DATE: April 8, 1993

TO: CHARLIE SEVCIK
City Clerk

FROM: COLLEEN JENSEN
Social Planning Manager

RE: 1992 SOCIAL PLANNING DEPARTMENT ANNUAL REPORT

Enclosed is a copy of the Social Planning Department 1992 Annual Report. I request that this be tabled with City Council for information.

I will be in attendance at the April 26 Council meeting and would be pleased to address any questions that members of Council may have, at that time.



COLLEEN JENSEN
Social Planning Manager

CJ/kb

cc - Craig Curtis, Director of Community Services

Commissioners' Comments

Submitted for Council's information.

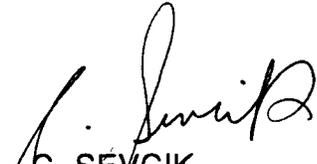
"G. SURKAN"
Mayor

"M.C. DAY"
City Commissioner

DATE: APRIL 27, 1993
TO: SOCIAL PLANNING MANAGER
FROM: CITY CLERK
RE: SOCIAL PLANNING DEPARTMENT ANNUAL REPORT

Your report referred to above was presented on the Council Agenda of April 26, 1993. At the April 26 Council Meeting your report was accepted for information and agreed that same be filed.

We thank you for your report in this instance.



C. SEVCIK
City Clerk

CS/cjd
cc: Director of Community Services



• **Social Planning
Community Services**

JANUARY 1 to DECEMBER 31, 1992

ANNUAL REPORT



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REPORT OF THE SOCIAL PLANNING MANAGER

This report provides an executive summary of the activities of the Social Planning Department in 1992.

The Social Planning Department continues to operate from a decentralized service delivery model, working with projects funded under a municipal provincial cost share program known as Family & Community Support Services (FCSS), as well as child care and with special transportation services. Each of these areas are explained in detail elsewhere in the report, along with respective 1992 highlights.

Following are some of the general highlights for the Department.

- A public awareness plan on cultural diversity was completed in April. The Community Cultural Awareness Team (CCAT) was formed to work on a community development approach in implementing the strategies. Social Planning plays a resource role on CCAT, with the Community Worker as a member of the Team.
- The Family & Community Support Services (FCSS) Board developed a detailed response to the 37 recommendations from the 1991 provincial FCSS Ministerial Review, including five identified priorities. The response was presented to the 3 MLA's in the Red Deer and District area as well as to the City of Red Deer Council. City Council forwarded their resolution of support to the Minister of Alberta Family & Social Services.
- The FCSS Board held their second annual Board retreat at Deer Valley Meadows. It was again very successful, with proactivity the focus for discussion. Several action strategies were developed, including providing funded agencies an opportunity to evaluate the effectiveness of the Social Planning Department and the FCSS Board. Results of the evaluation were extremely positive.
- The first edition of the Social Planning Department demographic report was circulated. Over 300 copies were sent to agencies and individuals in the community and our surrounding area. Recipients were very pleased with the report and plans are in place to update the document in 1993. The Research & Planning Officer and the Community Worker deserve a great deal of credit for the success of this project.
- Financially, 1992 was a very difficult year, with most funded projects closer to budget than ever before. Overall, the Department was able to operate within the allocated budget through careful monitoring and the reallocating of funds from program to program. The funded projects should be commended for their cooperation and diligent management.

1992 has been a success through the leadership given by the FCSS Board and City Council, together with the Community Services Division and Social Planning team approach. The support from all those involved is greatly appreciated.



COLLEEN JENSEN
Social Planning Manager

FAMILY & COMMUNITY SUPPORT SERVICES BOARD

The Red Deer & District F.C.S.S. Board is established by joint agreement between the City of Red Deer, the County of Red Deer, the Villages of Delburne and Elnora, and the Towns of Penhold and Bowden. The City of Red Deer is the unit authority, receiving and administering all of the provincial and matching municipal funds on behalf of the district. The joint agreement clearly defines the responsibility of each municipality in the partnership.

The Board consists of twelve voting members, including six members appointed by City Council (2 Aldermen and 4 citizens-at-large), two members appointed by County Council, and one member appointed by each of the Councils of Delburne, Elnora, Bowden and Penhold.

The Board's basic responsibility includes overseeing all services funded through the F.C.S.S. Program, the Special Transportation Service, the Community Services Centre, monitoring the Day Care Management Agreement, and any other services which are assigned to it.

The agreement states that the Board shall advise on the application and administration of the F.C.S.S. Act within the jurisdiction of the partners. In this advisory capacity it shall:

- "Assist in formulating plans and priorities regarding Family and Community Support Services with a view to the establishment of a comprehensive program.
- Advise on the establishment of such relationships with other municipal, provincial, and federal departments and community agencies as will promote the orderly development of Family and Community Support Services.
- Review all applications for cost sharing under the Family and Community Support Services Act and make recommendations as to their acceptance, deferment or rejection."

The Board is also responsible for recommending an annual budget to each of the partners and stimulating and promoting citizen awareness of the importance of prevention and of the preventive social services available.

Board Members for 1992:	
Mrs. Frances Craigie	Councillor Bill Hazlett
Mr. Roger Clarke	Councillor Earl Fitch
Ms. Peggy Biggs	Councillor Gail Graham
Mr. Lee Urquhart	Councillor Shirley Adams
Mrs. Cheryl Warren	Alderman John Campbell
Councillor Ray Reckaeidter	Alderman Bill Statnyk

ADMINISTRATION & PLANNING

Administratively, the Social Planning Department is responsible for the following programs:

- Family and Community Support Services Program
- Child Care Program
- Special Transportation Services

Additional general administrative responsibilities are:

- To develop and maintain an Emergency Social Services Plan coordinating the activities of individuals and groups providing housing, food, clothing, personal care and volunteers in the event of a peacetime emergency.
- To promote input on social aspects of physical planning to City Council, the Municipal Planning Commission, and the administration.
- To analyze social policy issues and prepare reports to City Council and the F.C.S.S. Board.

The budget for Administration and Planning is cost shared by three levels of government, with provincial FCSS allocations, the Canada Assistance Plan (federal) and municipal matching money.

1992 Actual Expenditure

	Gross Expenditure	Revenue	Net Deficit
Administration & Planning	149,445	0	149,445

FAMILY & COMMUNITY SUPPORT SERVICES (PROJECTS)

The Social Planning Department staff oversee the F.C.S.S. Program. Through preventive programming, the objectives of the program are:

- To support services that enhance the quality of life for the retired and semi-retired.
- To support individual, family and group counselling services that are educational/preventive, to assist individuals and families to remain at or return to a healthy state.
- To support services designed to inform the public and promote community awareness of relevant and current social issues and the programs available.
- To support services that promote the social development of children and their families.
- To support services that enrich and strengthen family life by developing skills in youth and adults to allow them to function more effectively within their own environment.
- To support services designed to promote, encourage, and support volunteer work in the community.

The F.C.S.S. Board contracts with community, non-profit organizations to deliver services on behalf of the municipalities. There is a contract in place with each of the 22 organizations delivering services in the F.C.S.S. Program, which is renewed annually, based on needs assessment and budget constraints.

Highlights

Meals on Wheels Programs in Bowden, Delburne, Elnora and Red Deer were reviewed by an external consultant in 1992. The Steering Committee for the Review was composed of board and staff from FCSS, Red Deer Meals on Wheels and Delburne Meals on Wheels. A complete report of the Review is available from the Social Planning Department. In summary, the consultant found that all programs adhere to the FCSS mandate of prevention in providing a nutritious noon meal three or five times per week. Individual programs were asked to strengthen their volunteer component, advertise their criteria more widely, examine the containers in which their food is being delivered and consider relocation of their service because of space constraints.

Central Alberta Refugee Effort (C.A.R.E.) Immigrant Women's Program, which had been reviewed in 1991, received FCSS Board commitment for extra funding to increase the coordinator time by 0.1 as recommended by the consultant, only to meet the present demands. (Red Deer City Council upheld this decision.)

The Golden Circle received a funding cut in 1992 of \$7,300 because the FCSS Board and staff deemed that some FCSS funding was supporting the recreation activities rather than the prevention activities. Golden Circle had a difficult time meeting their 1992 approved deficit but managed to do so because of ardent fundraising and reallocation of the Circle Society Bingo money. Another program, Teen Ed, was refused funding in 1992 because the FCSS Board decided that other sexuality education programs existing in the City are including as a focus, abstinence; Teen Ed was therefore duplicating an existing program.

The School Age Child Care Program is being reviewed by the Red Deer Child Care Society and a parent committee as a result of fee increases late in 1992. A joint committee of the FCSS Board and staff and the RDCCS Board, parents and staff will review the fees and the sliding fee scale early in 1993.

The Family Service Bureau reviews each of its programs internally on a three-year rotation. Elizabeth Radian and Sharon Lampard conducted an information session on their process for other FCSS funded agencies in 1992. The workshop was well received by participants.

**The City of Red Deer Family & Community Support Services
Statement of Application of Funding for the Year 1992 (Actuals)**

Agency	Gross Expenditure	Agency Revenue	Net Deficit
Bowden Meals on Wheels	1,304	1,037	267
Bowden Play and Learn	6,306	4,608	1,699
Boys and Girls Club	105,913	49,013	56,900
Children's Council	38,153	22,970	15,184
CMHA - Bereavement Support	53,080	18,318	34,761
CMHA - Education	30,727	2,917	27,810
Community Information & Referral	85,207	5,025	80,182
Community Support - City Workers	157,524	974	156,550
Community Support - Dist. Workers	18,048	0	18,048
Community Services Network	841	0	841
Delburne Meals on Wheels	7,898	3,549	4,349
Delburne Playschool	5,176	5,357	-181
Downtown House	45,911	24,683	21,228
Elnora Meals on Wheels	5,396	3,710	1,686
Elnora Playschool	3,853	2,930	922
Family Service Bureau - Counselling	247,471	26,828	220,643
Family Service Bureau - Education	166,856	38,050	128,807
Family Service Bureau - Home Support	161,353	70,769	90,585
The Golden Circle (plus FMMP)	200,438	76,568	123,870
Immigrant Women's Program	20,540	107	20,433
Penhold School Age Child Care	6,882	4,243	2,639
Red Deer Child Care - Infant Care	69,556	56,705	12,851
Red Deer Meals on Wheels	99,039	65,491	33,548
School Age Child Care-East Hill	29,359	20,121	9,238
School Age Child Care-Fmly Day Home	61,157	27,867	33,290
School Age Child Care-Fairview	21,900	7,294	14,606
School Age Child Care-G.H. Dawe	30,121	20,907	9,214
School Age Child Care-G.W. Smith	22,345	15,174	7,171
School Age Child Care-Holiday Program	25,360	19,279	6,081
School Age Child Care-Joseph Welsh	22,390	13,845	8,545
School Age Child Care-Mountview	22,414	17,378	5,036
School Age Child Care-Normandeau	30,351	23,012	7,339
School Age Child Care-Oriole Park	30,015	22,862	7,153
School Age Child Care-The Pines	18,043	14,890	3,153
School Age Child Care-Piper Creek	23,509	11,930	11,579
School Age Child Care-West Park	32,434	22,919	9,515
Sexual Assault Centre	44,315	14,015	30,300
Teen Networks	58,748	35,158	23,590
Women's Shelter-Child Care Program	44,833	31,689	13,144
TOTAL	2,055,710	802,192	1,252,577

**Red Deer & District FCSS
Annual Statistics by Category**

* Category	Net Expenditure 1992	Units of Service 1992
Child & Family	327,418	193,488
Community Development	175,439	4,126
Counselling	220,643	4,853
Home Support	173,789	47,703
Information & Education	140,179	15,123
Retired Persons	101,743	56,812
Youth	80,490	2,609
Volunteers	32,875	119,195
	1,252,577	443,909

(The Social Planning Department has standardized statistics' record-keeping in 1992.)

* Programs within each category are:

CHILD & FAMILY	Bowden Play and Learn Children's Council Delburne Playschool Elnora Playschool Family Service Bureau - Education Immigrant Women's Program Penhold School Age Child Care School Age Child Care - Community (Pines) School Age Child Care - RDCCS Women's Shelter-Child Care Program Infant Care - RDCCS
COMMUNITY DEVELOPMENT	Community Support - City Workers Community Support - District Workers Community Services Network
COUNSELLING	Family Service Bureau - Counselling
HOME SUPPORT	Delburne Meals on Wheels Bowden Meals on Wheels Elnora Meals on Wheels Family Service Bureau - Home Support Red Deer Meals on Wheels Golden Circle - Outreach & Home Maintenance
INFORMATION & EDUCATION	Community Information & Referral CMHA - Bereavement Support CMHA - Education Sexual Assault Centre
RETIRED PERSONS	Downtown House The Golden Circle
YOUTH	Boys & Girls Club Teen Networks
VOLUNTEERS	Community Information & Referral - Volunteer Referral

Volunteers are a vital component of F.C.S.S. We are extremely proud of the people who give freely of their time to ensure services in the community are available and successful.

**Number of Volunteers and the Hours Worked
Within each Category of Work
For the Budget Year 1992**

Type of Work	*Number of Volunteers	Number of Volunteer Hours
Boards	377	8,329
Program Coordination	139	5,376
Program Delivery	1,478	59,840
Clerical	112	6,510
Telephoning	51	629
Volunteer Training	180	3,520
Other	726	16,776
TOTAL		100,978

* One individual may be recorded in more than one category.

*** Number of Volunteers by Category of Activity
for the Budget Year 1992**

Child & Family	896
Community Development	235
Counselling	21
Home Support	620
Information & Education	348
Retired Persons	784
Volunteers	18
Youth	143

• One individual may be recorded in more than one category.

CHILD CARE

The Child Care Program involves the provision of child care by the Red Deer Child Care Society through the Day Care Management Agreement with the City of Red Deer. The Agreement began with a 3-year term on January 01, 1990. A further 3-year term from January 1, 1993 to December 31, 1995 has been approved.

The Child Care Society has a City Council member on its board and reports directly to City Council. Funding is provided from provincial grants and parent fees, with the balance shared between the City and the federal government under the Canada Assistance Plan. Particular emphasis is on low-income and one-parent families, as well as children with disabilities. The Social Planning Department monitors developments in this program and serves as the administrative liaison between the City and the Society.

The objectives of the Program are:

- To provide care for pre-schoolers in two day care centres owned by the City.
- To provide care for pre-schoolers in private homes.
- To provide care and training for children with disabilities in private homes and in the 2 day care centres.

Highlights:

- The Red Deer Child Care Society worked hard at increasing enrolment, with particular success at the Red Deer Day Care toward year end.
- The needs of children with disabilities continue to be met through spaces in both day cares, as well as the Family Day Home Focus program.
- The cost per child hour continues to remain relatively constant, compared to previous years.

Red Deer Child Care Society Statement of Revenue and Expenditures for the Budget Year 1991 (Unaudited)

Program	Provincial Grant	Provincial Subsidy & Parent Fees	C.A.P. Funding	City of Red Deer	*Other
Red Deer Day Care	36,707	170,808			13,978
Normandeau Day Care	36,534	176,432			29,423
Family Day Home Program	105,780	397,550			0
Focus Program	8,996	37,246			42,426
TOTAL	188,018	782,036	103,835	** 99,358	85,827
1991	196,674	840,936	99,208	105,095	67,708

* Integrated Day Care

** As per Funding Agreement

SPECIAL TRANSPORTATION

Special Transportation services are operated by the Red Deer Action Group for the Physically Disabled. The City of Red Deer provides funding through tax levy and grants. Management responsibility is delegated to the Transportation Committee which includes representation from the Red Deer Action Group and the City of Red Deer Transit and Social Planning Departments. Special transportation includes services to persons with disabilities (Citizen's Action Bus) and to the elderly (Seniors' Taxi) who are not able to use regular transit with dignity.

Highlights:

Alberta Transportation and Utilities agreed to fund a review of Special Transportation Services in 1992. The Steering Committee for the Review included representatives of Alberta Transportation and Utilities, Red Deer Action Group, City of Red Deer Transit and Social Planning, Red Deer County Council and the City of Lethbridge. An external consultant with experience in special transportation in Alberta was hired from Vancouver. The draft report of the study was completed by year end, noting a need for a family of services in Red Deer which would include more accessible vehicles for regular transit.

The Seniors' Taxi operated for the full year in 1992. The number of seniors registering for and utilizing the service have been slower than anticipated. By late November, the Seniors' Taxi was usually fully booked (25 hours per week) by seniors and as back-up for ambulatory Citizen's Action Bus customers.

Special Transportation experienced a difficult year financially because of the lower revenue in the Seniors' Taxi. Expenditures were close to budget but Special Transportation's global budget was over by \$11,505.

Three handivans were replaced in 1992, one by a grant from the Wild Rose Foundation and two from grants from the Alberta Cities Partnership Grants (75%) and donations from the Red Deer Central Lions Club and Red Deer Elks Lodge #85 (25%).

Special Transportation Services made 33,361 trips in 1992.

Special Transportation Services for the Budget Year 1992

Special Transportation	Total Cost	Fares & Other	City of Red Deer
Citizens Action Bus and Seniors' Taxi	380,756	98,856	281,900
1991	365,628	105,005	260,623

SUMMARY

The following table gives a brief overview of the total financial picture of the Social Planning Department in 1992.

Social Planning Department/City Share Portion Budget vs. Actual Expenditures

	Budget	Actual
Administration	35,714	34,842
FCSS Projects	245,898	229,767
Special Transportation	270,395	281,900
Day Care	99,687	99,358
	651,694	645,867

Statement of Government Cost Sharing For the Budget Year 1992 (Actuals)

	Admin. & Planning	%	F.C.S.S. Projects	%	Total	%
Province	99,626	67	990,101	79	1,089,727	78
Canada Assistance Plan	9,530	06	6,728	01	16,258	01
Municipal Share	40,131	27	255,748	20	295,879	21
TOTAL	149,287	100	1,252,577	100	1,401,864	100

Comments

- Note that Admin. & Planning and FCSS Projects are cost shared by three levels of government, with Canada Assistance Plan money provided federally.
- Both Admin. & Planning and FCSS Projects were within budget.
- Due to careful management of agencies overall, surplus money was available to cover a budget overrun in Special Transportation, as a result of revenue shortfall.

**Statement of Municipal Cost Sharing
For Admin. & Planning In the Budget Year 1992**

	1992
The Village of Delburne	177
The Village of Elnora	80
The Town of Bowden	297
The Town of Penhold	459
The County of Red Deer	4,275
The City of Red Deer	34,842
TOTAL	40,131

**Statement of Municipal Cost Sharing FCSS Projects
for the Budget Year 1992**

	1992
The Village of Delburne	1,628
The Village of Elnora	880
The Town of Bowden	1,725
The Town of Penhold	2,587
The County of Red Deer	19,161
The City of Red Deer	229,767
TOTAL	255,748

Comments

- Participation of the six municipalities provides a broad base support. Overall the level of funding increased very little.

COMMUNITY SERVICES DIVISION
Community Services Director - Craig Curtis

SOCIAL PLANNING DEPARTMENT STAFF
1992

Social Planning Manager		Colleen Jensen
Projects Supervisor		Barbara Jeffrey
Community Worker		Gillian Lawrence
Research & Planning Officer		Marlayne Robinson
Clerical Support	Jan. - June	Kathryn Lefebvre
.....	June - Dec.	Jacobie (Kobie) Bylsma

NO. 2

CS-P-4.194

DATE: April 20, 1993
TO: CITY CLERK
FROM: DON BATCHELOR
Parks Manager
RE: 1992 PARKS DEPARTMENT ANNUAL REPORT

Please include the attached 1992 Parks Department Annual Report to the April 26, 1993 City Council Agenda. This report was presented to the Recreation, Parks & Culture Board on April 19, 1993, where the following resolution was passed:

"That the Recreation, Parks & Culture Board, having considered the Parks Department Annual Report ending December 31, 1992, hereby commend the Parks Department and staff for a job well done, and also for coming in under budget for 1992."

I will be in attendance at the Council meeting to answer any questions.



DON BATCHELOR

:ad
Att.

Commissioners' Comments

Submitted for Council's information only.

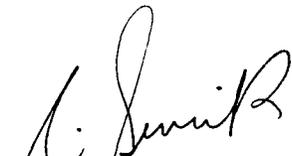
"G. SURKAN"
Mayor

"M.C. DAY"
City Commissioner

DATE: APRIL 27, 1993
TO: PARKS MANAGER
FROM: CITY CLERK
RE: 1992 PARKS DEPARTMENT ANNUAL REPORT

Your report referred to above was presented on the Council Agenda of April 26, 1993. At the April 26 Council Meeting your report was accepted for information and agreed that same be filed.

We thank you for your report in this instance.



C. SEVCIK
City Clerk

CS/cjd
cc: Director of Community Services



**• Parks
Community Services**

JANUARY 1 to DECEMBER 31, 1992

ANNUAL REPORT



CITY OF RED DEER
 COMMUNITY SERVICES DIVISION
 DIRECTOR - CRAIG CURTIS

PARKS DEPARTMENT
 Senior Staff - 1992

Manager	Don Batchelor
Parks Planner	Pete Wasylyshyn
Parks Facilities Superintendent	Neil Evans
Parks Facilities Foreman II	Jim Woychuk
Parks Facilities Foreman I	Steve Davison
Parks Construction/Maintenance Superintendent	Ron Kraft
Parks Construction/Maintenance Foreman	Don Pinkney
Boulevard Maintenance Foreman	Dale Nelson
Turf Maintenance Foreman	Doug Gillespie
Arborist	Linda Feddes
Weed & Pest Control Foreman	Doug Rumsey
Biological Services Foreman	Grant Moir
Cemetery Foreman	Rolf Westera

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REPORT OF THE PARKS MANAGER

INTRODUCTION

The Parks Department, in 1992, continued to adhere to City and Departmental Standards and Specifications in terms of quantity and quality of work performed.

City staff working within the Parks Department were commended for:

- balancing operational budgets;
- balancing capital project budgets;
- retaining an acceptable safety work record;
- utilizing their expertise and knowledge in a cooperative manner in the Parks Department and other City departments.

Weather and growing conditions were considered average, with warm temperatures forcing closure of the rinks in January, and a very dry August resulting in less mowing of turf by City forces.

PROJECTS

Major documents, bylaws and Council policies were prepared in 1992, including the following:

- | | |
|----------------------------|--|
| Cemetery Bylaw Amendments: | <ul style="list-style-type: none"> ■ 1992 rate structure ■ Negotiated the placement of foundations by the City with monument companies. |
| Parks Bylaw Amendments: | <ul style="list-style-type: none"> ■ Regulations with respect to booking procedures and exclusive use of park areas were added; in particular church requests for reservation of Bower Ponds during Canada Day festivities was resolved. ■ Vandalism and teenage parties were addressed by prohibiting public gatherings in parks after 11:00 p.m. |
| Council Policy No.921: | <ul style="list-style-type: none"> ■ Reservations of parks and outdoor recreation facilities. |
| Council Policy No. 823: | <ul style="list-style-type: none"> ■ Assisted the Red Deer Regional Planning Commission in updating guidelines for subdivision and planning developments. |
| Council Policy No. 928: | <ul style="list-style-type: none"> ■ Downtown street tree maintenance restricted to structural pruning only. |
| M.P.C. Standards: | <ul style="list-style-type: none"> ■ Downtown parking lot landscape standards were established in conjunction with the Municipal Planning Commission and Red Deer Parking Commission. |

- Bylaw No. 2672/W-92: ■ Major entry arterial landscape specifications for all new commercial developments were defined.

Departmental policies and standards prepared and/or updated in 1992 included:

- Playground Construction Procedure Policy - Safety Procedures For Volunteers
- Integrated Pest Management Strategy
- Operational, Planning, Predicting Theory - Biological Mosquito Control
- Employee Health & Safety Manual

The Standards and Policies outlined in the Department's manuals ensured conformity of quality-of-service by staff and contractors in maintenance operations and construction projects.

Significant issues that arose in 1992, in comparison to previous years, included:

- A large increase in public complaints for dandelions and clover on parkland.

Response - a result of a 30% cut in the Weed Control Budget in 1992 from the previous year's standards (was partially reinstated in the 1993 budget).
- Three Parks Department staff received the Commissioner's Commendation in 1992.
- Significant increase in noxious weeds in the industrial areas, in particular Edgar Industrial area.

Response - due to a 40% cut in industrial weed control in 1992 over previous year's standards (was increased back to previous standard, with funding from the respective subdivision account in 1993).
- The actual City cost of turf maintenance was \$216/acre/year compared to the budget of \$265/acre/year and \$235/acre/year for the turf contractor.

Response - the dry fall and late summer reduced the number of mowings undertaken by the City; whereas under the contract agreement the contractor had to be paid in full, the turf maintenance completed by City forces was \$24,000 under budget guidelines.
- Re-allocation of resources in the cemeteries to achieve budget guidelines.

Response - revenues in the cemeteries were significantly reduced due to a lower interest rate on the perpetual care account and reduced plot sales.

BUDGET

The Parks Department operating and capital budgets were monitored throughout the year to the extent that the tax-allocation contribution to parks operations showed a year-end surplus of \$30,000, or 2%, compared to the approved budget. Outlined below is a summary of the 1992 Operating and Capital Parks Budgets:

<u>1992 Revenues</u>	<u>Budget</u>	<u>Actual</u>	<u>%</u>
Cemetery	188,975	164,887	87
Weed & Pest	41,500	40,713	98
Parks - Open Space	152,249	279,501	184
Waskasoo Park	<u>777,899</u>	<u>805,986</u>	<u>104</u>
TOTALS	\$1,160,623	\$1,291,147	111

Comments on Revenues

The significant variances in revenues is due to:

- interest on the Cemetery Perpetual Care Fund dropped from $\pm 10\%$ in 1991 to $\pm 5\%$ in 1992 (net loss in revenue by interest equalled \$10,000 in 1992).
- fewer burials and plot sales in the cemeteries than projected.
- provincial grant for mosquito control being less than projected.
- playground developments funded by C.R.C. grants undertaken by the Parks Department on behalf of community associations and school planning committees (additional revenues correspond to additional expenditures).
- landscape repairs for utility installations undertaken by the Parks Department (additional revenues).

1992 Gross Expenditures

	<u>Budget</u>	<u>Actual</u>	<u>%</u>
Cemetery	280,704	259,567	92
Weed & Pest	170,029	169,983	99
Parks - Open Space	1,856,088	1,950,776	105
Waskasoo Park	<u>777,899</u>	<u>805,986</u>	<u>104</u>
TOTALS	\$3,084,720	\$3,186,212	103

Comments on Expenditures

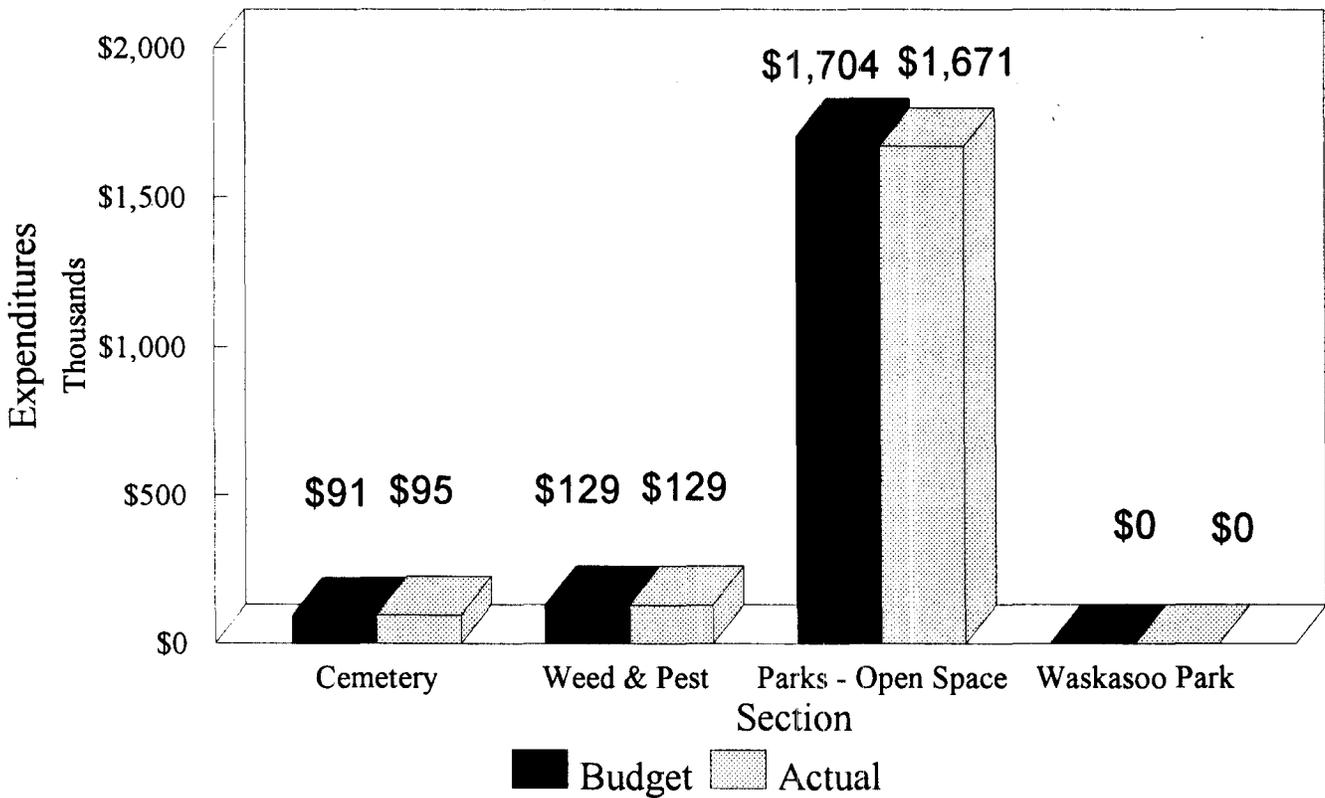
Variances in expenditures are the same and relate to the corresponding increased revenues as outlined above.

1992 Net Expenditures

	Budget	Actual	%
Cemetery	\$91,729	\$94,680	103%
Weed & Pest	\$128,529	\$129,110	100%
Parks - Open Space	\$1,703,839	\$1,671,275	98%
Waskasoo Park	\$0	\$0	0%
TOTALS	\$1,924,097	\$1,895,065	98%

Parks Department

Budget vs Actual



1992 CAPITAL BUDGET

Outlined below are the expenditures on capital projects undertaken by the Parks Department in 1992, including those projects completed by contractors.

The amount of capital projects completed by contractors in 1992 equalled $\pm 78\%$.

The projects, as described below, are divided into:

<u>Description</u>	<u>Total Cost</u>
■ Major Continuous Corridor Landscaping	\$114,000
■ Subdivision landscaping in new residential expansion areas	\$36,000
■ C.P.R. Bridge conversion to bike/pedestrian trails (*No City Funding)	\$157,000
■ Bower Ponds shoreline reconstruction	\$256,000
■ East Hill school and park (Hunting Hills School) - offsite levies, servicing and grading	\$297,000
■ Neighbourhood school and park site landscaping and park development charged to respective Recreation Levy accounts	\$220,000
■ Waskasoo Park (Waskasoo Park Reserve Account)	\$85,000

RED DEER & ALTO RESTE CEMETERIES

The Red Deer Cemetery and the Alto Reste Cemetery experienced a less than average year with respect to the number of plot sales and burials. This reduction was compounded by a lower interest rate on the Perpetual Care account, which resulted in a net loss in interest of \$10,000 in 1992.

Operations were curtailed to ensure that the net tax allocation required for the operation of the two cemeteries was adhered to.

Outlined below is a summary of statistics for the cemeteries in 1992:

Burials:	<u>Cremations</u>		<u>Regular</u>		<u>Total</u>
	Plot	Niche	Baby	Adult	
	53	6	9	150	218
Plot Sales	28	9	9	108	154

In addition, 60 concrete liners were sold by the City, and a further 94 were sold by local funeral homes.

Outlined in the following charts are:

- Annual burials and sales in Red Deer Cemeteries - 1986-1992.
- 1992 Burial charges by Alberta municipalities.

**EXAMPLES OF BURIAL CHARGES
ALBERTA MUNICIPALITIES
1992 RATES**

CITY	REGULAR PLOT PURCHASE PERPETUAL CARE & BURIAL (Resident)	CREMATED PLOT PURCHASE PERPETUAL CARE & BURIAL (Resident)
CALGARY	\$991	\$224
MEDICINE HAT	\$744	\$181
LETHBRIDGE	\$1,140	\$495
EDMONTON	\$985	\$560
GRANDE PRAIRIE	\$760	\$232
LEDUC	\$650	\$150
ST. ALBERT	\$735	\$350
RED DEER - 1992	\$750	\$215
LACOMBE	\$475	\$175
INNISFAIL	\$454	\$115

**RED DEER CEMETERIES
ANNUAL SALES & BURIALS
1986 - 1991**

YEAR	SALES			BURIALS		
	ASH	REGULAR	TOTAL	ASH	REGULAR	TOTAL
1986	31	204	240	32	164	202
1987	31	187	220	47	196	245
1988	21	168	197	32	199	240
1989	26	146	177	51	168	225
1990	43	155	203	51	167	223
1991	48	137	193	56	148	221
1992	37	117	154	59	159	218

Significant changes or upgrades to the cemeteries in 1992 included:

- Opening of a new cremation burial section in the Red Deer Cemetery.
- Resetting of 152 monuments that had settled.
- Although vandalism occurred on three occasions, damage was minimal.

WEED & PEST CONTROL

The Weed & Pest Control budgets in 1992, were significantly reduced from previous years' standards. The reduction in weed cutting operations and spraying activities resulted in numerous public complaints and a number of City properties approached contraventions to the Province of Alberta Weed Control Act.

Reductions in service were as outlined below:

- | | Reduction
1991-92 |
|---|----------------------|
| ■ Broadleaf Weed Control on Parkland & Boulevards | 20% |
| ■ Downtown Sidewalks/Buildings/Roads | 40% |
| ■ Industrial Areas & Undeveloped City Land Weed Control | 40% |

Noxious weed problems in the industrial areas were overcome by utilizing the respective subdivision fund for weed control purposes. Significant increase in clover and dandelions in residential parkland resulted in deterioration of turf and numerous public complaints. The 1993 operating budget has incorporated partial reinstatement of funding to achieve more acceptable standards for weed control in parkland, boulevards and industrial areas.

Chemical applications continue to be reduced for weed and pest control purposes. A reduction of approximately 80% has occurred since 1987; biological methods are being used as an alternative.

An Integrated Pest Management Plan has been implemented to coordinate the use of biological methods of control for all weeds and pests.

BIOLOGICAL MOSQUITO CONTROL

The Biological Mosquito Control Program was in effect for its fourth season in 1992. The number of potential mosquito hatching sites and treatment areas have increased to 1,304. The program was considered successful in controlling the mosquito populations to tolerable levels using biological methods only.

Significant highlights to the 1992 program include:

- Higher water-table levels which may result in the potential for significant hatches in 1993.
- Research continues in transporting natural predators of mosquito larvae (i.e. stickleback fish and fresh water shrimp) to breeding sites to control mosquito larvae populations.
- The program remains targeted at one mosquito species only (Aedes vexans).
- A total of 6 treatment campaigns were launched, although some campaigns overlapped into each other; outlined below is a summary of the campaigns for 1992 and a comparison over the past 4 years.

1992 BIOLOGICAL MOSQUITO CONTROL APPLICATIONS

Campaign #	Treated	Dry	Non-Treated	Total Pools	Bags Bti	Bti (Kg)	Date
1	582	287	121	990	65.00	1,176.50	2/4/92 - 1/5/92
2	44	42	53	139	0.75	13.57	22/5/92 - 28/5/92
3	92	90	76	258	1.75	31.67	5/6/92 - 11/6/92
4	202	71	71	344	6.00	108.60	17/6/92 - 23/6/92
5	178	70	35	283	5.00	90.50	9/7/92 - 14/7/92
6	19	30	48	97	0.50	9.05	20/7/92 - 23/7/92
Cumulative Totals	1,117	590	404	2,111	79.00	1,429.89	

**1989-92 APPLICATION SUMMARY
BIOLOGICAL MOSQUITO CONTROL**

YEAR	TOTAL POOLS	NEW POOLS	SPRING BTI USE (kg)	SUMMER BTI USE (kg)	TOTAL BTI (kg)
1989	935	---	1,013.5	144.8	1,158.3
1990	1063	128	2,153.9	208.2	2,362.1
1991	1213	150	1,122.2	447.0	1,569.2
1992	1304	91	1,176.5	253.4	1,429.9
				Average	= 1629.9 kg

WASKASOO PARK

The 1,430 acres (588 hectares) of Waskasoo Park were monitored and maintained by the Parks Department in 1992. Approximately 70% of this area is grassland and naturally treed, with the remaining 30% developed park area. The number of acres mowed in 1992 was approximately 2% less than in 1991, due to the continued policy of naturalization by converting mowed grass areas to natural grass and parkland areas.

A total of 4 park officers patrolled the Waskasoo Park system from April 17 to October 12, 1992. In addition, a new "Trail Watch" program started in 1992, utilizing the resources of the Red Deer Bicycle Club. The 30 registered members of the Bicycle Club, participated in the Trail Watch Program by scheduling regular patrols and inspections along the park system and reported immediate concerns to the Fire or Police Departments via a mobile radio system, and reported maintenance or operational observations to the Parks Department for action.

With amendments to the Parks & Public Facilities Bylaw #2841 prohibiting public gatherings in parks between 11:00 p.m. and 6:00 a.m., the vandalism and abuse of parks has sharply dropped. The late evening/early morning parties by teens at Kin Canyon, Kiwanis Picnic Park and other locations have all but disappeared. The media attention to the bylaw change, the Trail Watch Program and committed patrols by the RCMP can be credited to this significant reduction in vandalism. Vandalism dropped by 40% in 1992 in comparison to previous years.

Bower Ponds was drained in 1992, with a complete restructuring of the west shoreline. This work was completed within guidelines, and will result in a stabilized dock, performing stage and shoreline. In addition, water clarity and quality will significantly be improved.

The Old CPR Bridge was restored and restructured for use as a bicycle and pedestrian bridge. The project was totally funded by CPR, grants, donations and fundraising. An endowment fund has been retained for maintenance of the bridge in perpetuity. The City of Red Deer did not contribute funds or resources to this project. It was coordinated by the Parks Department, with all work carried out by volunteers and contractors.

PUBLIC OPEN SPACE & PARKS

The number of acres of parkland and outdoor park/recreational facilities increased in 1992, including:

<u>Description</u>	<u>Added in 1992</u>	<u>City total</u>
Playgrounds	6 New Structures	99
Sportsfields	0 Baseball/Soccer	122
Outdoor Rinks	2 New Rinks	42
Park Furniture	75 Units	325
Trails	3 Km	34
Trees	460 New Plantings	16,500
Turf (Mowed)	57 Acres of New Grass	1,155

Community associations, groups or agencies were responsible for 18 park related projects in 1992, totalling in excess of \$130,000 (excluding the CPR Bridge @ \$157,000).

The Parks Department provided expertise, design, planning, equipment and supervision, while the community groups provided the major component of labour and funding. A Volunteer Safety Policy & Procedure was enacted to ensure the safety of all volunteers while working on park projects.

The City Hall Park Gardener/Foreman, Mr. Ted Harkema, retired after 29 years with the City. His position was replaced internally, within the guidelines of the Reduction by Attrition Program.

An extensive naturalization program was started in 1992, to reclaim park areas where the natural vegetation was destroyed due to public over-use. Plantings of native trees, shrubs, grasses and groundcover in Piper Mountain, Glendale Natural Area and Stephenson Park has resulted in a successful rejuvenation. A native tree and shrub tree nursery has been started in the City Nursery in conjunction with the Citizens Action Group on the Environment (C.A.G.E.).

Other community tree planting projects included:

- 38 trees - Morrisroe Community Association
- 560 trees - C.A.G.E. along 67 Street escarpment
- 1,254 Colorado Spruce Seedlings to every Grade 1 students in Red Deer
- 40 trees - Eastview Junior High School Courtyard

Major tree planting enhancement projects completed in 1992 include:

- Ross Street/Couplet - Boulevard Trees
- 51 Avenue - Boulevard Trees
- CPR Island Park
- Taylor Drive/Public Works Berm
- 77 Street Berm/Kentwood
- 37 Street Berm/Deer Park

The East Hill District Park Site (Hunting Hills High School Site) had all off-site levies, site servicing, site grading and levelling completed in 1992. Approximately 40 acres of the 60-acre site is now ready for landscaping in 1993 and 1994.

Turf mowing operations on 1,108 acres proceeded, with approximately 50% completed by City crews, and 50% being the responsibility of turf contractors. A total of 35 acres of turf was discontinued from mowing operations and allowed to grow uncut and be incorporated into adjacent natural areas.

The dry weather in late July and August resulted in less mowing by City crews. This concluded in a year-end surplus of \$24,000 in turf mowing operations. Contractual obligations to the turf contractors required full payment. A summary of annual mowing operation costs in 1992 is as follows:

- City of Red Deer Parks Department Staff = \$216/acre/year
- Turf Contractors = \$235/acre/year

Initiatives in 1992 by the two Safety Committees within the Parks Department included:

- Updating of the Employee Health & Safety Procedures Manual.
- Development of an Employee Safety Certification Program for the operation of vehicles and equipment.
- Participation in training sessions and modified equipment and operation procedures to minimize the potential of accidents.

The Gaetz Lakes Sanctuary Committee

30 March 1993

our file: c:\letters\GLSC-CVR and -RPT

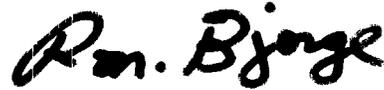
Mayor and Council
City of Red Deer
Box 5008
Red Deer, AB T4N 3T4

Your Worship and Members of Council,

On behalf of the members of the Gaetz Lakes Sanctuary Committee, I wish to present you with our annual report for 1992.

I would be pleased to answer any questions you might have on this report.

Yours truly,



Ron Bjorge
Chairman
Gaetz Lakes Sanctuary Committee

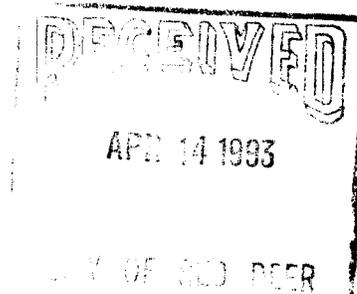
c.c. Chairman, Normandeau Society

JR/jr

att

Commissioners' Comments

Submitted for Council's information.



"G. SURKAN"
Mayor
"M.C. DAY"
City Commissioner

**GAETZ LAKES SANCTUARY
COMMITTEE**

**1992
ANNUAL REPORT**

**TO THE MAYOR AND COUNCIL
OF THE CITY OF RED DEER**

1 April 1993

- I. The Gaetz Lakes Sanctuary Committee is a committee of the Council of the City of Red Deer, established to fulfil the terms of the Agreement between the Government of the Province of Alberta and The City of Red Deer, dated August 17, 1983, and between the Board of Trustees of the Red Deer School District and The City of Red Deer, dated June 29, 1984. The agreement was reached as part of the sale by the Province and School Board of the Gaetz Lakes lands to the City.**
- II. The Gaetz Lakes Sanctuary is part of the Waskasoo Park system, and includes the lands shown on the accompanying map. It is owned by The City of Red Deer and is operated by the Normandeau Cultural and Natural History Society (the Normandeau Society) under agreement between the Society and The City of Red Deer Council, May 1989.**
- III. The use of the Gaetz Lake Sanctuary is regulated by several documents including:**
 - A. agreement for sale between the Province and City
 - B. agreement for sale between Red Deer School District and City
 - C. agreement for lease (10 year) between the Province (Michener Centre) and City
 - D. Migratory Bird Sanctuary Regulations
 - E. Parks and Public Facilities Bylaw #2841/84 - City of Red Deer
 - F. Gaetz Lake Sanctuary Policy
 - G. additional City policies.
- IV. The membership and terms of reference of the Gaetz Lakes Sanctuary Committee were established by resolution of City Council dated July 18, 1983, and amended by Council on August 7, 1984. The Committee has to meet as often as necessary, but must meet at least three times each year. It must present an annual report to City Council on its activities.**
- V. The Gaetz Lakes Sanctuary was Alberta's first federal Migratory Bird Sanctuary, established in 1924 as the "Red Deer Bird Sanctuary", and it continues to be one of only four such areas in the province. While the Government of Canada does not own the lands, wildlife in the Sanctuary is afforded an extra degree of protection by the federal laws governing Canadian Wildlife Service Sanctuaries.**

VI. The Gaetz Lakes Sanctuary Committee met three times in 1992. All meetings were held at noon in the Allen Bungalow meeting room at the Kerry Wood Nature Centre.

A. On May 15, the Sanctuary Committee reviewed the following items.

1. *The diesel oil spill into Gaetz Creek. This creek begins southeast of Michener Centre and flows into the west lake. A fuel tank at Michener Centre overturned and ruptured on March 12, 1992, and fuel contaminated the creek and its banks. Fast and effective response by the Michener Centre volunteer fire department, with backup by City of Red Deer Public Works, Parks and Fire Department crews and equipment minimized the impact and prevented an environmental disaster. Michener Centre has since moved and buried this fuel tank to prevent a recurrence of this problem.*
2. *The committee reviewed the draft 1991 Annual Report to Council prior to submitting it.*
3. *The committee reviewed the Waskasoo Park Interpretive Program's plans for operating, programming and development in the Sanctuary. There were no concerns.*
4. *The committee reviewed the tree plantings along 67th Street (Hwy. 11) adjacent to the Sanctuary. Volunteers with the help of the City have planted many trees (native species only) to minimize the impact of the highway on the Sanctuary.*
5. *As outlined in the agreements with the School Board and the Province, the Sanctuary is intended for passive nature observation and appreciation, not active sports. To minimize the number of people using the Sanctuary as a running track, educational measures were suggested to the Nature Centre staff. These were implemented, and the number of runners decreased noticeably.*
6. *The committee reviewed the proposed location of the plaque commemorating the Canada 125 grove of trees planted at the north end of the Sanctuary by the Citizen's Action Group (CAGE).*
7. *The committee was advised of the impending designation of a portion of the South Bank Trail, adjacent to the Sanctuary, as the Michener Mile.*

B. The August 28 meeting dealt with the following items.

1. *The Red Deer Minor Baseball Association is interested in developing one or more baseball diamonds on the River Glen School playing field, adjacent to the Sanctuary. The impact of this development on the Sanctuary was discussed, including the need to poison ground squirrels to minimize damage to the playing fields and maximize safety for the ball players.*

*The motion was made and carried to recommend to the Normandeau Society that their existing policy relative to ground squirrel control be amended to read as follows:
"That gopher control in the interpretive (buffer) zone of the Sanctuary be permitted and limited to one application of Rozol pellets per year in the springtime, for the purpose of controlling gophers in order to prevent their migration into surrounding areas."*

*A subsequent motion was made and carried:
"That the Gaetz Lakes Sanctuary Committee recommend to the Normandeau Society that requests for subsequent applications of Rozol pellets for gopher control in the interpretive (buffer) zone of the Sanctuary be considered by the Normandeau Society on the understanding that the application(s) of Rozol pellets for gopher control not be intended to totally eradicate the gophers from the interpretive (buffer) zone."*

2. *To control noxious weeds in the interpretive (buffer) zone of the Sanctuary in an environmentally acceptable and cost-effective manner, the following motions were passed:
"That the Gaetz Lakes Sanctuary Committee recommend that the present method of control of noxious weeds continue within the designated portion of the Sanctuary."
"That the Sanctuary Committee approve limited machine mowing within the buffer zone of the Sanctuary, provided that there are no chemical applications in that area."*

C. At the final meeting, on November 26, the Committee discussed these items.

1. *After discussions regarding the increase in the speed limit along 67 Street (Hwy. 11) adjacent to the Sanctuary, the following motion was made and carried:*

"That the Gaetz Lakes Sanctuary Committee, recognizing the increase in the speed limit from 60 km/hr to 70 km/hr, recommend to City Council:

- i. *That large deer crossing warning signs, the type installed in the Banff and Jasper National Parks, be installed on the*

eastern and western approaches to the Gaetz Lakes Sanctuary.

- ii. That the installation of (headlight) deflectors along the road be deferred pending further study of their effect in an urban environment where street lights are installed.
 - iii. That the installation of deflectors be considered in conjunction with the future twinning of 67 Street.
 - iv. That road kills be monitored on an ongoing basis by the RCMP and the Kerry Wood Nature Centre staff, recognizing that such numbers are difficult to establish."
2. *On December 7, City Council passed the following motion: "THAT large deer crossing warning signs, the type installed in the Banff and Jasper National Parks, be installed on the eastern and western approaches to the Gaetz Lakes Sanctuary along the 67 Street."*

VII. Membership on the Gaetz Lakes Sanctuary Committee in 1992 was as follows:

- A. R. Bjorge, (Chairman), Alberta Fish & Wildlife Division
- B. D. Batchelor, Parks Dept., City of Red Deer
- C. C. Curtis, Community Services, City of Red Deer
- D. E. Neufeld, Red Deer River Naturalists
- E. W. Robinson, Red deer Fish & Game Association
- F. F. Wong, Red Deer Regional Planning Commission
- G. In addition to the above, Jim Robertson of the Waskasoo Park Interpretive Program served as an advisor to the committee, and Sandra Ladwig, Council and Committee Secretary, made the arrangements for the committee and recorded the minutes of the meetings.

S.E. 1/4 SEC. 28-38-27-4

37

Road Plan 872 0879

842 1725
872 1416
LOT 3EA

792 1758

851 0510 S E

LOT A

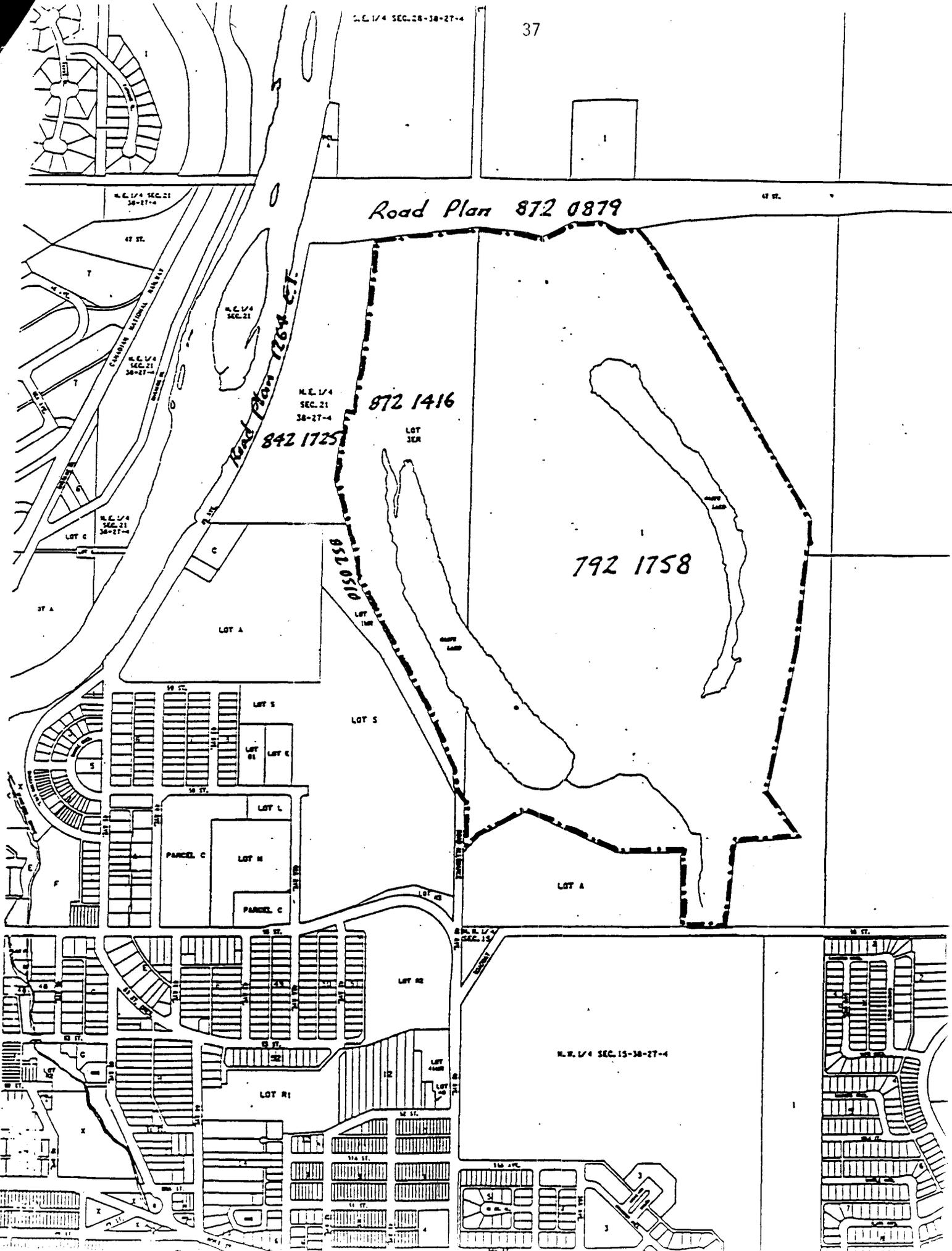
LOT 5

LOT A

LOT R2

LOT R1

N.W. 1/4 SEC. 15-38-27-4



DATE: APRIL 27, 1993
TO: GAETZ LAKE SANCTUARY COMMITTEE
FROM: CITY CLERK
RE: 1992 ANNUAL REPORT

Your report referred to above was presented on the Council Agenda of April 26, 1993. At the April 26 Council Meeting your report was accepted for information and agreed that same be filed.

We thank you for your report in this instance.



C. SEVCIK
City Clerk

CS/cjd
cc: Director of Community Services

NO. 4

DATE: April 15, 1993 **FILE NO. R-40366**

TO: Charlie Sevcik
City Clerk

FROM: Lowell R. Hodgson, Manager
Recreation & Culture Department

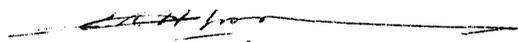
RE: DOUGLAS DEER PARK COMMUNITY SHELTER

The support of City Council is respectfully requested to permit us to award a contract to Griffin Construction (low bidder) for \$153,000 for the construction of the Douglas Deer Park Shelter and outdoor rink lights. Approved in the 1993 budget is \$130,000 for this shelter and related services only.

In the Recreation Levy Account for this subdivision, we have (as of this date) \$138,900 and an additional \$35,254 is due this summer, as the last phase of this subdivision is developed. The total funds available, therefore, are \$174,154, which are specifically designated for this project.

RECOMMENDATION

That Council of The City of Red Deer approve an expenditure of an additional \$23,000 of Recreation Levy funds for the completion of the Douglas Deer Park site development.


LOWELL R. HODGSON

/mm

c Craig Curtis, Director of Community Services

Commissioners' Comments

We concur with the recommendations of the Recreation & Culture Department Manager.

"G. SURKAN"
Mayor

"M.C. DAY"
City Commissioner

DATE: APRIL 27, 1993
TO: RECREATION AND CULTURE MANAGER
FROM: CITY CLERK
RE: DOUGLAS DEER PARK COMMUNITY SHELTER

Your report dated April 15, 1993, pertaining to the above topic was considered at the Council Meeting of April 26, and at which meeting Council passed the following motion in accordance with your recommendations:

"RESOLVED that Council of The City of Red Deer hereby approves an expenditure of an additional \$23,000 of Recreation Levy funds for the completion of the Douglas Deer Park Site Development and as recommended to Council April 26, 1993."

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

Trusting you will find this satisfactory.


C. SEVCIK
City Clerk

CS/cjd

cc: Director of Community Services
Director of Financial Services
Director of Engineering Services
Parks Manager



Planning Services
A Division of UMA Engineering Ltd.

2540 Kensington Road N.W., Calgary, Alberta, Canada T2N 3S3 (403) 270-9200 FAX 270-0399

16 March 1993

File No.: 2102-6537-005-00-01

Red Deer Regional Planning Commission
2830 Bremner Avenue
Red Deer, Alberta
T4R 1M9

Attention: Mr. Paul Meyette, A.C.P., M.C.I.P.
Principal Planner

RECEIVED		
MAR 22 1993		
RED DEER REGIONAL PLANNING COMMISSION		
ADM	EX	REG
MUN	CITY	TECH

Dear Paul:

Re: Rosedale Proposed Outline Plan - Commercial

Further to our telephone conversation on this date, we have revised the approved Outline Plan to acknowledge the City's policy of a 0.61 acre (0.246 ha) commercial C-3 site at 55th Street and our collector entry road. We are enclosing two (2) 8½" x 11" copies of the revised plan, together with an overhead slick and a single full size print for your files.

As discussed, we are requesting that this revision be placed on Council's agenda for the April 26th meeting at which the public hearing for an amendment to include commercial in the N.E, 1/4-14-38, 27, 4 of the East Hill Area Structure Plan occurs.

Thank you for your cooperation in this matter.

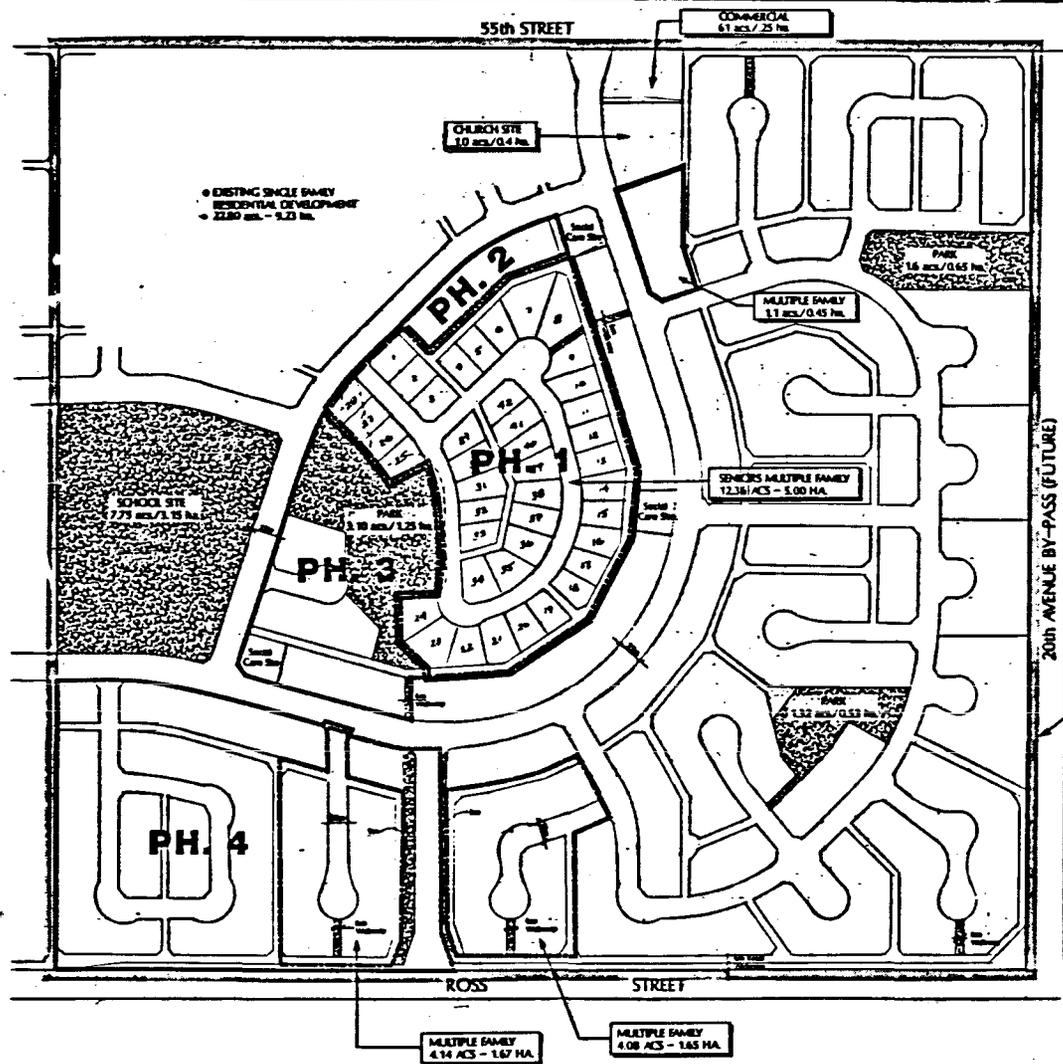
Yours very truly,

UMA ENGINEERING LTD.

B.L. Blieske, Sr. Planner
Urban and Regional Land Development

BLB:cje

c.c. Mr. C. Allard, Rosedale Meadows Dev. Inc.
Mr. C. Suchy, UMA Red Deer
Mr. G. Will, UMA Calgary



LEGEND:

- MULTIPLE FAMILY BOUNDARY
- PHASE BOUNDARY
- PARKS, SCHOOLS, BUFFERS

STATISTICS:

	ACS	HECTARES	%
TOTAL AREA	143.91	58.24	
LESS ROSS ST. WIDENING 6 m X 780 m = 4.680 ^{HA}	1.16	0.46	
NET AREA	142.75	57.77	100.0 %
AREA RESERVE RECD.	14.30	5.78	10.0 %
AREA RESERVE SHOWN:			
PARKS AND SCHOOL	13.80	5.58	10.0 %
BUFFERS	0.50	0.20	
AREA OF ROAD AND LANES	30.15	12.20	21.20%
AREA OF MULTIPLE FAMILY	9.32	3.72	6.50%
AREA OF SENIOR MULTIPLE FAMILY	12.38	5.00	8.65%
AREA OF COMMERCIAL	0.61	0.25	0.40%
AREA OF CHURCH SITE	1.00	0.40	0.70%
AREA OF SINGLE FAMILY RESIDENTIAL (PROPOSED)	52.22	21.13	36.58
AREA OF SINGLE FAMILY RESIDENTIAL (INCLUDES EXISTING N.W. AREA)	22.80	9.23	15.97%

NOTES:

- ROAD AREA DOES NOT INCLUDE EXISTING ROADS IN THE NORTH WEST.
- ALL ROADWAYS ARE 16.0 m WIDE UNLESS OTHERWISE SHOWN.
- ALL ACREAGES ARE APPROXIMATE ONLY AND SUBJECT TO VERIFICATION AT THE LEGAL PLAN STAGE.

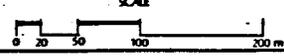
OUTLINE PLAN
BODY UNITS
143.91 ACS - 58.24 HA

40

DATE: NOV. 27 / 1992
DESIGN BY: B.L. BUESSE
DRAWN BY: B.L.B./M.L.

NO.	DATE	REVISION / DESCRIPTION	BY	CHECKED
01		ISSUED TO CLIENT	CH	BB
02		FOR REVIEW	CH	BB
03		FINAL / APPROVAL	CH	BB

UMA UMA Engineering Ltd.
Engineers & Planners



ROSEDALE MEADOWS

PROPOSED RESIDENTIAL DEVELOPMENT
CITY OF RED DEER
PREPARED FOR ROSEDALE MEADOWS DEVELOPMENT INC.

PROJECT NO. 2102-6037-005-00-01	DATE A1	SCALE ONE	NO. / REV. 0
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**RED DEER
REGIONAL PLANNING COMMISSION**

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

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

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

MEMORANDUM

TO: C. Sevcik, City Clerk

DATE: April 6, 1993

FROM: Paul Meyette, Principal Planner

RE: ROSEDALE OUTLINE PLAN

UMA Engineering Limited has prepared a revised outline plan for Rosedale Meadows incorporating a commercial site along 55th Street. This Outline Plan conforms with the Area Structure Plan amendment contained in Bylaw No. 3075/A-93 and would replace the existing outline plan for the Rosedale Meadows subdivision. The proposed commercial site was viewed by the Rosedale area residents at public meetings on February 9 and 18; there were no objections to the commercial site in this location.

Providing that Council gives second and third reading to Bylaw No. 3075/A-93, planning staff recommend that Council approve the enclosed Outline Plan.


 Paul Meyette, ACP, MCIP
 PRINCIPAL PLANNER, CITY SECTION

PM/eam

cc. B. Blieske, UMA Engineering

MUNICIPALITIES WITHIN COMMISSION AREA

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

ROSEDALE MEADOWS DEVELOPMENT INC.
13723 Summit Point
Edmonton, Alberta
T5N 3S6

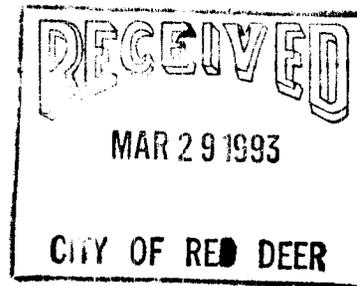
Business Phone (403) 437-7744
FAX (403) 438-8471

March 1993

The City of Red Deer
Box 5008
Red Deer, Alberta
T4N 3T4

Attention: Mr. C. Sevcik, City Clerk

Dear Sir:



Re: Rosedale Meadows Proposed Outline Plan - Commercial

On March 15, 1993, the City of Red Deer's Council passed a resolution as follows:

"Resolved that Council of the City of Red Deer hereby agrees that the East Hill Area Structure Plan (By-law 3075/92) be amended to include an additional 'Local Commercial' site within the Rosedale East Subdivision (N.E. 1/4-14-38-27-W4)".

The site which Council has agreed to is located at the junction of 55th Street and the collector entry road to Rosedale Meadows. Council, at the March 15, 1993 Council meeting, requested, in writing, our understanding of the future implications of this location. Our understanding is as follows:

- 55th Street currently functions as a through road providing direct access to our development and east to Joffre.
- This road is to be closed sometime in the future immediately east of our collector entry road at the location of our commercial site.

March 22, 1993

Page 3

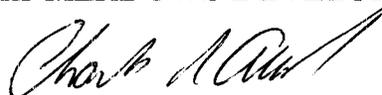
- We recognize that this may or may not have an impact on the market draw to our commercial
- We feel that there is sufficient traffic volume from our quarter-section and the quarter-section to the north (future), to sustain the commercial site, even with the closure of 55th Street.
- We are prepared to alter our commercial site size to 0.61 acres from 0.75 acres in keeping with City policy. This process has begun as of the date of this letter.
- The developer has assessed the location for the commercial from a market perspective and is confident of its viability with or without the closure of 55th Street. In the event that market conditions change in the future (negatively), the developer does not hold the City responsible in any way, shape or form for having approved the use of this site.
- Further, the developer will provide any prospective purchaser of the commercial site with the knowledge that 55th Street may, at some time in the future, be closed.

We trust the above information will be of service to you and provide Council with a comfort level regarding the long-term implications of the commercial site.

Yours truly,

ROSEDALE MEADOWS DEVELOPMENT INC.

PER:



CHARLES R. ALLARD

CRA/jcw

c.c. Mr. P. Meyette, Red Deer Planning Commission

Mr. C. Suchy, UMA Red Deer

Mr. G. Will, UMA Calgary

Mr. B. Blieske, UMA Calgary

rosedale\sevcik.cit

Commissioners' Comments

We recommend Council approve the proposed Outline Plan as presented.

"G. SURKAN"
Mayor

"M.C. DAY"
City Commissioner

April 22, 1993

Marlene Murray
President,
Rosedale Community Association
Red Deer, Alberta

Honourable Gail Surkan
Mayor,
Red Deer, Alberta

THE CITY OF RED DEER
CLERK'S DEPARTMENT
RECEIVED
TIME 9:30
DATE April 23/93
BY ds.

Dear Mrs. Surkan:

A meeting of the Board of the Rosedale Community Association was held on Wednesday, April 21, 1993. At that time, members of the Board expressed significant frustration with the process followed by City Administration with regard to land planning and community involvement.

The concern felt by the Board stems from an advertisement placed by the City in the April 15th or 16th Advocate, stating that the Revised Outline Plan for Rosedale would be presented to Council by UMA at Council's meeting scheduled April 26, 1993. The frustration expressed by the Board is due to the fact that no person on the Board was advised of any revisions to the outline plan, or advised prior to the notice that this item would be considered by Council.

Our Board is frustrated with the current planning process, that allows the City Administration and developers to plan without due process and consideration for the residents of those areas that are affected. The Board believes that the current planning process is ad hoc at best, with little consideration and opportunity for significant contribution by the residents of the area.

Further the Board is concerned that there is no dedicated communication network to keep residents involved and apprised of issues that concern their neighborhoods. We would like to be partners in a process that would involve our residents and allow for meaningful contribution by the people who live in the area. If this requires City planners and developers to take more time to include and act on the ideas presented by residents, the City will be the beneficiary in the long term.

Members of the Rosedale Community Association Board will be present at Council on April 26 to address our concerns.

Sincerely,

Marlene Murray
Marlene Murray

Marlene called April 26/93:

- problem has been resolved.
- will not be at the council meeting.
- assurance of process in place via Paul Myette.



MEMORANDUM

TO: City Council **DATE:** April 26, 1993

FROM: Paul Meyette, Principal Planner

RE: Rosedale Community Association

Mrs. Murray is writing to Council to express some concern regarding the process followed in land use planning and community involvement. Specifically, she expresses concern regarding the proposal to amend the Rosedale Outline Plan.

BACKGROUND

As Council may be aware, the proposed revisions to the outline plan were originally considered by the City subdivision committee on January 12, 1993. Pursuant to the process adopted by Council, the City required the developer to pay for an advertisement in the Advocate advising of a public meeting to discuss the proposed outline plan. The advertisement was placed on February 5, 1993. A public meeting was held on February 9 at the Red Deer Lodge. This process is consistent with the policy adopted by Council in the Planning and Subdivision Guidelines. Following this meeting, some members of the Rosedale Community Association expressed some concern that the Rosedale Community Association had not been notified prior to the public meeting. It was decided that a second public meeting be held. An advertisement was placed in the Advocate on February 12, 1993 and the meeting was held on February 18, 1993. The Community Association was notified of the public meeting and small signs advising of the public meeting were placed at the two entrances to Rosedale two days prior to the meeting. All of the comments received at each public meeting from Rosedale residents were placed on the City Council agenda of March 1. Council should be aware that the March 1 proposal was an amendment to an existing outline plan, not a new outline plan.

MUNICIPALITIES WITHIN COMMISSION AREA

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

The outline plan which was considered by Council on March 1 included a commercial site on the north boundary of the subdivision. This commercial site had been viewed by the Rosedale residents at each public meeting; there were no objections to this use. At the Council meeting of March 1, Council deleted the commercial site and approved the remainder of the Outline Plan. On March 29, Council reconsidered their decision to delete the commercial site, and in the context of a number of amendments, decided to reinstate the commercial use which had been deleted on March 1. In reinstating the commercial use, Council reinstated the plan which had been reviewed by the Rosedale residents. Since the residents had viewed and commented on the commercial site and had no objection to it, a third public meeting was not scheduled.

RESPONSE TO ROSEDALE COMMUNITY ASSOCIATION

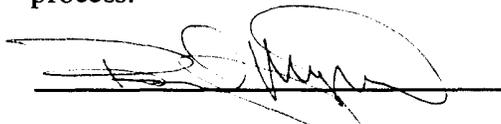
Upon receipt of Mrs. Murray's letter on April 23 from the City, I phoned Mrs. Murray to find out what her specific concerns were. I addressed each of her concerns and offered to provide my response to her concerns in writing, which I hand delivered to her house on Friday evening. I offered to meet with the community association on the weekend if there were any outstanding concerns. On April 26, I phoned Mrs. Murray to see if there were any concerns remaining; she advised that her concerns had been addressed through the correspondence.

COMMUNITY INVOLVEMENT IN PLANNING

The correspondence from the Rosedale Community Association indicates a general concern that residents in the City are not given meaningful input to the planning process for neighbourhoods. This statement is not accurate. In several instances, neighbourhood plans have been delayed for significant periods of time in order to resolve concerns within neighbourhoods. Kentwood, Oriole Park and Highland Green residents have had significant negotiations with developers causing major changes in the resulting plans. Even minor outline plan amendments such as the Volk seniors housing proposal in Deer Park received significant public input; the Volk proposal was turned down on the basis of the resident's views. Planning staff consider the input of neighbourhoods an important part of the planning process. Both planning staff and Council have considered this input prior to approving any neighbourhood plan.

SUMMARY

Planning staff have followed Council's policy regarding consultation with neighbourhoods. Planning staff are available for any additional consultation or meetings if the Rosedale Community Association or individual residents wish any further information on the planning process.



Paul Meyette, ACP, MCIP
PRINCIPAL PLANNER, CITY SECTION

APRIL 23 RESPONSE TO MRS. MURRAY



April 23, 1993

COPY

Marlene Murray
69 Rutledge Crescent
Red Deer, Alberta

Dear Mrs. Murray:

In response to concerns raised in your letter of April 22, 1993 and in response to our conversation on April 23, I would like to confirm the following information:

1. The Planning Commission has revised its process for outline plan adoption and amendment. In future the Community Association will be contacted and advised of any public meetings held respecting their neighbourhood. An advertisement will also be placed in the Advocate. By contacting the Community Associations, where they exist, the Planning Commission is hoping that the neighbourhood will be better informed about the upcoming community meetings.
2. The Outline Plan being considered by Council is virtually the same one which was viewed by the residents on February 9 and 18, 1993 at public meetings (the commercial site is slightly smaller). When this plan, including the commercial site, was considered by Council on March 1, Council deleted the commercial site. Upon subsequent consideration they decided to re-instate the commercial site and in order to do this Council instituted proceedings to amend the East Hill Area Structure Plan and adopt a "new" outline plan to include the commercial site. As the Rosedale residents had already seen the commercial site on the proposed Rosedale Outline Plan at two public meetings and had no objections to it, there was felt to be no need to hold a third public meeting.
3. The East Hill Area Structure Plan shows the possibility of an elementary school in Rosedale. Any change to the type of school would require an amendment to the Area Structure Plan. A meeting would be held in the community to discuss this change. I would like to emphasize that the plan only provides for the **possibility** of an elementary school. The plan specifies that an elementary school could go in either Deer Park Northeast or the Rosedale Estates subdivision; only one of the elementary schools would proceed, if any at all. No amendment to the plan is required if there is no school built in Rosedale.

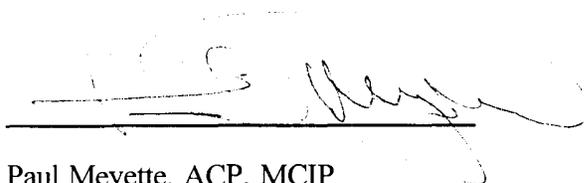
.../2

Mrs. Murray
April 23, 1993

Page 2

I trust that this clarifies the concerns of the Rosedale Community Association Board. If you wish any further information this weekend, I can be reached at 343-3504 (home) or on Monday at my office.

Sincerely,



Paul Meyette, ACP, MCIP
PRINCIPAL PLANNER, CITY SECTION

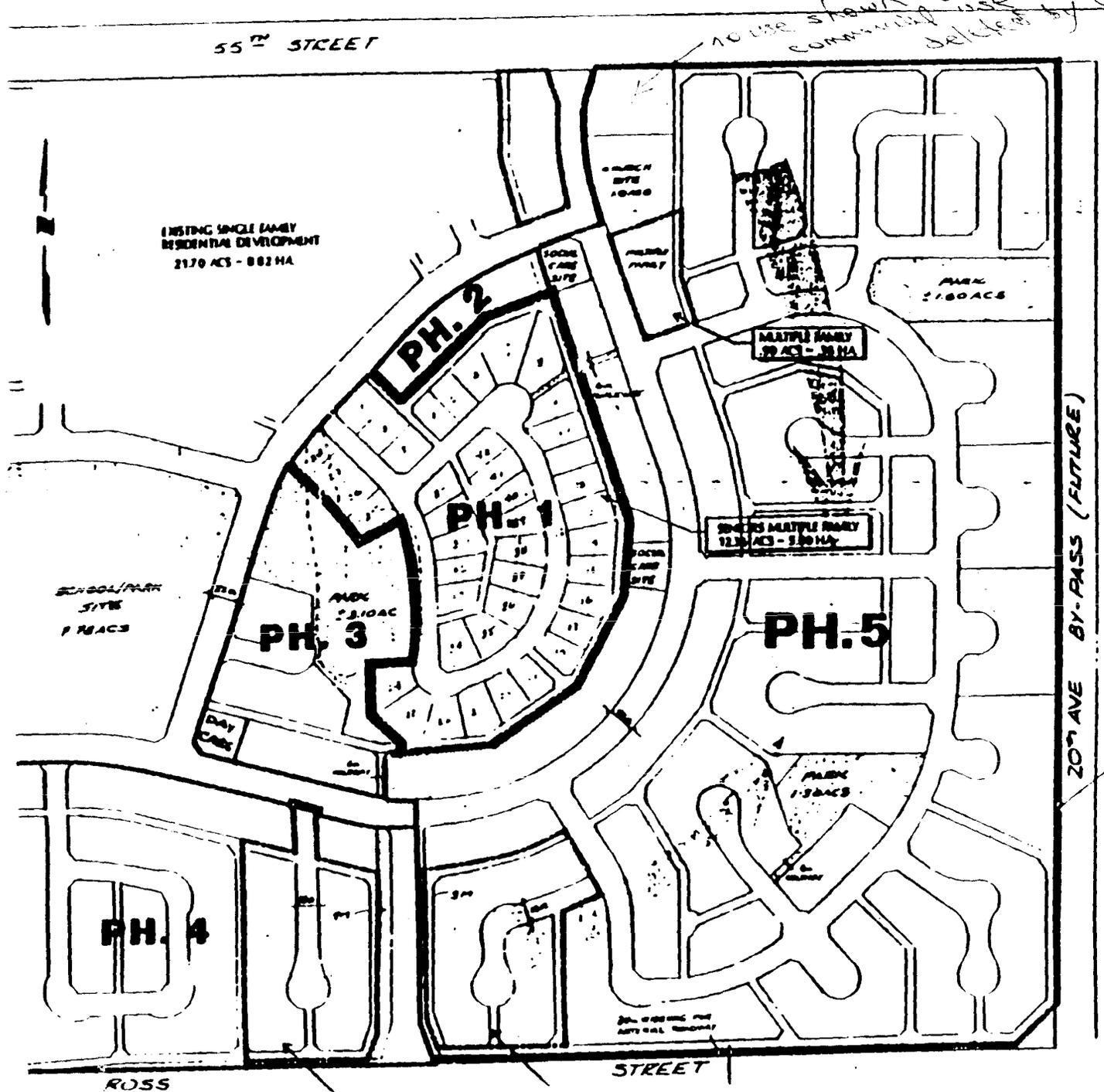
PM/eam

copy to: C Seveik

COPY

EXISTING OUTLINE PLAN Adopted Mar 1 1993

*NO USE shown on this site
COMMUNITY USE was
selected by Council*



LEGEND

- MULTIPLE FAMILY
- PHASE BOUNDARY
- GENERAL DIRECTION

STATISTICS

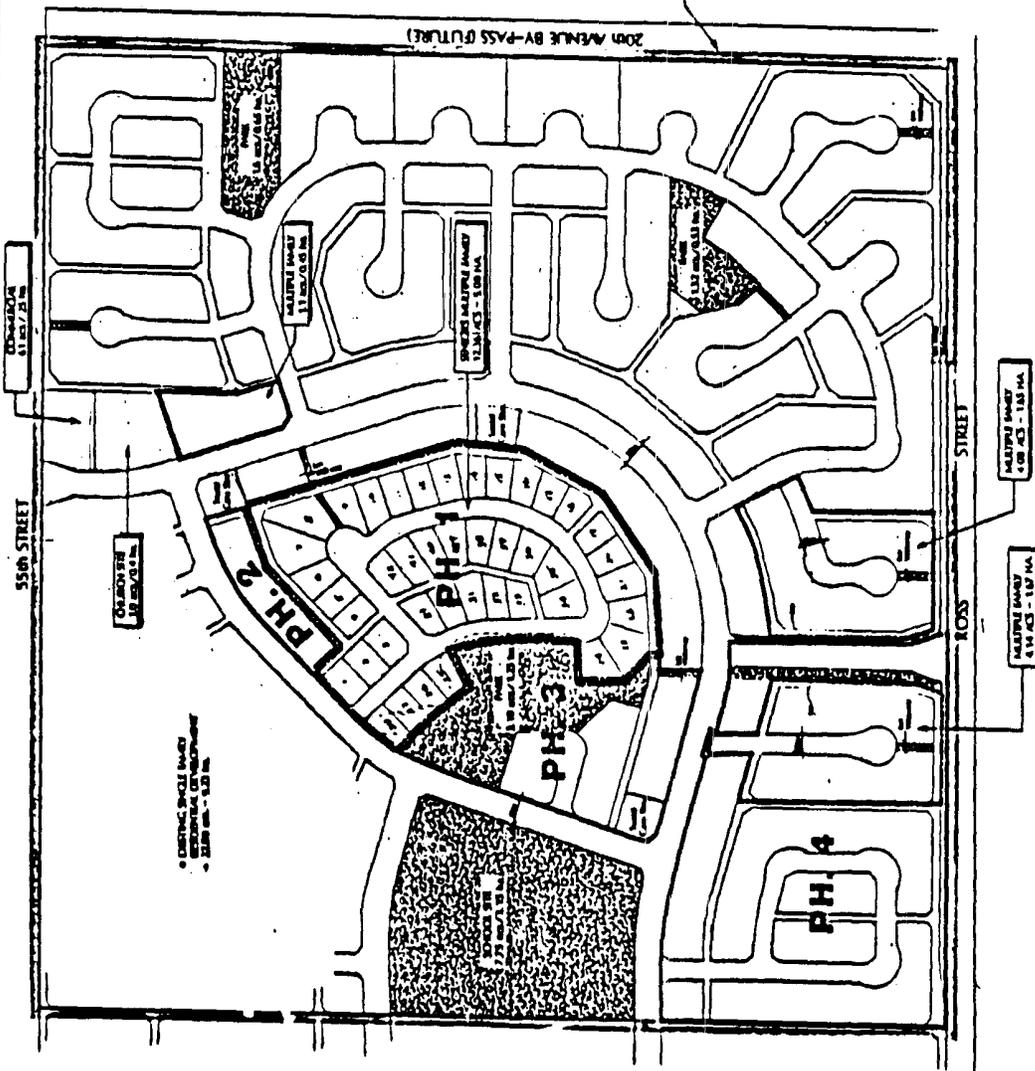
TOTAL AREA	-----
LESS ROSS ST WIDENING 6 m X 780 m = 4680 m ²	-----
NET AREA	-----
AREA RESERVE REQD.	-----
AREA RESERVE SHOWN	811.8
PARKS	-----
BUFFERS	-----
• AREA OF ROAD AND LANES	-----
AREA OF MULTIPLE FAMILY	-----
AREA OF SENIOR MULTIPLE FAMILY	-----
AREA OF COMMERCIAL	-----
AREA OF CHURCH SITE	-----
AREA OF SINGLE FAMILY RESIDENTIAL (PROPOSED)	-----
AREA OF SINGLE FAMILY RESIDENTIAL (FUTURE)	-----

OUTLINE PLAN
BODY LOTS
143.91 AC - 80.24 HA

NOTES

- ROAD AREA DOES NOT INCLUDE EXISTING ROADS IN THE NORTH
- ALL ROADWAYS ARE 16.0 m W (UNLESS OTHERWISE SPECIFIED)

Proposed Outline Plan
of the April 26 Council Agenda



LEGEND

- MULTIPLE FAMILY BOUNDARY
- PHASE BOUNDARY
- PARKS/SCHOOLS BUFFERS

STATISTICS

ACRES	HECTARES	%
TOTAL AREA	141.91	34.24
LESS ROSS ST. WIDENING	1.14	0.46
NET AREA	140.77	37.77
AREA RESERVE EICD	14.30	3.78
AREA RESERVE R10 S	10.0 S	10.0 S

AREA RESERVE SHOWN

PARKS AND SCHOOL	11.30	3.54
BUFFERS	0.50	0.29
AREA OF ROAD AND LINES	10.15	12.30
AREA OF MULTIPLE FAMILY	11.1	3.77
AREA OF SINGLE MULTIPLE FAMILY	1.0	0.11
AREA OF COMMERCIAL	0.67	0.47
AREA OF CATCH SITE	1.00	0.48
AREA OF SINGLE FAMILY RESIDENTIAL (PROPOSED)	11.1	11.1
AREA OF SINGLE FAMILY RESIDENTIAL PARKS DISTRICT (AREA)	22.80	3.28
AREA OF SINGLE FAMILY RESIDENTIAL (PROPOSED)	11.1	11.1
AREA OF SINGLE FAMILY RESIDENTIAL (PROPOSED)	11.1	11.1

NOTES

- ROAD AREA DOES NOT INCLUDE EXISTING ROADS IN THE NORTH WEST.
- ALL ROADWAYS ARE 16.0 m WIDE UNLESS OTHERWISE SHOWN.
- ALL ACREAGES ARE APPROXIMATE ONLY AND SUBJECT TO VERIFICATION AT THE LEGAL PLAN STAGE.

ROSDALE MEADOWS

PROPOSED RESIDENTIAL DEVELOPMENT
CITY OF ED DILLI
PREPARED FOR ROSDALE MEADOWS DEVELOPMENT INC.

DATE: NOV 27/1992
BY: J. J. JENSEN
DRAWN BY: S. B. J. HALL

SCALE: 1:1000

PROJECT NO: 1992-1417-000-00-01

DATE: 01/92

BY: A1

CHK: 01

0

UMA Engineering Ltd.
Professional Engineers & Planners

SCALE: 1:1000

NO.	REVISION	DATE	BY	CHK
1	ISSUED FOR PERMIT	11/27/92	J.J.J.	S.B.H.
2	ISSUED FOR PERMIT	11/27/92	J.J.J.	S.B.H.
3	ISSUED FOR PERMIT	11/27/92	J.J.J.	S.B.H.
4	ISSUED FOR PERMIT	11/27/92	J.J.J.	S.B.H.
5	ISSUED FOR PERMIT	11/27/92	J.J.J.	S.B.H.
6	ISSUED FOR PERMIT	11/27/92	J.J.J.	S.B.H.
7	ISSUED FOR PERMIT	11/27/92	J.J.J.	S.B.H.
8	ISSUED FOR PERMIT	11/27/92	J.J.J.	S.B.H.
9	ISSUED FOR PERMIT	11/27/92	J.J.J.	S.B.H.
10	ISSUED FOR PERMIT	11/27/92	J.J.J.	S.B.H.



THE CITY OF RED DEER

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

FAX: (403) 346-6195

City Clerk's Department (403) 342-8132

April 27, 1993

UMA
2540 Kensington Road N. W.
Calgary, Alberta
T2N 3S3

ATTENTION; MR. B. L. BLIESKE - SENIOR PLANNER- URBAN AND REGIONAL
LAND DEVELOPMENT

Dear Sir:

RE: ROSEDALE PROPOSED OUTLINE PLAN NORTHEAST 1/4 14-38-27-W4

This is to advise that the revised outline plan for Rosedale Meadows incorporating a commercial site along 55 Street which conforms with the area structure plan amendment contained in Bylaw 3075/A-93, received consideration at the Council Meeting of April 26, 1993.

At the aforesaid Council Meeting, Council gave second and third reading to Bylaw 3075/A-93, a copy of which is enclosed herewith. In addition, the following motion was passed approving the proposed outlined plan as submitted to Council April 26:

"RESOLVED that Council of The City of Red Deer hereby approves the Rosedale Proposed Outline Plan (northeast 1/4-14-38-27-W4) and as presented to Council April 26, 1993."

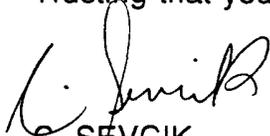
In approving the proposed outline plan correspondence from Rosedale Meadows Development Inc. signed by Charles R. Allard, outlining his understanding of the future implications of the location of the "commercial site" was acknowledged. This letter will be kept on file for future reference.



*a delight
to discover!*

UMA
April 27, 1993
Page 2

Trusting that you will find this satisfactory.



C. SEVCIK
City Clerk

CS/cjd
Encl.

cc: Director of Community Services
Director of Engineering Services
Bylaws and Inspections Manager
City Assessor
Land and Economic Development Manager
Principal Planner
Rosedale Meadows Inc.
Attention; Mr. Charles R. Allard
13723 Summit Point
Edmonton, Alberta
T5N 3S6
Mr. C. Suchy
UMA - Red Deer

NO. 6

DATE: April 16, 1993
TO: Mayor and Members of Council
FROM: Alan Scott, Manager Land and Economic Development
RE: **FORMER CP RAIL RIGHT-OF-WAY**

With the adoption of the CP Area Redevelopment Plan, the potential for the lands formerly occupied by CP Rail, and now owned by The City of Red Deer, becomes more clearly defined. As Council is aware, we have had a number of inquiries over the past several months as to what is intended for these lands. Several proposals have come forward and in each case, Council has recommended that they be retained on file until such time as the Plan is adopted.

That time has now come, and the Land and Economic Development Department is seeking some direction from Council as to policies that would apply for the disposition of these properties. At this point, while the Redevelopment Plan addresses potential uses in general terms, no decision has been made with respect to pricing or terms under which the property would be offered for sale.

Contained within our records are nine letters on behalf of individuals, companies or organizations wishing to have their proposals considered for various pieces of land which are owned by The City of Red Deer. The proposals range from parking lots to multiple family housing to a variety of commercial uses. As might be expected, market value on the land is determined to a large degree by the end use. With the adoption of the Redevelopment Plan, end uses are more clearly defined.

We feel that with the adoption of the Plan, we must now deal with the inquiries we have received. In order to do so, we feel it is important to establish some policies in order that each inquiry can be dealt with in a consistent manner.

Recommendation

We would recommend that we engage an independent appraiser to establish values on all City-owned properties contained within the redevelopment area, based on the proposed uses as outlined in the Plan.

While we have a file of some nine inquiries with respect to City-owned land in the area, it is quite conceivable that there are other developers or interested businesses who have been waiting for some indication that the land is available for development.

2/...

Mayor and Members of Council
Page 2
April 16, 1993

We would therefore recommend that we advertise the availability of these parcels, together with approved prices and ask for proposals for each site. We would then be in a position to bring forth a number of proposals for consideration by Council.

We feel that once the initial proposal call is completed, then any land remaining should be made available on a first come first serve basis.

Respectfully submitted,



Alan V. Scott

AVS/mm

Commissioners' Comments

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

"G. SURKAN"
Mayor

"M.C. DAY"
City Commissioner

DATE: APRIL 27, 1993
TO: LAND AND ECONOMIC DEVELOPMENT MANAGER
FROM: CITY CLERK
RE: FORMER CP RAIL RIGHT-OF-WAY

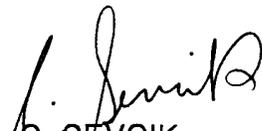
Your report dated April 16, 1993, pertaining to the above topic was considered at the April 26, Council Meeting with the following motion being passed in accordance with the recommendations:

"RESOLVED that Council of The City of Red Deer having considered report dated April 16, 1993, from the Land and Economic Development Manager, re: former CP Rail Right-of-Way, hereby agrees that the City engage an independent appraiser to establish values on all City owned properties contained within the redevelopment area, based on the proposed uses as outlined in the plan.

Council further agrees that the City advertise the availability of these parcels, together with approved prices and ask for proposals for each site and as recommended to Council April 26, 1993."

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

We trust that you will bring forth any proposals received for consideration by Council in due course.


C. SEVCIK
City Clerk

CS/cjd

cc: City Commissioner
Director of Community Services
Director of Engineering Services
Bylaws and Inspections Manager
City Assessor
Principal Planner
E. L. & P. Manager
Fire Chief
Land Supervisor

NO. 7

640-184

DATE: April 20, 1993

TO: City Clerk

FROM: Engineering Department Manager

RE: **PROPOSED STREETLIGHTING LOCAL IMPROVEMENT
EAST GAETZ AVENUE SERVICE ROAD
BOYCE STREET TO DELBURNE ROAD**

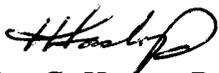
Recently there has been an increase in development along the East Gaetz Avenue Service Road, from Boyce Street to the Delburne Road.

As a result of this activity, the Engineering Department believes it would be beneficial to install streetlighting for the service road. No lighting currently exists. An improvement in lighting may help alleviate concerns about pedestrian and traffic safety, including site security.

All property owners located along the east side of the service road in this area would be required to contribute, via local improvement, toward the cost of the project. The rates to be used will be those stipulated in the proposed 1993 Unit Rate By-law. Revisions to the By-law are currently being drafted for the consideration of Council at a future meeting. It is estimated that this project would cost \$16,000.

RECOMMENDATION

That City Council consider initiation of the advertising for the local improvement so that if the project is approved, that sufficient time remains this year to complete installation prior to winter conditions.


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

KGH/emg

c.c. Director of Financial Services
c.c. By-laws and Inspections Manager
c.c. City Assessor
c.c. E. L. & P. Manager
c.c. Economic and Land Manager

Commissioners' Comments

We concur with the recommendations of the Engineering Department Manager.

"G. SURKAN"
Mayor
"M.C. DAY"
City Commissioner

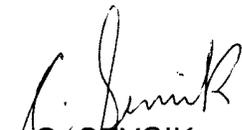
DATE: APRIL 27, 1993
TO: ENGINEERING DEPARTMENT MANAGER
FROM: CITY CLERK
RE: PROPOSED STREET LIGHTING LOCAL IMPROVEMENT
EAST GAETZ AVENUE SERVICE ROAD
BOYCE STREET TO DELBURNE ROAD

Your report dated April 20, 1993, pertaining to the above matter was considered at the Council Meeting of April 26, with the following motion being passed in accordance with your recommendations:

"RESOLVED that Council of The City of Red Deer having considered report dated April 20, 1993, from the Engineering Department Manager, re: proposed street lighting local improvement east Gaetz Avenue service road from Boyce Street to Delburne Road, hereby agrees to proceed with notification for the local improvement in accordance with the provisions of the Municipal Taxation Act and as recommended to Council April 26, 1993."

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

Trusting you will find this satisfactory.


C. SEVCIK
City Clerk

CS/cjd

cc: Director of Financial Services
Bylaws and Inspections Manager
City Assessor
E. L. & P. Manager
Land and Economic Development Manager
Principal Planner

DATE: April 19, 1993 CS-3.987

TO: CITY COUNCIL

FROM: CRAIG CURTIS, Director
Community Services Division

RE: SPECIAL (ACCESSIBLE) TRANSPORTATION REVIEW:
STRATEGIC PLAN AND GUIDELINES

1. In March 1992, Alberta Transportation approved a grant of \$50,000 to undertake a study of Special (Accessible) Transportation for Red Deer and area.

MANOP Services of Vancouver was contracted to research and prepare the review under the direction of a steering committee including representatives of the Red Deer Action Group for the Physically Disabled, Alberta Transportation, and the Transit and Social Planning Departments.

2. The final report, entitled "Accessible Transportation for Communities in the Red Deer Area: A Strategic Plan and Guidelines", dated March 1993, has now been completed. The report was considered by the F.C.S.S. Board at its meeting on April 6, 1993, when the following resolution was adopted:

"THAT the Red Deer & District Family & Community Support Services Board approve the report and recommendations contained in the 'Accessible Transportation for Communities in the Red Deer Area' study and request City Council's subsequent approval for implementation."

3. I have reviewed the study in detail with the Social Planning Manager. My comments on the recommendations are as follows:

3.1 **Recommendation #1:
Expansion of the Citizens Action Bus to Meet Increased Demand**

The study projects that the per capita ridership for special transportation will increase from 0.59 to 0.80 by the year 2000. Based on this assumption and the anticipated population increase, it is projected that the demand for annual rides will increase from 35,600 in 1993 to 54,800 in the year 2000, an increase of 54%.

The study recommends that service levels be increased by adding 2.5 hours of additional service on Saturday in 1996, and adding 9.0 hours of service on Sunday in 1998. This is in response to comments received during the focus groups and public meeting.

The cost implications of meeting the increased demand and increased service levels over this seven-year period would be an increase to the Special Transportation budget of an average of \$18,650 p.a. in 1993 dollars, without adjustments for inflation (refer Table 6.1). It is also proposed that the total fleet of vehicles be increased from eight to twelve to accommodate the additional service.

City Council
Page 2
April 19, 1993
Special (Accessible) Transportation Review

Comment:

I support the need to expand the special transportation to meet growing demand in the community. In considering these recommendations, the following points should be emphasized:

- The present Special Transportation Service in Red Deer has a very low per capita ridership of 0.59, largely due to the relatively small percentage of seniors.

The service provides a total of 35,600 annual rides. By comparison, Lethbridge, with a higher percentage of seniors, provides a total of 62,000 annual rides, and Medicine Hat provides 40,730 annual rides.

It is clear that the demand for special transportation in Red Deer will increase significantly in the future, due to population growth and aging.

- The present Special Transportation budget in Red Deer is partially offset by an annual grant of \$187,113 through the Public Transportation Operating Assistance Grant (PTOAG) Program. Due to budgetary constraints and attempts to reduce the provincial deficit, this per capita grant may be reduced in the future. This would result in an increase in the net City share of the operating budget for the service.
- The consultant's estimates of ridership and cost are based on increased demand **and** an increased level of service. I believe that the first priority should be to accommodate increased demand due to growth prior to the consideration of any increased level of service. It should be noted that the Citizens Action Bus rider attitude survey indicated that the hours of operation of the service in 1990 were "adequate" to "very satisfactory", and hours of operation have been increased since that time.

I believe that the demand for additional hours of operation, including Sunday, can be met in other ways, such as encouraging private enterprise to establish an accessible taxi service (Recommendation #2). If the existing level of service is maintained over the next seven years, the cost increase as shown in Table 6.1 can be significantly reduced.

- The consultant recommends that the fleet of vehicles be increased from eight to twelve by the year 2000. However, it is assumed that the capital cost of additional and replacement vehicles will be funded through community fundraising and provincial grants. With a reduction in provincial grants, this may not be possible in the future.

- The cash fare for all passengers in the Citizens Action Bus service is \$1.75 per trip, and \$3.00 on the Seniors Taxi Service. I cannot support a fare increase at this time, as many of the users have a very low or fixed income due to their disability and no other transportation options. However, whilst it is repugnant to some, it may be necessary to accept a two-tier fare system in the future, in order to direct the subsidies to those in greatest need. Under this scenario, users with a higher income would pay a larger proportion of the full cost of the service, whereas, those on a very low income might pay no more than a regular transit fare.

**3.2 Recommendation #2:
 Encourage Private Enterprise to Provide Accessible Taxi Service**

Accessible taxis can provide a high-quality, personal service alternative for those who can afford them. Once available, such taxis can be used as a backup service at times that it is not cost effective to provide special transit.

The study recommends that existing taxi companies be encouraged to provide accessible services and improve their suitability to passengers with special needs.

Comment:

I strongly support this recommendation and consider that it should be given immediate attention. The major problem at present is that there is no alternative to the Special Transportation Service operated by the Red Deer Action Group for the Physically Disabled. Consequently, demand cannot be met during peak use periods, only limited service is available on Saturday and no service is available on Sunday.

The consultant suggests that the Taxi Bylaw may need to be amended to eliminate constraints on flat rates for contract services. However, this may not be necessary if the service is operated as a separate support system, and not as a contracted service.

**3.3 Recommendation #3:
 Making Red Deer Transit More Accessible**

The study recommends that the Red Deer Transit System should continue to play a major role in the provision of transportation for seniors and the ambulatory disabled. This is a more economic method of service delivery than further expansion of the Citizens Action Bus. It is proposed that Red Deer Transit become more accessible through the introduction of low-floor and community buses.

The study recommends that Red Deer Transit purchase low-floor accessible buses when replacing existing Transit vehicles. At present, provincial funding is available to cover the incremental cost.

Comment:

I support this recommendation on the understanding that low-floor and community buses will become the standard for all transit in the future.

**3.4 Recommendation #4:
 Introducing a Community Bus Service**

The study recommends that Red Deer Transit implement a low-floor, dedicated accessible bus service (community bus) between various destinations, such as seniors' lodges and major activity centres frequented by seniors, e.g., the hospital, Golden Circle, Downtown House, etc. All demand and cost projections for special transportation assume that this bus service will be implemented by 1995. If a community bus service is not implemented, the demand for special transit service could increase by an additional 20% by the year 2000.

The capital cost of a community bus is approximately \$105,000, with a regular transit bus costing \$225,000. Currently, these capital costs are shared with the Province, with the City contributing 25%.

The Transit Department budget is not prepared on a per bus basis. However, it can be projected that operating costs for a community bus would be approximately \$55,000 p.a., based on five days per week and eight hours per day. A regular transit bus, based on current levels of service, costs approximately \$80,000 p.a. to operate. Further reductions to the operating costs on both vehicles would be realized through user fares.

Comment:

I support the recommendation as the introduction of a community bus service has been shown to be a cost-effective alternative to expansion of the Citizens Action Bus. It may be possible to contract out the operation at a lower cost through the Red Deer Action Group for the Physically Disabled.

**3.5 Recommendation #5:
 Introducing Training & Awareness Programs for Red Deer Transit**

The study recommends that Red Deer Transit should consider focusing driver training and awareness programs toward the needs of persons with disabilities.

Comment:

I support the recommendation based on comments made at the focus group meetings.

**3.6 Recommendation #8:
 Establishment of a Special Transit Board**

The study notes that there is a wealth of positive experience among the existing transportation provider agencies that could contribute to the evolution of accessible transit services to meet future needs. It is considered that such services are best delivered by coordinated service planning, rather than by the total integration of systems. Thus, one agency would act as a single point of entry for all transportation needs. Customers would be screened by this agency and referred to the most appropriate provider.

The study recommends that the service continue to be administered through the Social Planning Department, and that City Council establish a Special Transit Board that would oversee the delivery of all of the doorstep handivan and handibus services in the Red Deer area. Planning input from Red Deer Transit would ensure that accessible services are not duplicated. The consultant suggests that a truly cost-effective "family of accessible transportation services" can only be attained through the implementation of this recommendation.

Comment:

I believe that this recommendation is critical to the implementation of a cost-effective system, making use of all the available resources in the community. The present Special Transportation Committee reports to the F.C.S.S. Board and, as a result, lacks empowerment and the benefit of an aldermanic representative to provide a City Council perspective.

It is recommended that City Council authorize the administration to prepare a bylaw for the establishment of this board, which could occur at the October organizational meeting. Staff should act in an advisory capacity and not be voting members on the new board. In this respect, I support the views of stakeholders such as Alberta Transportation and the Red Deer Action Group for the Physically Disabled, and do not concur with the recommendations of the Transit Manager.

**3.7 Recommendations #9 to #12:
 Expansion of Service Into the Region**

The study suggests that the inter-community services in the Red Deer area could be delivered by the sharing of assets and funding on an equitable cost-recovery basis.

The study, consequently, recommends that existing services act as a broker for all trips in the towns and rural areas in the future. This could avoid duplication of service and provide a single point of entry to the customers. It is proposed that the City initiate discussions with the County of Red Deer regarding a framework for the delivery of special transit services to county residents in the vicinity of Red Deer.

Comment:

This recommendation is good conceptually, but may be very difficult to implement. It should be acknowledged that the F.C.S.S. program functions very well on a regional basis, with strong support from the county and other member communities. However, the provincial legislation specifically encourages regional partnerships for that purpose.

I recommend that the new Special Transit Board be given the mandate to study this recommendation in greater detail. However, it should be emphasized that any service outside city boundaries would need to operate on the basis of total cost recovery through the users and their municipalities of residence. This should include a share of the capital cost of the accessible vehicle.

4. CONCLUSIONS

The demand for special transportation services in Red Deer poses a major funding dilemma for the City. However, in my view, the provision of accessible transportation is a municipal responsibility, and should be given a high priority in the City's strategic planning.

The provision of adequate accessible transportation for persons with disabilities has many indirect economic advantages and should be perceived as an investment, rather than solely as a cost. It gives individuals the opportunity for full participation in community life, including being active members of the work force. Vision 2020 and other City policy statements have emphasized the desire for Red Deer to be seen as a "caring community" and to give "special consideration" to the needs of persons with disabilities.

I recommend that City Council approve the strategic plan and guidelines as a working policy document and provide specific direction to the administration. It should be acknowledged, however, that any endorsement of the plan by City Council will raise expectations in the community and will implicitly recognize that additional City funding will be required in the near future.

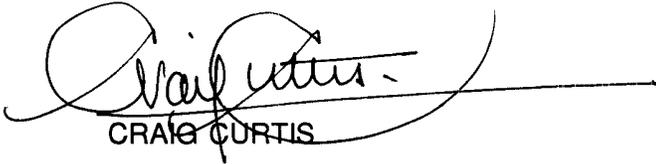
5. RECOMMENDATIONS

It is recommended that City Council approve the report entitled, "Accessible Transportation for Communities in the Red Deer Area: A Strategic Plan and Guidelines", as a working policy document and provide the following specific direction to the administration:

- That the City place the highest priority on accommodating increased demand due to growth prior to consideration of any increased level of service.

City Council
Page 7
April 19, 1993
Special (Accessible) Transportation Review

- That the administration give immediate attention to the recommendation that private enterprise be encouraged to provide an accessible taxi service to meet demand during peak periods, and at times when the special transit system is not operating.
- That Red Deer Transit adopt a policy of purchasing low-floor accessible buses when replacing existing transit vehicles.
- That Red Deer Transit study the feasibility of introducing a community bus service between destinations frequented by a high percentage of seniors.
- That Red Deer Transit focus driver training and awareness programs toward the needs of persons with disabilities.
- That the administration be directed to draft a bylaw for the establishment of a Special Transit Board, to be appointed at City Council's organizational meeting in October.
- That the new Special Transit Board be given the mandate to study the feasibility of delivering special transit services in the region on the basis of total cost recovery.



CRAIG CURTIS

:dmg

- c Colleen Jensen, Social Planning Manager
- Don Batchelor, Parks Manager
- Lowell Hodgson, Recreation & Culture Manager
- Roger Clarke, F.C.S.S. Board Chairman

DATE: April 13, 1993

TO: CHARLIE SEVCIK
City Clerk

FROM: ROGER CLARKE
F.C.S.S. Board Chairman

RE: SPECIAL (ACCESSIBLE) TRANSPORTATION REPORT

- In March 1992, following discussions with representatives from Alberta Transportation and Utilities, Red Deer was able to access a grant of \$50,000 from that department to carry out a study of Special (Accessible) Transportation for Red Deer and area.
- The purpose of the study was twofold:
 - utilize Red Deer as a pilot study by reviewing the urban and rural special transportation needs and developing a plan that better meets the current need, as well as future need to the year 2000.
 - based on the Red Deer experience, develop accessible transportation guidelines that Alberta Transportation and Utilities could utilize in other communities.
- The major focus of the Red Deer study was "to determine the method(s) by which the most effective and efficient accessible transportation service can be delivered at the most economical cost to meet the needs of frail seniors and persons with disabilities".
- MANOP Services, Vancouver (Mr. Wally Atkinson) was contracted to research and prepare the review, under the direction of a steering committee that involved various stakeholders from the area of accessible transportation.
- Extensive community input was obtained from Red Deer and the surrounding communities through focus group meetings, individual interviews and two public meetings.
- The final report as presented, draws several conclusions as noted in the attached report to the Red Deer & District F.C.S.S. Board. A cross reference to the proposed recommendations has been added below for your convenience. The conclusions are:

.../2

City Clerk
 Page 2
 April 13, 1993

Recommendations:

- #s 3, 4, 5
 - the Red Deer Transit system plays a major role in the provision of seniors and ambulatory disabled. This will continue and ultimately will increase as the regular transit becomes more accessible through low floor and community buses. This is an economic method to deliver service. (See page 52 for comparison. Red Deer is considered a small city.)

- #1
 - all service that cannot be met by regular transit will require door-to-door service through handibuses and accessible taxis. This is more costly so we must try to minimize the need for this type of service.

- #8
 (with Figure 6.1)
 - a coordinated approach is needed in satisfying the spectrum of transportation needs in Red Deer and area - "only a family of transportation service approach will satisfy all needs".

- #s 9,10,11,12
 - there is considerable transportation need in the surrounding areas. Through cooperative efforts, based on full cost recovery, Red Deer may be able to meet the noted need. Providing this service is a benefit to Red Deer due to economies of scale.

- #s 6, 7
 - the fragmented service offered by various service providers (ie: CAB, Michener, Hospital, CLASS) could be more cost effective and efficient if coordinated through a more central system.

- #2
 - there may be some potential in working with the private-sector taxi industry to contract accessible taxi service for both Red Deer and to the outlying communities.

- It must be noted that the report, as presented, is a planning document to the year 2000. A detailed staging process is, therefore, included for the next seven years.

City Clerk
Page 3
April 19, 1993

- A projected cost analysis is shown on page xi of the Executive Summary. Over the next seven years, the annual operating costs will increase by an average of \$18,650 per annum in 1993 dollars. No enhancements to the regular transit are included in the table. Page xii of the study outlines the premises on which projections are made.
- At the April 6 meeting of the Red Deer and District F.C.S.S. Board, the document was considered, with the following resolution approved:

"That the Red Deer & District Family & Community Support Services Board approve the report and recommendations contained in the 'Accessible Transportation for Communities in the Red Deer Area' study and request City Council's subsequent approval for implementation."

RECOMMENDATION:

That the Council of The City of Red Deer adopt the report and recommendations contained in the "Accessible Transportation for Communities in the Red Deer Area" study and further that said report be used as the principle guide for planning accessible transportation to meet the needs of frail seniors and persons with disabilities over the next seven years.



ROGER CLARKE

CJ/ad
Att.

- c. Craig Curtis, Director of Community Services
Bryon Jeffers, Director of Engineering Services
Grant Beattie, Transit Manager
Howard Maki, Director, Citizens Action Bus & Seniors Taxi

SP-3.939

DATE: March 23, 1993

TO: F.C.S.S. BOARD

FROM: COLLEEN JENSEN
Social Planning Manager

RE: SPECIAL (ACCESSIBLE) TRANSPORTATION REVIEW

Enclosed is the final draft of the Special (Accessible) Transportation Review for Red Deer and area which provides an assessment of our current situation along with a strategic plan to satisfy existing and future requirements. The major focus was to determine the method(s) by which the most effective and efficient accessible transportation service can be delivered at the most economical cost to meet the needs of frail seniors and persons with disabilities.

Recommendations are based on the assumptions that:

- the Red Deer Transit system plays a major role in the provision of seniors and ambulatory disabled. This will continue and ultimately will increase as the regular transit becomes more accessible through low floor and community buses. This is an economic method to deliver service.
- all service that cannot be met by regular transit will require door to door service through handibuses and accessible taxi. This is more costly so we must try to minimize the need for this type of service.
- a coordinated approach is needed in satisfying the spectrum of transportation needs in Red Deer and area - "only a family of transportation service approach will satisfy all needs".
- there is considerable transportation need in the surrounding areas. Through cooperative efforts, based on full cost recovery, Red Deer may be able to meet the noted need. Providing this service is a benefit to Red Deer due to economies of scale.
- the fragmented service offered by various service providers (ie: CAB, Michener, Hospital, CLASS) could be more cost effective and efficient if coordinated through a more central system.
- there may be some potential in working with the private sector taxi industry to contract accessible taxi service for both Red Deer and to the outlying communities.

.... /2

F.C.S.S. BOARD
March 23, 1993
Page Two

The recommendations found in the report provide specific guidelines as to how to proceed to accomplish a coordinated family of services for Red Deer and area. A suggested administration/delivery model is outlined on page viii of the Executive Summary, and cost projections are noted on page xi. Careful consideration should be given to both aspects when accepting the recommendations.

Recommendation:

That the Red Deer and District F.C.S.S. Board approve the report and recommendations contained in the "Accessible Transportation for Communities in the Red Deer Area" study and request City Council's subsequent approval for implementation.

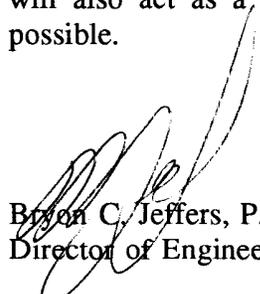


COLLEEN JENSEN
Social Planning Manager

CJ/kb

DATE: April 20, 1993
TO: Social Planning Manager
FROM: Director of Engineering Services
RE: **REPORT ON ACCESSIBLE TRANSPORTATION FOR COMMUNITIES
IN THE RED DEER AREA**

I have reviewed the subject document and generally concur with the comments therein. The comments of the Transit Manager are attached. It is recognized that Red Deer Transit remains an independent operation from the operation of the Special Transit Board. Red Deer Transit will, as budgets permit, provide continually increasing accessibility on its regular transit service. It will also act as a resource to the Special Transit Board and provide assistance in anyway possible.



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

BCJ/emg

Att.

c.c. Transit Manager

Date: April 8, 1993

APR 13 1993

To: Bryon Jeffers
Director of Engineering Services

Fr: Grant Beattie
Transit Manager

RE: ACCESSIBLE TRANSPORTATION REVIEW

The Accessible Transportation Review conducted by Manop Services, in conjunction with Alberta Transportation and Utilities and The City of Red Deer, has now been completed.

In reviewing the final report, I would agree with the study recommendations except recommendation #8 on page vii of the Executive Summary.

This recommendation calls for the formation of a Special Transit Board that would oversee the door to door Handivan and Handibus services and would report directly to City Council. Currently, a Transportation Committee that reports to Council through the Red Deer Action Group for the Physically Disabled and the F.C.S.S. Board oversees the daily operation of the Citizen's Action Bus.

In my opinion, the mandate of the current Transportation Committee for special transit services should be restructured in a manner that would accomplish the same result as the consultant's recommendation. I would suggest that the Transportation Committee not report to Council through the Red Deer Action Group via the F.C.S.S. Board but be established as a committee of the F.C.S.S. Board. Membership on this committee would be made up of all the major stake holders including the County of Red Deer and a Red Deer Aldermanic representative.

RECOMMENDATIONS

The Transit Department respectfully recommends the following:

- 1- That the Accessible Transportation Report prepared by Manop Service be approved, in principle, as a working document.
- 2- That a Special Transportation Committee, consisting of all the major stake holders, reporting to City Council through the F.C.S.S. Board be established to oversee the delivery of Handivan services.

G.E. Beattie



Transit Manager

Commissioners Comments

We have a great deal of concern with this report which contemplates an additional expenditure of approximately \$130,000 per annum, by the turn of the century. We cannot support this kind of additional expenditure in the current budgetary circumstances and therefore have a great deal of reluctance to even support the report as a working document.

We can, however, support the concept that a more coordinated approach is needed in satisfying the range of transportation needs in Red Deer and area. We also can endorse the recommendations of the Director of Community Services with the exception of the following:

1. That Red Deer Transit study the feasibility of introducing a community bus service between destinations frequented by a high percentage of seniors. (Our concern is that this recommendation is predicated on an increased level of service, instead we would recommend the wording noted below.)
2. That the Administration be directed to draft a bylaw for the establishment of a Special Transit Board, to be appointed at City Council's organizational meeting in October, and that the new Special Transit Board be given the mandate to study the feasibility of delivering special transit services in the region on the basis of total cost recovery.

Instead we would recommend that:

1. That Red Deer Transit study the feasibility of introducing a community bus service between destinations frequented by a high percentage of seniors as an alternative to the current level and format of service through the Citizens Action Bus.
2. That the F.C.S.S. Board establish a committee of its own to deal with the integration of services to the handicapped and frail elderly and that it include all major stake holders, including the County of Red Deer, and whom ever else the Board determines to be appropriate.

"G. SURKAN"
Mayor

"M. C. DAY"
City Commissioner

DATE: APRIL 27, 1993

TO: DIRECTOR OF COMMUNITY SERVICES

FROM: CITY CLERK

**RE: SPECIAL (ACCESSIBLE) TRANSPORTATION REVIEW
STRATEGIC PLAN AND GUIDELINES**

Your report concerning the study undertaken by MANOP Services of Vancouver pertaining to the above matter received consideration at the Council Meeting of April 26, 1993.

At the aforesaid meeting Council passed the following motion:

"RESOLVED that Council of The City of Red Deer having considered the study of special (accessible) transportation for Red Deer and area hereby supports the concept that a more coordinated approach is needed in satisfying the range of transportation needs in Red Deer and area and provides the following specific direction to the Administration:

1. That the City place the highest propriety on accommodating increased demand due to growth prior to consideration to any increased level of service.
2. That the Administration give immediate attention to the recommendation that private enterprise be encouraged to provide an accessible taxi service to meet demand during peak periods, and at times when the special transit system is not operating.
3. That Red Deer Transit adopt a policy of purchasing low floor accessible buses when replacing existing transit vehicles.
4. That Red Deer Transit study the feasibility of introducing a community bus service between destinations frequented by a high percentage of seniors as an alternative to the current level and format of service.
5. That Red Deer Transit focus driver training and awareness programs toward the needs of persons with disabilities.
6. That the Administration be directed to draft a bylaw for the establishment of a Special Transit Board to be appointed at City Council's Organizational Meeting in October."

Director of Community Services

April 27, 1993

Page 2

By way of a copy of this memo we are drawing to the attention of the Transit Manager, Council's decision in this matter and I trust you will be in contact with Mr. Beattie to coordinate the specific direction given to the Administration in said resolution. Also, please ensure that the draft bylaw for the establishment of the Special Transit Board is submitted to Council for approval well in advance of the Organizational Meeting in order that appointments to said Board might be made by Council in October.

Trusting you will find this satisfactory and that you will take appropriate action.



C. SEVCIK
City Clerk

CS/cjd

cc: City Commissioner
Transit Manager
Director of Engineering Services
Social Planning Manager
F. C. S. S. Board
Citizens Action Bus and Seniors Taxi
Attention: Mr. Howard Maki, Director
City Solicitor

Red Deer, Blackfalds, Innisfail, Lacombe, Penhold, Sylvan Lake

ACCESSIBLE TRANSPORTATION FOR COMMUNITIES IN THE RED DEER AREA

A STRATEGIC PLAN
AND GUIDELINES



• **Social Planning
Community Services**
Red Deer



manop SERVICES LTD.

March 1993

Red Deer, Blackfalds, Innisfail, Lacombe, Penhold, Sylvan Lake

ACCESSIBLE TRANSPORTATION FOR COMMUNITIES IN THE RED DEER AREA

A STRATEGIC PLAN
AND GUIDELINES



• **Social Planning
Community Services**
Red Deer



manop SERVICES LTD.

March 1993

STEERING COMMITTEE

Colleen Jensen, Social Planning Manager, City of Red Deer

Ken A. Dmytryshyn, P. Eng., Manager, Program Development, Urban Transportation Branch, Alberta Transportation and Utilities

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EXECUTIVE SUMMARY

The Red Deer Accessible Transportation Study area includes: The City of Red Deer, the towns of Lacombe, Blackfalds, Sylvan Lake, Penhold and Innisfail, community subdivisions in the County of Red Deer and rural residents in the Lacombe to Innisfail corridor. The Study was sponsored by the City of Red Deer, funded by Alberta Transportation and Utilities, and carried out by MANOP Services Ltd. under a contract with the City.

Terms of Reference

The study had two major objectives:

- (1) To determine the method(s) by which the most effective and efficient accessible transportation service can be delivered at the most economical cost to meet the needs of frail seniors and persons with disabilities.
- (2) To document the study process and thereby provide guidelines for other similar regional studies in the Province of Alberta.

Existing Public Transportation Services

The Red Deer Area is fortunate in having many community organizations and support groups and many transportation vehicles available to meet special needs. While the majority of these resources are located within the City of Red Deer, most of the smaller communities, with the exception of Blackfalds, have access to some form of public transportation service. Even more important, in communities with limited transportation service, a network of human resources exists with the potential to deliver additional services.

Some 80 vans and buses are deployed in the City including 27 conventional transit buses, 29 vehicles operated by Michener Centre and some 24 other vehicles operated by public and private agencies. The fleet inventories are presented in Chapter 2.

Within the city limits, Red Deer Transit has a major role in meeting the existing travel needs of seniors and ambulatory persons with disabilities. At present it is estimated by MANOP Services Ltd. that Red Deer Transit carried about 70 percent of the seniors and about 40 percent of the persons with disabilities who travel on vans and buses in Red Deer.

Community Needs and Opportunities

Opportunities exist to initiate and/or enhance coordination between existing community resources to meet many unsatisfied travel needs both within and between communities in the study area. New technology in the form of low floor buses is available which can serve a portion of the market for accessible transit service at lower costs than operating lift-equipped vehicles. Those persons who do not require a lift equipped vehicle could be accommodated on lower cost services, freeing up space on the more costly forms of special transit.

The needs of individual institutions and agencies are discussed in detail in Chapter 3.

Public Participation

This study included a substantial amount of input from the advocate and care agencies, local municipal agencies and service operators and the general public in the Red Deer Area. During the course of the study, the following activities took place:

- * local community visits and agency interviews by the consultant;
- * an invitational focus group to review community needs;
- * an invitational focus group to review the needs of agency clientele;
- * a public meeting to discuss needs in Red Deer on October 22, 1992;
- * a survey of senior's transit pass holders in Red Deer;
- * an analysis of the 1990 Citizens Action Bus (C.A.B.) rider attitude survey.

Service Options Examined

The service options reviewed during the study included:

- * Accessible fixed route transit services for the larger communities and for links between communities.
- * Provision for flexible bus routes designed to meet special needs, particularly during off-peak periods or in areas of low demand, e.g. existing evening "Dial-a-bus" service in Red Deer.
- * A variety of doorstep handivan/handibus services to meet the needs of a particular community.
- * Accessible taxi services in all communities.

Towards the Year 2000

The report includes a number of guidelines for developing a cost-effective family of accessible transportation services to meet present needs and future needs to the year 2000. These guidelines assume that each municipality would develop its own local service policy. Such a policy would include: eligibility criteria, trip priorities, pricing policies, hours and days of service, service area, scheduling and a method of responding to consumer appeals, all of which are discussed in the report.

A major conclusion of the study participants was that "only a family of transportation services approach would adequately satisfy all (accessibility) needs." Accordingly, technology such as fixed route transit, low-floor "Community Bus" services, accessible taxis, and the existing special "Handivan" and "Handibus" services are presented as members of the family of services rather than service options.

Similarly, the study suggests expanded and coordinated roles for private carriers as well as the existing transit service delivery organizations (Red Deer Transit and Citizens Action Bus), rather than full integration of delivery systems.

Study Findings for the City of Red Deer

- * Citizens Action Bus (C.A.B.) is providing a high quality personalized special transit service. However, one concern is that the availability of the service is too constrained, particularly during peak student travel times, evenings and on weekends. These constraints have resulted in agencies purchasing special vehicles for their own clientele. A great variety of uncoordinated services for seniors and persons with disabilities is wasteful of assets and is not the most cost-effective way to deliver special transit service. (Report Sections 2.2, 3.3, 3.6 and 4.4a)

Recommendation #1: The City Council should provide funding for additional C.A.B. service in the afternoon peak periods, during evenings and on Saturdays in the 1994 budgets (see Table 6.1 in the report).

- * The average costs per passenger for lift-equipped special transit services are very high in comparison to vans, taxis and conventional transit service. These costs can be mitigated by a "family of services" approach, shifting ambulatory customers to the lower cost services. (Report Section 5.3)

Recommendation #2: The existing taxi companies should be encouraged to provide accessible services and improve their sensitivity to passengers with special needs.

Recommendation #3: The City (i.e. Red Deer Transit) should purchase low-floor accessible buses when replacing existing transit vehicles.

Recommendation #4: The City (i.e. Red Deer Transit) should implement a low-floor dedicated accessible bus service between various destinations such as the seniors' lodges and major activity centres frequented by seniors, e.g. the Hospital, Golden Circle, Downtown House and G. H. Dawe. Such a transit service has been given the name "Community Bus."

- * Red Deer Transit's routes and evening Dial-a-Bus service serve the mainstream customers well, however it could be enhanced by becoming more user-friendly, i.e. easier to access and understand by seniors and persons with disabilities. Improved communications and awareness with and between riders and drivers would help. (Section 6.4)

Recommendation #5: Red Deer Transit should consider focusing driver training and awareness programs towards the needs of persons with disabilities. Possibly they could introduce a technique similar to that used by AGT to identify a disabled customer. (AGT uses "code blue" to alert operators that special assistance may be required.)

- * There is an opportunity to lower the per trip cost of existing special transit services (Action Bus and Seniors Taxi) by spreading management and dispatching costs over a larger volume of trips. Brokering of services could also be explored with other service providers. (See Table 2.1 on page 9)

Recommendation #6: The Director of the C.A.B. service should explore the opportunities for contractual arrangements with care agencies presently operating their own equipment.

- * There is some potential to aggregate a very dispersed need for weekend services for all care agencies including Michener Centre so that the provision of such a service is justified. (Section 2.5c and 3.2)

Recommendation #7: The Social Planning Department should initiate discussions with representatives of Michener Centre to determine the potential for providing services to Michener Centre on a contractual basis.

- * There is a wealth of positive experience among the existing transportation provider agencies that can contribute to the evolution of accessible transit services to meet future needs. Such services are best delivered by coordinated service planning rather than by the integration of systems. (Section 4.4)

Recommendation #8: To accommodate future special transit needs, it is recommended that City Council establish a "Special Transit Board" that would oversee the delivery of all of the doorstep Handivan and Handibus services in the Red Deer Area. Planning input from Red Deer Transit would ensure that accessible services were not duplicated. Provision would be retained for participation by volunteer agencies. Only in this way can a truly cost-effective "family" of accessible transportation services be attained at a reasonable total cost. (See proposed organization for the delivery of accessible transit services in Figure 6.1.)

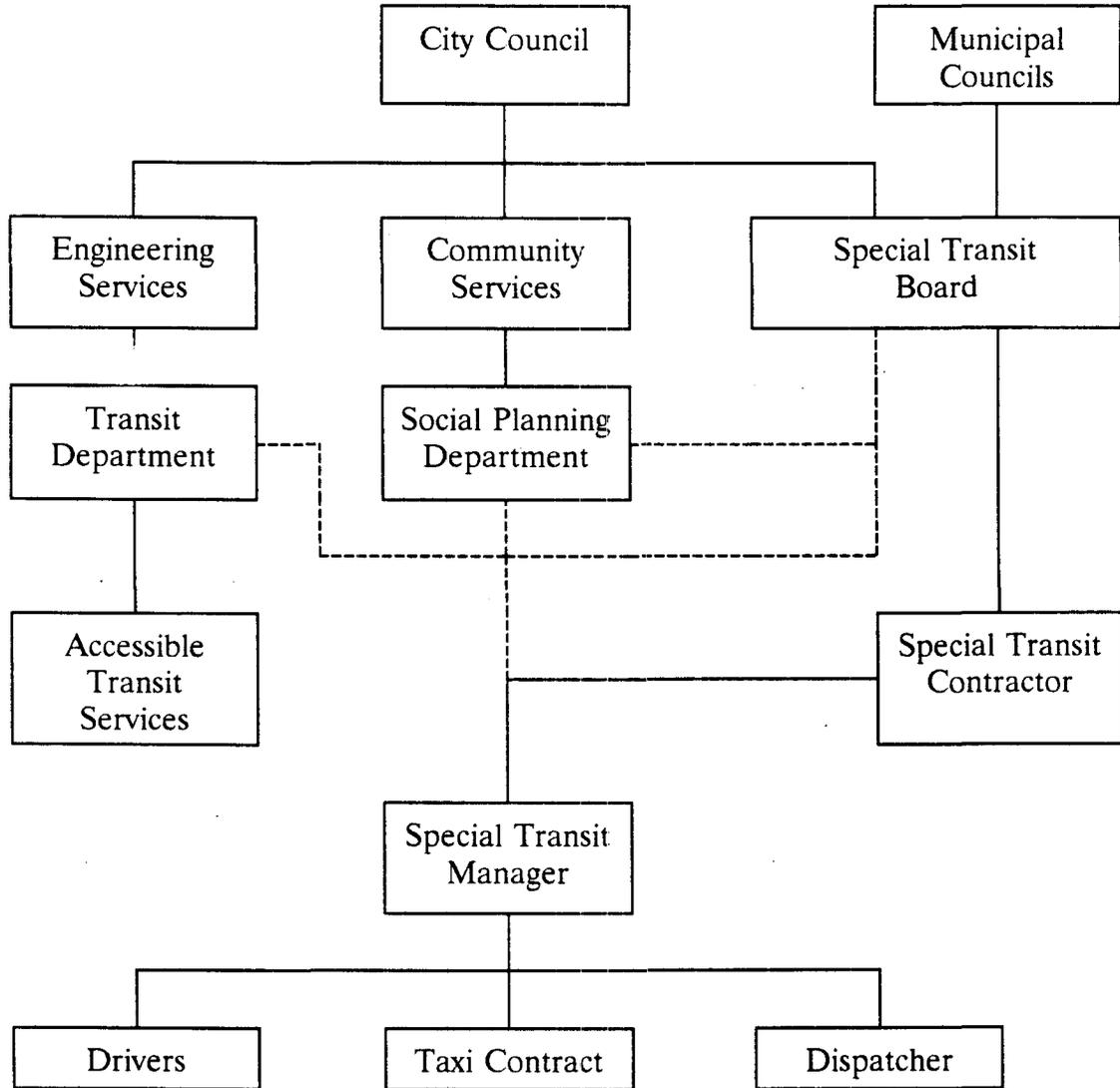
Study Findings for the Towns and Counties

- * Inter-community services could be delivered by the sharing of assets and funding. For example, a "seniors bus" making trips to Red Deer for shopping could easily call in at County subdivisions enroute to the City. **Full cost recovery for an equitable portion of the capital and operating costs, based on usage, would be expected from each municipality served.** Such arrangements would require the County of Red Deer to become involved in operational funding. (Report Section 4.7)

Recommendation #9: The City should initiate discussions with the County of Red Deer regarding a framework for delivering special transit services to County residents in the vicinity of Red Deer.

FIGURE 6.1

PROPOSED ORGANIZATION FOR THE ADMINISTRATION/DELIVERY OF ACCESSIBLE AND SPECIAL TRANSIT SERVICES



----- Advisory role only
_____ Functional accountability

"Accessible Transit" means scheduled low-floor and/or lift-equipped buses operated by Red Deer Transit.

"Special Transit" includes on-demand door-to-door services using small buses, vans and taxis.

- * The residents of Sylvan Lake and Blackfalds should acquire an accessible vehicle. (Report Section 3.8)

Recommendation #10: The towns concerned should consider applying to Transport Canada for Accessible Vehicle Acquisition Program (AVAP) funding or acquire a surplus or new bus by other means.

- * The rural needs for special transit are limited, but because of the longer distances involved and the more isolated the communities, where needs exist, they merit greater consideration. (Report Section 3.4)

Recommendation #11: The County of Red Deer should review its existing policy with respect to the use of Public Transportation Operating Assistance Grant (PTOAG) funds mainly for vehicle acquisitions. (Operations funding is also needed.)

- * Existing special transit organizations in the towns have the potential to deliver more services, if operational funding is maintained. (Report Section 4.4)

Recommendation #12: It is recommended that the existing services act as a broker for all trips in the towns and rural areas in the future. This will avoid duplications in service and provide a single point of entry to the customers.

Year 2000 Transportation Plan

Figure 6.1 illustrates the recommended delivery organization for the year 2000 system to meet the needs of the City of Red Deer and the adjacent communities. Such an organization could easily contract to provide services in nearby communities such as Blackfalds and Penhold. The larger towns will need to have their own community-based systems.

Implementation of the organization shown in Figure 6.1 requires the following changes to the existing organization shown in Figure 2.1 on page 8 of the report.

- 1) The role of the Transportation Committee of the Red Deer Action Group for the Physically Disabled would be replaced by a semi-autonomous Special Transit Board responsible to City Council for service policy and the Social Planning Department for administration.
- 2) The Red Deer Action Group would retain its contractual arrangement with the City and membership on the Special Transit Board, but would share policy decisions with other community agencies.
- 3) The role of Red Deer Transit would expand to include Community Bus services, and to provide planning advice to the Special Transit Board.
- 4) The Special Transit Board would either be responsible for the eligibility screening or delegate this responsibility to a central community information and referral service.

(Note that the Home Care division of the Red Deer Regional Health Unit has expressed an interest in this responsibility.) The Special Transit Board would also:

- manage the service contracts;
- review consumer appeals;
- recommend service policy and budgets to City Council;
- implement contractual arrangements with other agencies.

5) The role of the Social Planning Department would be to continue to provide advice and assistance with budget administration and consumer service planning.

The Year 2000 Plan is based on the following projections:

- * City of Red Deer population: 68,527 by year 2000; Seniors: 8% (Red Deer Regional Planning Commission; medium growth scenario).
- * Red Deer Transit annual ridership by year 2000: 32 rides per capita annually of which 25% are seniors and persons with disabilities based on 40% of the bus fleet being fully accessible (MANOP estimate).
- * Red Deer Special Transit annual ridership by year 2000: 0.80 rides per capita annually for the City population which equals 54,800 rides based on service from 7:30 a.m. to 11:30 p.m., Mondays through Saturdays (MANOP estimate).
- * The existing Special Transit services in the outlying communities would match future levels of service to demand.
- * Special Transit annual demand in the smaller communities:
 - Innisfail 0.7 rides per capita
 - Lacombe 0.6 rides per capita
 - Sylvan Lake 0.4 rides per capita
 - Blackfalds 0.3 rides per capita
 - Penhold 0.3 rides per capita
 - County of Red Deer (included in City)
 - County of Lacombe (included in Town)
- * All cost estimates are in current 1993 dollars.
- * Revenue projections are based on the 1992 average revenue per passenger of \$2.94 on the Citizens Action Bus service. This results from the averaging of the C.A.B. fares of \$1.75, S.T.S. fares of \$3.00, and the \$4.60 per trip charged to institutions.

Table 6.1 provides statistics and cost projections to meet special transit needs in Red Deer at two-year intervals from 1994 to the year 2000.

TABLE 6.1

**FUTURE SYSTEM PROJECTIONS SPECIAL TRANSIT IN RED DEER 1993 \$
(Red Deer Transit Operating Community Bus)**

	1993	1994	1996	1998	2000
Population served	60,200	61,200	63,570	65,950	68,527
Seniors in population	8%	8%	8%	8%	8%
Disabled in population	12%	12%	12%	12%	12%
Per capita ridership	0.59	0.64	0.72	0.76	0.80
Annual rides	35,600	39,200	45,600	50,200	54,800
Total fleet required	8	9	10	11	12
Service Level:					
Days/week	6	6	6	7	7
Hours/weekdays	14.5	14.5	14.5	15.0	15.0
Hours/Saturdays	12.0	12.0	14.5	15.0	15.0
Hours/Sundays	0	0	0	9.0	9.0
Costs and Revenues:					
Cost/ride 1993 \$	\$11.30	\$11.10	\$10.83	\$10.70	\$10.58
Revenue/ride 1993 \$	\$2.98	\$2.94	\$2.94	\$2.97	\$3.00
Deficit/ride 1993 \$	\$8.32	\$8.16	\$7.89	\$7.73	\$7.58
Budgets (1993 \$):					
Expenditures:					
Personnel	\$312,390	\$341,000	\$387,000	\$412,000	\$434,000
Taxi Supplement	3,000	10,000	20,000	30,000	40,000
Vehicle Expense	67,400	72,000	75,000	81,000	90,000
Office Expense	<u>8,665</u>	<u>12,000</u>	<u>12,000</u>	<u>14,000</u>	<u>16,000</u>
TOTAL *	\$391,455	\$435,000	\$494,000	\$537,000	\$580,000
Revenues:					
Fares	\$38,450	\$40,000	\$54,000	\$57,000	\$59,000
School Contracts	65,000	65,000	65,000	65,000	65,000
Other Contracts	<u>2,500</u>	<u>10,000</u>	<u>15,000</u>	<u>27,000</u>	<u>40,000</u>
TOTAL	\$105,950	\$115,000	\$134,000	\$149,000	\$164,000
NET DEFICIT	\$285,505	\$320,000	\$360,000	\$388,000	\$416,000

* A further reduction in expenditures may be required to a maximum of \$10,000 in 1993.

Demand and Cost Projections

The 1993 and future system demand and cost projections were shown in Table 6.1. Demand projections are based on a technique developed by MANOP Services Ltd. which relates the demographic factors in the community to the annual per capita demand for a given service policy. Because a large proportion (40 percent) of seniors have physical disabilities, the demand for special transit is very sensitive to the number of persons of 65 years or older in the population. Based on a service policy of serving those persons who would have difficulty accessing the buses currently operated by the Red Deer Transit system with dignity and safety, the existing demand is about 0.57 rides per capita annually on the C.A.B. service. This is expected to increase to 0.80 rides per capita annually by the year 2000, providing that the Red Deer Transit system becomes more accessible. (This is discussed further under Study Findings.)

All costs and revenue projections are in 1993 dollars. Existing costs are about \$11.30 per ride on the C.A.B. service compared to about \$1.65 per ride on Red Deer Transit. The C.A.B. per trip costs could decrease as service expanded and the cost of management and dispatching was spread over a larger operation.

Community Bus Assumptions

The demand and cost projections assume that Red Deer Transit has implemented a Community Bus service by 1995. If the Community Bus service is not implemented, then the demand for Special Transit service could increase by an additional 20 percent by the year 2000. The increase in demand would occur as economic activity increased following the current recession and would be noticeable by 1996. The impact of the higher ridership levels would be an increase in the annual net deficit for Special Transit service of about \$35,000 in 1996, \$75,000 by 1998 and \$85,000 by the year 2000. These costs compare with the estimated annual Community Bus operating costs of \$55,000 (less the revenues) estimated previously in Section 5.2.

The capital cost for one low-floor Community Bus, such as the ones in service in St. Albert and Sherwood Park (Strathcona County), would be about \$105,000 (Report Section 5.3). Based on a minimum ridership of about 18,000 rides annually (10 trips per hour), the potential revenues could cover all of the capital amortization costs as well as some of the operating costs. The net deficit would be less than an equivalent expansion in the C.A.B. service.

Recommended Staging Plan

In developing the future services, it is essential that Red Deer Transit continue to be the major carrier of seniors and persons with disabilities. Market segments that cannot be accommodated by making the transit system more accessible will be delivered by the Special Transit services.

The development of the existing transportation services into the system needed in the future can occur in carefully controlled stages. The market can be tested for each increment of service and if the expected response is not forthcoming, that service can be postponed until future demand warrants the provision of service.

The logical stages in developing the year 2000 system are as follows:

1993

- * Based on the comments and recommendations of the FCSS Board, the Director of Engineering Services and the Director of Community Services, the City Council would confirm the guidelines and recommendations presented in the report in principle.
- * Red Deer Transit would provide for the financing of accessible transit vehicles in the City's capital budgets.
- * The Social Planning Department in consultation with Red Deer Transit would initiate discussions with the County of Red Deer regarding a framework and timing for delivering special transit services to County residents in the vicinity of Red Deer.
- * Red Deer Transit would develop a service plan for a low-floor Community Bus service between the seniors' lodges and major activity centres frequented by seniors.
- * The Special Transit Board would explore contractual arrangements with care agencies including the possibility that one agency would act as a single point of entry for eligibility screening.
- * The Social Planning Department would provide for additional service during evenings and on Saturdays in the 1994 budgets.
- * The Special Transit Board would review amendments to the taxi bylaw to determine if there is an acceptable method of allowing for flat rate transit contracts.
- * The Director of C.A.B. would ensure that the service is coordinated with Greyhound Lines' accessible bus service.

1994/95

- * The City would consider moving the C.A.B. dispatch office to transit garage to eliminate C.A.B. vehicles having to go downtown for a.m. dispatch instructions.
- * Citizens Action Bus would initiate evening service on Mondays through Wednesdays.

- * Red Deer Transit would initiate a Community Bus service in Red Deer.
- * The towns in the Red Deer Area would offer contractual arrangements to taxi firms as an incentive for them to provide accessible vehicles.
- * The Special Transit Board would initiate discussions with Blackfalds and Penhold regarding the potential for contractual arrangements for brokering of services.
- * The Special Transit Board would initiate discussion with Michener Centre re contractual arrangements for weekend and evening services.
- * C.A.B. would expand participation by taxi firms.

1996 and Later

- * C.A.B. would replace "Seniors Taxi" with a larger, more accessible vehicle.
- * The Special Transit Board would evaluate Sunday service, including the opportunity for contract services.
- * C.A.B. would initiate Sunday service.
- * C.A.B. would continue to increase the role of the taxi firms.
- * C.A.B. would update to a computer-assisted dispatching system to accommodate increased demand.

Community Benefits

The implementation of the recommended transportation plan would achieve several important benefits, including:

- * The delivery of coordinated accessible transit services at the lowest possible cost.
- * The accommodation of the more ambulatory seniors and persons with disabilities on Red Deer Transit so as to allow the Special Transit service to better accommodate those with severe disabilities.
- * The improvement of the quality of taxi, van and bus services for all residents, not just those with disabilities.
- * Opportunities for the improvement of relationships with independent agencies and neighbouring communities.

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GLOSSARY

The following are terms commonly used by operators of transit systems in Canada.

Public Transit Services include all scheduled transportation services offered to the general public or a segment of the general public on a non-exclusive or shared-ride basis. (The term **Public Transportation** includes exclusive ride services such as taxis.)

Special Transit includes private and public systems that provide doorstep transit service on demand to seniors and disabled persons, such as the Citizens Action Bus service.

Conventional Transit refers to the regular Public Transit services operating on fixed routes.

Accessible Transit means the operation of low-floor and/or lift-equipped buses by conventional transit systems.

The Physically Disabled are those persons who have a physical, mental or medical disability such that they are unable to board conventional transit buses with dignity. Seniors who are unable to use conventional transit service are usually included in this category.

The Ambulatory Disabled (Walkers) includes those persons who may experience some loss of function but who are not otherwise considered to be mobility handicapped. Many of such persons are able to use conventional transit services when they are equipped with low floor buses and available within a reasonable walking distance.

Transportation Dependent includes those persons for whom transportation is often provided by someone else, or, who are dependent upon public transportation services.

Ridership refers to the number of one-way person trips on transit services.

Sedan Services are special transit services using automobiles such as full-sized, four-door cars as well as vans and station-wagons, e.g. the Seniors Taxi Service in Red Deer.

Taxi Services are exclusive-ride sedan services operated by taxi companies for the general public under the applicable provincial and municipal licensing bylaws and regulations.

User-Side Subsidies are transportation subsidies given directly to the users by a funding agency. They may be in money or in ticket scrip or vouchers that can be used to obtain trips on the available transportation services. "Scrip" systems, such as the one used in Calgary, are usually preferred because they put a limit on the number of trips that can be taken.

1.0 INTRODUCTION

1.1 BACKGROUND

The Red Deer Area includes the City of Red Deer, the Towns of Lacombe, Blackfalds, Sylvan Lake, Penhold and Innisfail, subdivisions in the County of Red Deer and rural residents in the Lacombe to Innisfail corridor. The Transportation Review was sponsored by the City of Red Deer, funded by Alberta Transportation and Utilities, and carried out by MANOP Services Ltd. under a contract with the City. The communities in the study area employ a variety of transportation modes to provide mobility to seniors and persons with disabilities. The modes include:

- * conventional fixed route transit service in the City;
- * specialized bus and van systems operated by associations for the benefit of seniors and persons with disabilities;
- * exclusive vehicles operated by social service agencies and institutions;
- * vans and automobiles operated by private taxi firms.

In the City, the fixed route transit system accommodates many seniors and persons with disabilities that do not impair their ability to board a conventional bus. Frail seniors and persons who cannot use transit with dignity are eligible for two special transit services which are delivered through a partnership of public and private agencies. Taxis are used as a back-up at times that these systems are not operating.

Public transportation services operate on a much lesser scale in the smaller urban communities and, except for taxis, are almost non-existent in County subdivisions and rural areas included in the Red Deer Area study.

1.2 STUDY OBJECTIVES

This study has two major components:

- * The purpose of the review of transportation services for seniors and persons with disabilities is to determine the method by which the most effective and efficient service can be delivered at the most economical cost, to meet the needs and demands of persons with disabilities and seniors.
- * In addition, the study will document the process followed to address the specific needs, concerns and the future direction of special transit services in the Red Deer Area in response to a province-wide goal of "barrier-free transportation systems and pedestrian infrastructure by the year 2000." Thus, the study will serve as a pilot project for other similar regions.

1.3 SCOPE OF STUDY

This is a strategic transportation planning study which is:

- * multi-modal;
- * regional in scope (see map);
- * forward looking (to the year 2000);
- * focused on system needs rather than operational details.

The Red Deer Study Area (see Figure 1.1) includes the following communities:

* City of Red Deer	pop. 58,656
* Town of Lacombe	pop. 6,672
* Town of Blackfalds	pop. 1,770
* Town of Penhold	pop. 1,590
* Town of Innisfail	pop. 5,837
* Town of Sylvan Lake	pop. 4,195
* County of Red Deer No. 23	pop. 15,049
* County of Lacombe No. 14	pop. 8,910

1.4 REPORT ORGANIZATION

The balance of this report is organized as follows:

Chapter 2: "Community Transportation Resources" contains a description of the existing transit, inter-city, and taxi services available to the approximately 103,000 residents of the Red Deer Study Area. Cost analyses are included.

Chapter 3: "Community Needs and Opportunities" discusses the community demographics and the transportation needs which are not being met at present.

Chapter 4: "Towards the Year 2000" presents an analysis of the service policy, technology and service delivery options reviewed in this study.

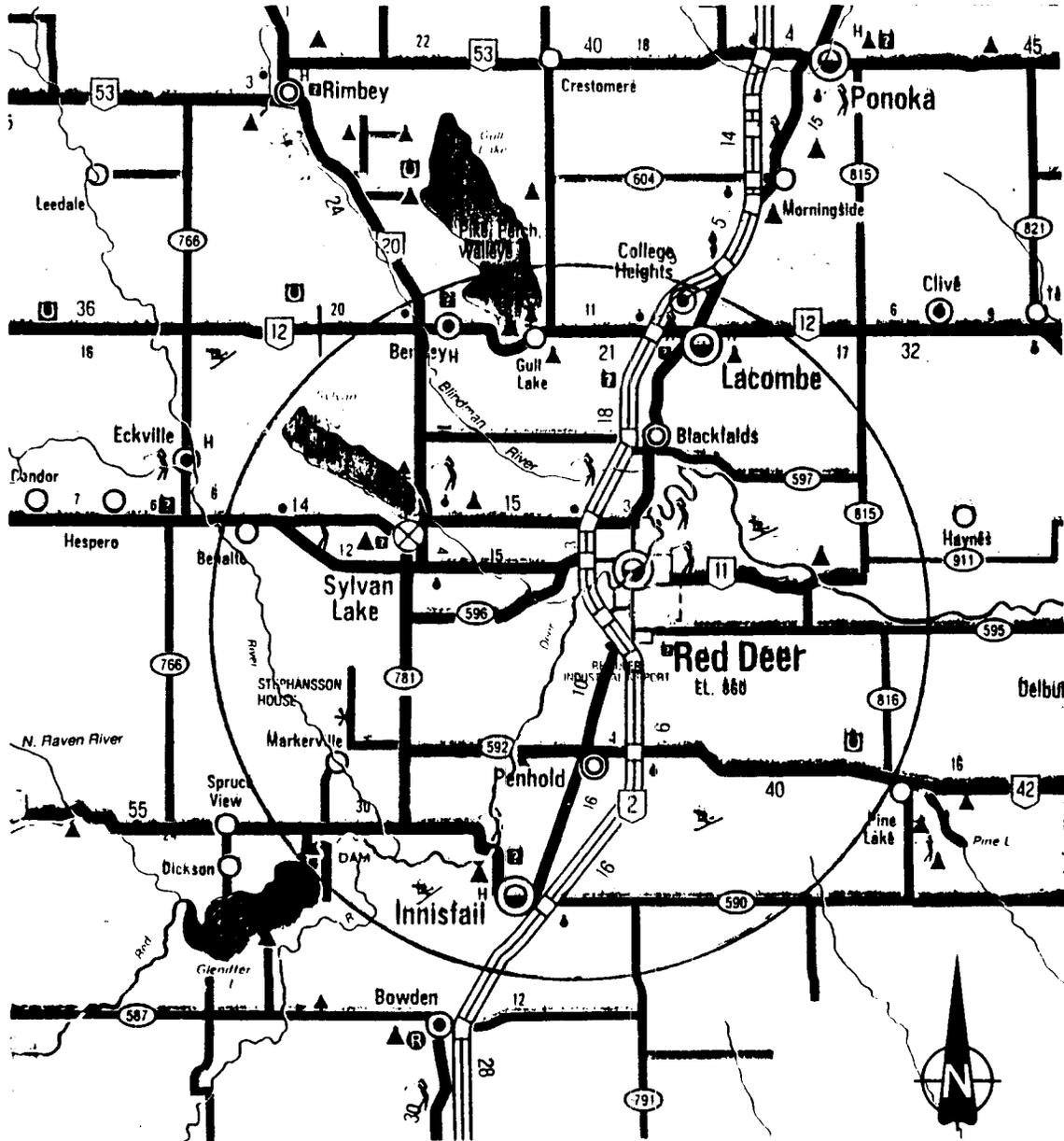
Chapter 5: "Ridership and Cost Projections" discusses the demand projections and financial implications.

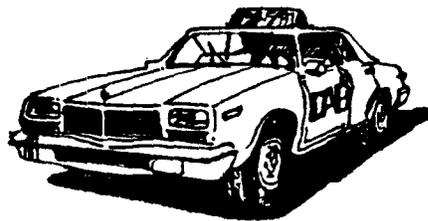
Chapter 6: "Conclusions and Recommendations" presents the study findings and recommendations, a strategic outline plan and accessible transportation planning guidelines for the future.

A report containing "Study Guidelines for Alberta Communities" has been published separately.

FIGURE 1.1

THE RED DEER STUDY AREA





2.0 COMMUNITY TRANSPORTATION RESOURCES

The Red Deer Area is fortunate in having substantial human resources and many transportation vehicles available to meet special needs. While the majority of these resources are located within the City of Red Deer, most of the smaller communities have access to some form of public transportation service. Even more important, in communities with limited services a network of human resources exist with the potential to deliver additional services. The systems and services reviewed include:

- * Red Deer Transit System
- * Red Deer Citizens Action Bus Service
- * Penhold Handivan Service
- * Sylvan Lake Seniors Bus
- * Innisfail Handivan Service
- * Lacombe Handivan Service
- * Red Deer Cabs Ltd.
- * Associated Cab Alta. Ltd.
- * Reddy Cab Co. Ltd. (Lacombe)
- * Innisfail Taxi (1988) Ltd.
- * Sylvan Lake Taxi
- * Michener Centre Fleet
- * Inter-City Buses
- * Other private fleets

2.1 RED DEER TRANSIT SYSTEM

Red Deer Transit provides a basic low-cost alternative to the automobile for most seniors and the more ambulatory of persons with disabilities. Persons using crutches, canes and walkers and those with vision, hearing and cognitive impairments can be trained to use the Transit System safely. For example, Michener Centre residents have been shown how to use transit buses to get to the G. H. Dawe Community Centre. Such trips involve transferring between two bus routes in the downtown. C.N.I.B. clients receive similar training.

(a) Services Provided

Red Deer Transit currently operates a fleet of 27 conventional transit buses over 6 interconnecting fixed routes. Service is provided at 30 minute intervals on these routes, from 6:25 a.m. to 5:45 p.m., Mondays through Saturdays. An evening "Dial-A-Bus" service is in effect from 6:15 p.m. to 11:00 p.m. on the above days.

Dial-A-Bus is an economy measure allowing the Transit System to serve more origins and destinations with fewer buses. (Five buses are normally used with four buses being adequate in July and August.) Riders must call the Transit Dispatcher at least

15 minutes prior to travelling. Passengers are directed to the nearest bus stop. Transfer connections are guaranteed through the use of radio communications with the buses. This popular service is experiencing a steadily increasing ridership.

(b) Transit Fares

As of September 20, 1992, the fares were as follows:

Cash Fares:

Adults, including College and Seniors	\$1.25
Students (grades 1 to 12)	\$1.00

Ticket Rates:

Adults	12 tickets for	\$12.50
Students	12 tickets for	\$10.00

Passes:

Adults (including College)	\$42.00 per month
Students (grades 1 to 12)	\$33.00 per month
Seniors	\$10.00 per month

Tickets and monthly passes are sold at several outlets including: City Hall, Bower Mall, Parkland Mall, Town Centre Mall, Downtown House and the Golden Circle Seniors' Centre. Seniors passes good for a 6 or 12 month period at \$10.00 per month can be purchased at the City Clerk's office in City Hall.

(c) Ridership

In 1991, annual rides by seniors represented about 9.5 percent of total ridership on the Red Deer Transit System. With the phasing out of subsidized taxi rides, pass sales have increased substantially. Transit management estimate that seniors accounted for just over 19 percent of the ridership in October, 1992.

(d) Consultant's Comments

Full-sized low floor transit buses are being developed by two major manufacturers in Canada. At least two other small low floor buses are currently available. If the Red Deer Transit System was equipped with some of these vehicles several new markets could be addressed:

- An accessible north/south shuttle bus service could be used to link activity centres along Gaetz Avenue with the Golden Circle Seniors' Centre and the Hospital.

- An accessible east/west shuttle bus could link Michener Centre with the G. D. Dawe Community Centre.
- The above services could be integrated with the evening Dial-A-Bus service.

2.2 RED DEER'S SPECIAL TRANSIT SERVICES

Seniors and persons with disabilities who live within the City limits and who are unable to use transit with dignity and safety are eligible for two special transit services. These are delivered through a partnership of public and private agencies (see Figure 2.1). The Red Deer Action Group for the Physically Disabled operated and administers both services:

- * Citizens' Action Bus Service (C.A.B.)
- * Seniors Taxi Service (S.T.S. since May of 1991)

Special transit services for persons with disabilities began in Red Deer in 1977 with the Citizens' Action Bus. The Transportation Committee of the Red Deer Action Group oversees service policy and methods and monitors operations. The Social Planning Department (previously Family and Community Support Services) is administratively responsible for the monitoring of the service and the operating funding provided by the City tax levy and the grant provided to the City through the Alberta Partnership Transfer Program.

Ridership on the special transit services has approximately tripled during the past decade. Economies of scale have kept unit costs low during this period, however the total cost of operation has increased from \$136,000 in 1982 to \$380,000 by 1992.

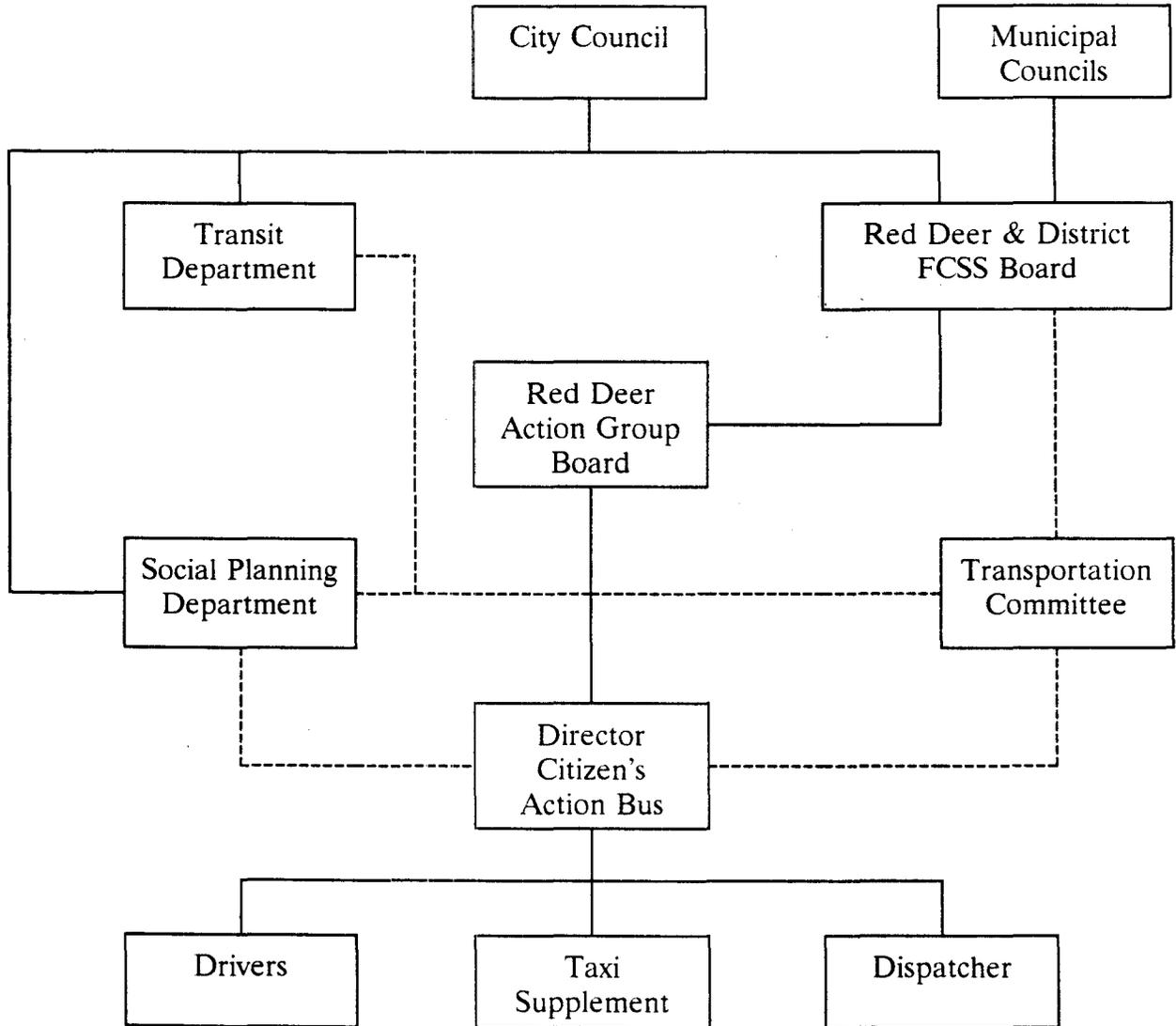
The Subsidized Taxi Service was initiated in Red Deer in February, 1982 to provide a transportation service for the frail elderly who could not use the regular transit service with dignity. Initially, all persons over the age of 65 were eligible for the service. In 1983, eligibility was reviewed. People between the ages of 65 and 75 qualified by reason of age alone. Extreme demand and, therefore, costs of the service required a review of the subsidized taxi service in 1990.

A new program, Seniors' Taxi Service, was initiated in May, 1991. A vehicle leased by the Citizens' Action Group is available for unlimited trips mornings and afternoons, space permitting. Regular taxis are used early mornings and evenings, to a maximum of four subsidized trips per individual per month. Consumers must be over 65, show proof of medical need to access the service, and are requested to book 24 hours in advance.

Table 2.1 presents a comparison of the service in Red Deer with service in five other cities in Alberta.

FIGURE 2.1

SPECIAL TRANSIT FOR RED DEER
EXISTING DELIVERY ORGANIZATION



----- Advisory role only

_____ Functional accountability

TABLE 2.1

COMPARISON OF SPECIAL TRANSIT SERVICES
IN SELECTED ALBERTA CITIES (1991 Data)

	Airdrie (1)	Grande Prairie	Lethbridge (2)	Medicine Hat	Red Deer	St. Albert
Population served	12,200	28,350	62,000	46,760	58,252	41,745
Seniors in population	4%	6%	14%	15%	8%	4%
Adult fares	\$2.00	\$1.00	\$1.50	\$1.00	\$1.50	\$1.75
<u>Urban Ridership:</u>						
Annual rides	7,500	6,900	83,200	40,730	43,029	11,000
Rides/capita	0.61	0.24	1.24	0.87	0.74	0.26
<u>Costs and Revenues:</u>						
Cost/ride	\$10.50	\$10.38	\$6.46	\$7.80	\$9.00	\$8.66
Revenue/ride	\$3.00	\$1.00	\$2.37	\$0.80	\$2.60	\$1.45
Deficit/ride	\$7.50	\$9.38	\$4.09	\$7.00	\$6.40	\$7.21
Revenue/cost	29%	13%	37%	10%	29%	17%
Cost per km	\$1.40	-	\$1.20	\$2.00	\$2.03	\$1.70
<u>Service Level:</u>						
Hours/capita	0.17	-	0.28	0.18	0.10	0.07
Km/capita	2.00	-	5.00	3.35	2.69	1.34
Days/week	5	7	7	6	5	5
Hours: MTW	10	17	16	9	10.5	11
Hours: Thur/Fri	12	17	16	9	14.5	11
Hours: Sat	0	17	15	0	9	0
Hours: Sun	0	12	15	5	0	0
(1) Urban service is about 95% of total usage.						
(2) Also serves about 5,000 rural residents.						

NOTE: The reader is cautioned, when making comparisons between systems, that accounting procedures vary between municipalities and in some cases all costs may not be included.

There are also economies of scale in larger systems such as the one in Lethbridge. The Lethbridge system achieves lower costs by using more taxi trips and some volunteer time in the administration as well as a higher vehicle occupancy whenever possible.

(a) Service Coverage

Mondays to Wednesdays 7:30 a.m. to 6:00 p.m.
Thursdays and Fridays 7:30 a.m. to 11:30 p.m.
Saturdays 10:00 a.m. to 7:00 p.m.
No service on Sundays or Holidays.

(b) Fares

The cash fare for all passengers on the C.A.B. service is \$1.75 compared to a \$1.25 adult fare on the transit system. Multi-trip ticket sheets are also sold by the drivers. The fare on the Seniors Taxi Service is \$3.00. School children with disabilities are transported under contracts with the school boards at a charge of \$4.60 per trip. This service is a major source of revenue for the C.A.B. service.

(c) Ridership

The historical ridership on the C.A.B. service was as follows:

1982	11,700	1987	22,786
1983	15,305	1988	24,454
1984	16,065	1989	27,764
1985	18,507	1990	30,657
1986	22,397	1991	32,881
		1992	30,613

The historical ridership on the Subsidized (now "Seniors") Taxi Service (STS) was as follows:

1982	14,300	1987	24,313
1983	13,298	1988	22,713
1984	15,014	1989	26,127
1985	18,565	1990	28,878
1986	21,310	1991	10,148
		1992	3,002

(d) Registered Customers

Riders must be registered with the C.A.B. dispatch office to use the two services. In 1992 there were 525 registered C.A.B. customers, of which 250 were active regular riders. Categories of registrants included:

Physically disabled	66%
Seniors	26%
Other categories	8%

In 1992 there were on average 108 customers using the Seniors Taxi Service. Until November, 1992, the service was under-utilized. This is attributed to the need for seniors to book trips in advance, the higher fare of \$3.00 vs. \$1.75 on the C.A.B. service and the reluctance to shift some ambulatory persons with disabilities to the S.T.S. service.

(e) Trip Purposes

The 1991 C.A.B. ridership included the following trip purposes:

	<u>C.A.B. Van</u>	<u>Taxi Supplement</u>
Pre-school	4.9%	12.5%
School	43.1%	57.7%
College	3.2%	-
Work	11.7%	9.9%
Medical	19.1%	18.1%
Social/Recreational	<u>18.0%</u>	<u>1.8%</u>
Total	100.0%	100.0%

Trip purposes on the Seniors Taxi Service were as follows:

Medical	47.0%
Shopping	19.9%
Business	9.4%
Social/Recreational	<u>23.7%</u>
Total	100.0%

(f) Cancellations and No Shows

Cancellations amounted to about 1% of all trips in 1991. This is mainly due to the accommodation of a large number of on-demand trips.

(g) Vehicle Fleet

The 1992 fleet consisted of eight vehicles:

- 1 - 1981 Dodge Van Conversion Fleet #7 (spare)
- 1 - 1986 Ford Van Conversion Fleet #78
- 1 - 1987 Dodge Van Conversion Fleet #99
- 1 - 1980 Dodge Van Conversion Fleet #223

- 1 - 1992 Dodge Van Conversion Fleet #299
- 2 - 1992 Ford WECO Maxivans Fleet #316, #317
- 1 - 1990 Dodge Caravan - (4 pass. leased vehicle without lift or W.C. tie-downs)

The fleet is serviced and stored at the Transit Garage and repaired at the Civic Garage. In 1992 the system was incurring very reasonable costs of 16.4 cents per km for maintenance and 15.9 cents per km for fuel.

(h) Dispatch Office

The administration and dispatch office is located in the Community Services Building at 4935 - 51st Street. The dispatch office is staffed from 8:30 a.m. to 4:30 p.m., Mondays through Fridays except on statutory holidays. The Dispatcher assigns all trips including C.A.B. trips, taxi supplement or Seniors Taxi trips. The Dispatcher is involved in registering customers and in teaching customers how to use the service most effectively.

(i) Capital Funding

Capital funding assistance for new vehicles has been obtained from several local service clubs including the Lions Club, Elks Club and the Wild Rose Society as well as the Alberta Cities Partnership Program.

(j) Operating Costs and Revenues

The 1991 actual costs and revenues and the 1992/93 budgets are shown below:

	<u>1991</u>	<u>1992</u>	<u>1993</u>
<u>Expenditures:</u>	(Actual)	(Actual)	(Budget)
Personnel	\$251,875	\$307,926	\$318,690
Taxi Supplement	10,494	2,090	3,000
Seniors Taxi	48,966	(incl)	(incl)
Vehicle Expense	48,300	63,030	71,400
Office Expense	<u>6,804</u>	<u>7,710</u>	<u>11,665</u>
TOTAL	\$366,439	\$380,756	\$401,755
 <u>Revenues:</u>			
Fares	\$ 28,339	\$ 37,108	\$ 38,450
School Contracts	68,407	59,630	65,000
Pre-school Contracts	6,674	1,679	2,000
Social Services & W.C.B.	<u>2,000</u>	<u>511</u>	<u>500</u>
TOTAL	\$105,422	\$ 98,928	\$105,950
 NET DEFICIT	 \$261,017	 \$281,828	 \$275,805

(k) Management and Control

The delivery organization for Special Transit service in Red Deer (shown in Figure 2.1) has successfully integrated the interests of public and private agencies while including the service clubs who assist in raising capital funds. This facilitates the provision of service at a minimum cost.

(l) Consultant's Comments

The scheduling of the Seniors Taxi Service by the C.A.B. dispatcher beginning in 1992 is working very well. Further integration of these two services is desirable.

The two services receive very few complaints because of the efforts made by the Manager and the Dispatcher to accommodate their customers. This very personalized approach may be difficult to maintain as the system expands.

2.3 SPECIAL TRANSIT IN THE STUDY AREA

Special Transit systems are known to be operating in Penhold, Sylvan Lake, Innisfail and Lacombe. The available data on these services is presented in Table 2.2. Not all of these systems are accessible. A combination of local and inter-community trips are usually accommodated.

(a) Penhold Handivan Service

One accessible Handivan with a ramp for wheelchairs is available for rent from the Town and a conventional "Seniors Bus" is operated by the Half Century Plus Club. The Handivan is a 1983 Ford Club Wagon. It rents for \$0.30/km including gasoline, or \$0.20 plus gasoline. The Seniors Bus is a 1987 Dodge van.

(b) Sylvan Lake Seniors Bus

The Sylvan Lake Friendship Society operates one 21 seat bus. Weekly trips are made into Red Deer for shopping and personal business on Thursdays. About 6 to 10 persons use this inter-community service. The bus is not accessible to persons in wheelchairs. Capital funding responsibility was shared by the County of Red Deer and the Town of Sylvan Lake.

(c) Innisfail Handibus Service

An accessible on-demand public van service began in 1983 and is shared among four communities including the County and the Town. There is also a "Seniors Bus" and a "Legion Van", neither of which are accessible, available in Innisfail.

TABLE 2.2

**COMPARISON OF SPECIAL TRANSIT SERVICES
SMALL COMMUNITIES IN STUDY AREA
(1991 Data)**

	Innisfail (1)	Lacombe	Penhold	Sylvan Lake
Population served	8,500	6,672	1,590	4,195
Seniors in population	15%	15%	5%	8%
<u>Urban Ridership:</u>				
Annual rides	1,350	3,300	250	520
Rides/capita	0.16	0.50	0.16	0.12
Percent in wheelchair	20%	20%	5%	0%
<u>Costs and Revenues:</u>				
Cost/ride	\$20.50	Not available	-	\$1.75
Revenue/ride	\$5.00	available	-	1.75
Deficit/ride	\$15.50		-	0.00
Revenue/cost	24%		100%	100%
Cost per km	\$2.80		\$0.30	\$1.04
<u>Service Level:</u>				
Hours/capita	-		-	-
Km/capita	1.16		-	-
Days/week	5	7	5	3
Hours: MTW	9	(2)	(2)	(2)
Thur/Fri	9	(2)	(2)	(2)
Sat	(2)	(2)	(2)	-
Sun	(2)	(2)	(2)	-
Notice required	2 hrs.	2 hrs.	24 hrs.	24 hrs. (3)
<p>(1) Serves a portion of Red Deer County. (2) Must be prebooked. (3) Scheduled weekly trips to Red Deer.</p>				

Handibus Service is provided from 8:00 a.m. to 5:00 p.m. weekdays. A total of 1,350 passenger trips are made annually on the Handibus. Of these, (20%) are for passengers in wheelchairs. Fares are \$2.00 in town and \$0.28/km (\$0.44/mile) out of town. The van can accommodate 4 riders in wheelchair plus 9 ambulatory passengers. Financial assistance has been provided by the Town, the County of Red Deer and the Royal Canadian Legion. The service is operated by the Legion. Data is submitted annually by the Town to the Canadian Urban Transit Association (CUTA).

(d) Lacombe Handivan Service

This accessible service is operated for seniors and students by the Lacombe Handivan Association. The dispatch office is located in the FCSS offices.

(e) Blackfalds

At present, the Town of Blackfalds does not have any special transit service. The Town had been dependent upon the one accessible van owned by Red Deer Cabs Ltd. which was not operated after September of 1992.

(f) Consultant's Comments

The high percentage of seniors in the population of Innisfail suggests that special transit demand is lower than expected. This demand may be being partly accommodated by other vehicles including shared-ride taxis. Without a regulating bylaw and/or taxi meters, anything is possible!

It may be possible for Sylvan Lake and Blackfalds to obtain funding assistance for vehicles under the Transport Canada "Accessible Vehicle Acquisition Program" (AVAP).

2.4 TAXI INDUSTRY

The local taxi industry has an important role in the transportation of seniors and persons with disabilities. In the City, taxi service is always available at rates that are relatively low compared to Edmonton and Calgary. Taxi service is also available in the larger towns. Many residents of the Red Deer Area depend upon taxi service because:

- * the smaller communities and county subdivisions do not have conventional transit services;
- * special transit systems in the City do not operate late at night or on Sundays and Holidays;

- * taxis provide a back-up service for both private and public carriers;
- * many persons with disabilities are able to use taxis effectively.

(a) Size of Taxi Industry

Prior to the recession, there were about 148 taxi licenses issued in the City, which is a ratio of one license per 400 City residents. At present, due to economic conditions, approximately 55 percent of the licenses taxis were actually operating in the summer time. This amounts to about one taxi per 750 City residents.

In Sylvan Lake, Innisfail and Lacombe, the ratio of taxis to population varies from one per 2000 residents to one per 3000 residents. Penhold, Blackfalds and the rural communities depend upon the towns and the City for taxi services.

(b) Accessible Taxis

Both of the City taxi firms, Associated Cab (Alta.) Ltd. and Red Deer Cabs Ltd., have advertised accessible services; however, Associated Cabs has two 15 passenger vans which are not fully accessible vehicles. This means that passengers using wheelchairs must be physically transferred to and from vehicle seating. Red Deer Cabs has one 1986 Ford van with a raised roof and a rear ramp. The City of Red Deer contributed \$1,500 toward the cost of this accessible vehicle which had been in operation for two years in September, 1992. The Manager of Associated advised the consultant that it is their intention to include several accessible vehicles in their fleet once a suitable low floor vehicle can be located.

At present there are no accessible taxis operating in the other communities.

(c) Taxi Rates

Taxi rates are regulated by Taxi Bylaw No. 2742/81 in Red Deer. Current (1992) rates are as follows:

\$2.00 "drop charge" for 102 m
\$0.10 each additional 102 m
\$0.10 for each 18 seconds
e.g. 1 km trip = \$2.90; 2 km = \$3.90
Waiting time: 3 minutes free; then \$0.10/18 sec
\$20.00/hour
(No charge for parcels or baggage)

The present taxi by-law allows for a \$5.00 surcharge to be added to fares for passengers requesting vans or station wagons. A taxi van which was equipped to transport persons who must remain in their wheelchairs would be included in this regulation. Any disabled individual who is able to utilize a regular taxi can have their wheelchair or walking aid transported with no additional charge.

Inter-community taxi trips are fairly costly. Some examples include:

Lacombe to Red Deer	\$22.45
Blackfalds to Red Deer	\$13.50
Penhold to Red Deer	\$17.10
Innisfail to Red Deer	\$28.35
Sylvan Lake to Red Deer	\$20.35

Taxi trips from urban subdivisions in the County of Red Deer to downtown Red Deer would be in the \$7.00 to \$10.00 range.

(d) Taxi Industry Economics

The taxi industry in the City is a mix of owner-operators and company-owned vehicles. Drivers usually buy their own radios and taxi meters. Where the company owns the vehicle, the weekly rental charge (about \$230 for a six day week) includes advertising, dispatching, vehicle amortization, repairs and maintenance, and licensing and insurance. If the driver owns the vehicle, the driver is responsible for maintenance and repairs and the other costs drop to \$150 per week. The drivers pay the fuel costs which amount to \$7.00/\$8.00 for a 12 hour shift. In 1992, most taxi vehicle licenses were held in the company name rather than the driver's name.

Current economic conditions are such that taxi operators are buying 1985/86 full-size automobiles at a cost of about \$8,000 per taxi vehicle plus \$1,000 for the radio and meter. Almost all taxis are operating on propane fuel which is the most economic option at present.

To earn a living a taxi operator must take in a minimum of \$100 to \$120 per day on a 10 to 12 hour shift. Where the taxi company owns the vehicles, a two-shift operation is favoured, however most owner-operators prefer to work a single shift. For a two-shift operation, the taxi companies charge an additional rental of \$70.00 for a total of \$300 per week.

(e) Consultant's Comments

There are a number of characteristics of the Red Deer taxi industry that must be considered when assessing their role in transporting seniors and persons with disabilities:

- * Taxi operators have limited resources to acquire accessible vehicles, train staff and keep more detailed trip records. A current pilot project sponsored by Alberta Transportation and Utilities could lead to some assistance to taxi operators providing accessible service.
- * Their participation solely as a back-up service will not likely encourage local taxi operators to provide accessible services; they need a share of the mainstream business as well.
- * Successful delivery of accessible services may require further amendments to the Red Deer Taxi Bylaw and capital assistance from senior governments. At present, the Red Deer Taxi Bylaw does not permit flat rate contracts and recent amendments have added a \$5.00 surcharge for wheelchairs.

2.5 MICHENER CENTRE FLEET

While the vehicles operated by Michener Centre are exclusively for their residents, they provide substantial bridges between Michener Centre and the outside community. The private transportation system at Michener Centre could also have a more important role in the Red Deer community in the future for a number of reasons:

- * The transportation system at Michener Centre has unique experience in transporting passengers with multiple disabilities.
- * Links between the Red Deer Transit System and the Michener Centre transportation system may increase if more buildings are converted to public usage.
- * At some point in the future, it could become more cost-effective for Michener Centre to contract out their transportation services.

(a) Services Provided

Michener Centre operates a variety of local, urban and inter-urban transportation services to accommodate the needs of their residents. At present, these include:

- * An internal accessible shuttle bus service linking the north and south areas of the complex to each other and the Red Deer Transit bus stop on 40th Avenue.
- * Pre-scheduled escorted trips to local dining, social and recreational activity centres.
- * Pre-scheduled summer visits to major vacation and recreational facilities at Barnes Camp on Gull Lake.

(b) Vehicle Fleet

Michener Centre operates the largest private fleet of special transportation vehicles in the Red Deer Area. In August, 1992, this fleet included some 29 vehicles:

1	-	1991 Ford Wheelchair Van
2	-	1990 Ford Bantam Handi-Buses
2	-	1990 Dodge 15 pass. Maxivagons
3	-	1990 Dodge 7 pass. Magic Wagons
2	-	1989 Ford 7 pass. Aerostar Vans
2	-	1989/87 Dodge 15 pass. vans
3	-	1987 Chevrolet 12 pass. vans
1	-	1986 Ford Handi-Bus
2	-	1986 Chevrolet station wagons
5	-	1983 Dodge Ram 350 vans
2	-	1982 Dodge 12 pass. vans
2	-	1982 Thomas 17 seat/5 wheelchair buses
2	-	1982 Thomas 32 seat buses

(c) Consultant's Comments

Michener Centre must be considered as a valuable source of experience in transporting passengers with multiple disabilities. This experience includes:

- * The training and provision of escorts to accommodate special needs.
- * The training of passengers with mental disabilities to use the conventional transit facilities including transferring from one system to another and between bus routes in the downtown area of Red Deer.
- * Experience in overcoming behavioral problems.
- * Sensitivity training for drivers.
- * Experience with the type of emergency equipment needed on the vehicles.

Michener Centre has a current need for Saturday and Sunday service which is not economical to provide using their own fleet. This suggests that Michener residents could benefit by closer cooperation with the other transportation agencies in Red Deer. During the course of this study, discussions were initiated between the service managers regarding mutual needs and benefits from coordinated services. Such discussions should continue.

2.6 INTER-CITY BUSES

The City of Red Deer is served by Greyhound Canada and Pacific Western Transportation's Red Arrow service. Both systems provide connections between Red

Deer, Calgary and Edmonton. The "local" Greyhound trips connect communities in the Red Deer Area. A transfer chair is available on all Greyhound buses.

(a) North/South Service

The daytime southbound service provided by Greyhound is as follows:

Leave	Lacombe	11:25 a.m. ⁽¹⁾	4:10 p.m.
	Blackfalds	11:32 a.m. ⁽¹⁾	4:17 p.m. ⁽²⁾
	Red Deer	12:15 p.m. ⁽¹⁾	5:00 p.m.
	Penhold	-	5:14 p.m.
	Innisfail	12:40 p.m. ⁽¹⁾	5:30 p.m.

Red Arrow buses southbound for Calgary leave Red Deer at: 10:00 a.m., 2:15 p.m. and 8:00 p.m. Northbound buses to Edmonton leave Red Deer at: 9:45 a.m., 2:00 p.m. and 7:45 p.m.

Northbound Greyhound buses leave as follows:

Leave	Innisfail	8:55 a.m.	12:50 p.m. ⁽¹⁾
	Penhold	9:05 a.m.	-
	Red Deer	9:45 a.m.	1:30 p.m. ⁽¹⁾
	Blackfalds	10:00 a.m.	1:45 p.m. ⁽¹⁾
	Lacombe	10:15 a.m.	2:00 p.m. ⁽¹⁾

(1) No service on Sundays

(2) Flag stop only

Fares on this service are \$18.75 one way.

(b) East/West Service

Greyhound service daily (except Saturday) to and from Sylvan Lake is as follows:

Leaving Sylvan Lake:	8:10 a.m.
	7:00 p.m.
Leaving Red Deer:	3:00 p.m.
	8:50 p.m.

(c) Accessible Bus

A special bus equipped with an elevator and an accessible washroom for the use of passengers in wheelchairs is operating for one trip daily to Calgary and Edmonton.

This service was inaugurated by Greyhound on November 30, 1992.

(d) Consultant's Comments

The implications of a fully accessible inter-city bus service in the Calgary/Edmonton corridor are quite significant. Ideally, it should be possible to accommodate a door-to-door trip with the proper feeder linkages at origins and destinations. An accommodation may be necessary in the case of passengers arriving in Red Deer and destined for areas outside of the City limits.

2.7 OTHER PRIVATE FLEETS

There are several vehicles being operated by public agencies and private associations to meet their specific transportation needs. These organizations include:

- * Red Deer Association for the Mentally Handicapped
- * Red Deer Area Hospital Centre
- * G. H. Dawe Community Centre
- * Other agencies

(a) Red Deer Association for the Mentally Handicapped

The Association operates five accessible vehicles:

- 1 - 5 passenger school van with lift
- 1 - 1985 12 passenger GMC van with 5 wheelchair positions
- 1 - 22 passenger school bus with a wheelchair lift
- 1 - 1984 Dodge Van Conversion (from C.A.B.)
- 1 - 1985 Dodge Van Conversion (from C.A.B.)

The deployment of these vehicles by trip purpose is as follows:

- 70% school trips
- 15% adult work trips
- 15% adult social/recreational trips

(b) Nursing Home Shuttles

The Red Deer Regional Hospital Centre provides a shuttle van service between the Richard Parsons Auxiliary Hospital and the three nursing homes in Red Deer. These include:

- Westpark Nursing Home
- Red Deer Nursing Home
- Valley Park Manor

The shuttle service allows therapists and rehabilitation staff and clients to travel between the Auxiliary Hospital and the outlying nursing homes.

(c) Piper Creek Foundation Vans

Two vans are operated for the benefit of some 183 seniors who are resident in the three lodges operated by the Piper Creek Foundations. These include:

- 1 - 1986 12 passenger Dodge van
- 1 - 1991 15 passenger Dodge maxivan

(d) G. H. Dawe Community Centre

Two vehicles are available for rental at the Centre. These include a 16 passenger van provided by the Kinsmen and a mini-bus owned by the Centre.

(e) Other Agencies

Other agencies known to be operating special vehicles include the St. John Ambulance Society and the Royal Canadian Legion.

(f) Consultant's Comments

The existence of so many private vehicles operated by advocate agencies and institutions is quite unique. The experience in larger cities such as Edmonton, for example, is that the private fleets disappeared once the special transit service (DATS) was equipped to handle the demand.

There is no doubt that the transit system is better equipped to handle fixed-route shuttle services within the City such as the rehabilitation hospital shuttle to the nursing homes. The operating costs could be higher under transit, however there is some potential for integration of existing and future transit services such as the proposed Community Bus service which would have mutual benefits.

One of the difficulties with so many agencies operating vehicles is that there is confusion over the use and location of bus stops, shelters, sidewalk pads, street furniture and curb cuts. Better coordination with the transit system could lead to a more efficient location policy.

3.0 COMMUNITY NEEDS AND OPPORTUNITIES

Table 3.1 provides a summary of community demographics and the existing public transportation services in the study area.

3.1 COMMUNITY DEMOGRAPHICS

A recent community profile prepared by the Social Planning Department notes that it is difficult to estimate the number of persons with disabilities living in the City of Red Deer. The document entitled "Disabled Population in Alberta 1986-87" compiled by Health Economics and Statistics Branch, Policy and Planning Services Division, Alberta Health estimates that 13.2% of Canadians experience some level of disability. Alberta has 11.9% of its population in the same category, which is consistent with the smaller percentage of seniors in this province as compared to the country as a whole. If one projects Red Deer's statistics using the Alberta average and the city's 1992 population (11.9% of 58,656), it can be estimated that there are 6,980 persons with disabilities living in the community. However, due to the presence of Michener Centre, it is likely that this number is even greater.

Some statistics are available regarding the number of persons with mental disabilities. At year end 1990 the Public Guardian's Office in Red Deer had 193 clients with mental disabilities and the Assured Income for the Severely Handicapped (A.I.S.H.) Program listed a further 270 clients. Consequently, in Red Deer there are at least 463 persons with mental disabilities functioning in the community. Furthermore, provincial statistics indicate that 61% of all disabled persons have more than one disability.

Except in very small communities, attempts to quantify the total numbers of disabled persons in the population, as an indicator of transit demand, have not been very helpful. It is useful to have data on the numbers of persons using wheelchairs, but other disabled segments of the population are hard to define. Translating travel needs into travel rates is even more difficult. If it is possible to precisely define the target clientele, then travel rates for the elderly and the disabled can be estimated at about one-third of the rates for the general population.

Because a large proportion (about 40%) of seniors have physical disabilities, the demand levels are very sensitive to the number of persons of 65 years or older in the population. For a given eligibility policy, the percentage of the population aged 65 or more is one of the most useful indicators of demand.

The above statistics can be used to develop a formula for estimating the percentage of the population with disabilities. If on average for Alberta, 40% of seniors have disabilities and seniors are 9% of the population, then 91% of the population accounts for the remaining disabilities.

TABLE 3.1

**COMMUNITIES IN THE STUDY AREA
SUMMARY OF 1992 CONDITIONS**

	Red Deer	Blackfalds	Innisfail	Lacombe	Penhold	Sylvan Lake	County #14	County #23
Population	58,656	1,770	5,837	6,672	1,590	4,195	8,910	15,049
Population Distribution:								
Ages								
0 - 14	24%	29%	24%	26%	32%	28%		24%
15 - 24	16%	12%	12%	12%	10%	13%		16%
25 - 44	36%	42%	32%	31%	41%	37%		31%
45 - 64	15%	12%	17%	16%	12%	14%		20%
65 plus	9%	5%	15%	15%	5%	8%		9%
Persons with Disabilities	12%	8%	14%	14%	7%	9%		9%
Median Age	31	28	34	33	27	31		32
Transportation:								
Conventional taxi	130	0	3	5	0	2	-	-
Accessible taxi	1*	0	0	0	0	0	0	0
Conventional bus	27	0	1	1	1	1	0	0
Accessible bus	21	0	1	1	1	0	0	0
Other vehicles	32	0	1	0	0	0	0	0
Total accessible	22	0	1	1	1	0	0	0

If 40% of 9% of population: 3.6%

Then 9% of 91% of population: 8.3%

Total disabilities in Alberta population: 11.9%

Then for Innisfail with 15% seniors in the population, the calculation is as follows:

40% of 15% of population: 6.0%

9% of 85% of population: 7.7%

Total disabilities in Innisfail population: 13.7%

This is the basis for the estimates of persons with disabilities in Table 3.1.

* Red Deer had one accessible taxi van until the fall of 1992 when this service was discontinued.

3.2 INSTITUTIONAL NEEDS

The major transportation needs of the health agencies and institutions providing care and services to seniors and persons with disabilities include:

- * transportation for clients who live in rural areas outside of the City limits;
- * inter-community transportation services for medical and vocational training purposes;
- * social/recreational trips for shut-ins;
- * weekend and evening services.

3.3 EXISTING SYSTEM NEEDS

Table 3.2 illustrates the problems that exist with overlapping market segments on the special transit services. The C.A.B. Dispatcher is unable to meet the demand for trips during the period that the student contract services overlap other needs. This means that trips for medical appointments have to be made outside of peak school trip times.

Other needs include:

- * provision for annual growth;
- * provision for evening service throughout the week;
- * provision for additional service on Saturdays.

3.4 RURAL NEEDS

There are a substantial number of County subdivisions outside the current City limits. These include:

- * Linn Valley (Highway #11 west)
- * Poplar Ridge (Highway #11 west)
- * Woodland Hills (southwest of 32nd Street)
- * Broderson (32nd Street west)
- * College Park (east of 30th Avenue)
- * Canyon Heights and Balmoral Heights (east off Highway #11)
- * Central Park and Chiles (north)
- * Roth and Springvale Heights (southeast)
- * Several trailer parks just outside the City limits

Some of these urban subdivisions, such as College Park and Linn Valley could be annexed in the future. Most are within a very short commuting distance. The total population of these subdivisions are currently about 2000 persons. None of these areas are serviced by public transportation systems other than taxis.

TABLE 3.2
OVERLAPPING MARKET SEGMENTS
(Prime Travel Times)

Commuters	Students	Seniors	Shoppers
6:30 a.m.			
7:00 a.m.			
7:30 a.m.	7:45 a.m.		
8:00 a.m.	8:00 a.m.		
8:30 a.m.	8:30 a.m.		
9:00 a.m.	8:40 a.m.		
			9:30 a.m.
		10:00 a.m.	10:00 a.m.
		11:00 a.m.	11:00 a.m.
		12:00 p.m.	
		1:00 p.m.	1:00 p.m.
		2:00 p.m.	2:00 p.m.
	3:00 p.m.	3:00 p.m.	3:00 p.m.
3:30 p.m.	3:30 p.m.	3:30 p.m.	3:30 p.m.
4:00 p.m.	4:00 p.m.	4:00 p.m.	4:00 p.m.
4:30 p.m.	4:10 p.m.		4:30 p.m.
5:00 p.m.			5:00 p.m.
5:30 p.m.			
6:00 p.m.			

3.5 IMPACT OF MICHENER CENTRE

A community profile prepared for the City by the Social Planning Department states "Michener Centre has a major impact on the profile of persons with disabilities in the city. In the early 1970's, Michener Centre's population numbered over 2,400, and now, according to the 1992 Civic Census, there are 964 residents. The Centre's population is declining by 60 to 65 persons per year through discharges into the community and through death. There are approximately 8 to 10 admissions per year. Over the next few years, it is expected that 20 to 30 persons per year will be discharged into the Red Deer community with the balance being discharged to communities elsewhere.

The population residing at Michener Centre is aging, with more than 50% over the age of 40 years and only one person under the age of 18. About 63% of the residents display severe/profound developmental disabilities and about 50% have some physical disability. Of those discharged to the community, about one-third display similar disabilities, however, most former residents who have already moved to the community tend to be at a higher functioning level."

3.6 CONSUMER SURVEYS

The Social Planning Department undertook a mail-back consumer attitude survey of Citizens Action Bus riders in June, 1990. A total of 102 survey forms were mailed to active riders in the registration file. Some 56 forms were returned. This represented about 22% of the active riders. The results of the surveys are shown in Table 3.3. Except for "Available Office Hours to Book Rides" and "Hours of Operation", most riders expressed a high level of satisfaction with the service. Because the office hours and days and hours of service have been extended since this survey was undertaken, it can be safely assumed that the level of satisfaction will have increased.

3.7 INTERVIEWS

During the course of the study the consultants interviewed all of the service providers and the most visible agencies concerned with the transportation needs of seniors and persons with disabilities in the study area. The FCSS network was used to establish contacts in the smaller communities and information on the study was sent to all municipalities.

The FCSS directors in each community were supplied with information on the study and asked to explore the needs of their communities. Each care agency and municipality was invited to send a representative to one of the two focus group meetings. The Project Director met personally with some 40 persons.

TABLE 3.3

**CITIZENS ACTION BUS RIDER ATTITUDE SURVEY
(June, 1990)**

- SCALE**
- 1) Very dissatisfied, poor service
 - 2) Somewhat dissatisfied, below expectations
 - 3) Adequate, satisfactory service
 - 4) More than satisfactory, good service, exceeds expectations
 - 5) Very satisfactory, excellent service
 - 6) Don't know; unable to comment

	1	2	3	4	5	6
Available Office Hours to Book Rides	1	10	17 ★	10	12	6
Actual Hours of Operation of the Citizen Action Bus	1	4	21 ★	9	15	4
Suitability, quality and equipment in the buses.	0	2	15	8	25 ★	6
Fee structure and fares charged for using the Action buses.	0	1	6	11	28 ★	8
Satisfaction with the staff, administration of the Citizen's Action Bus	0	2	2	10	34 ★	7
Availability of information regarding operations of the Citizen's Action Bus.	1	2	18	5	20 ★	10
Satisfaction with having Red Deer Cab's special taxi as an additional service.	1	8	10	9	16 ★	12
Overall satisfaction with the operations of the Citizen's Action Bus.	0	1	11	9	27 ★	6

3.8 FOCUS GROUPS AND PUBLIC MEETINGS

(a) Focus Group One

Focus group members were asked for their comments regarding both existing services and needed services for their particular community. The group discussion also highlighted how some communities could link up with others to provide service throughout the area and into Red Deer. The following are summaries of those comments, by community.

Lacombe: The FCSS Director had held a group meeting in Lacombe prior to this focus group discussion and offered a number of needs or improvements they would like to see provided. The following needs were outlined:

- A shuttle service to Red Deer, operating on a flexible schedule, to assist people primarily needing to get to medical appointments. Could stop in at Blackfalds to bring this community's residents in and out of Red Deer as well.
- Equipment needs include a new handivan with larger capacity for more wheelchairs plus one spare vehicle to provide more service to the community. Their handivan is currently used to mainly transport school children which ties up the service each morning and afternoon.
- Extended hours of service are needed to include evenings and weekends. Additional drivers would be needed to cover the extended hours.
- Scheduling assistance provided by a group or agency is needed to take bookings for evenings and weekends. Currently they can handle daytime service requests.
- Accessible taxi service could be useful.
- If more service were to be extended to other parts of the County, more vans or other accessible vehicles would be required, along with more drivers, scheduling assistance, etc.

The representative from Lacombe concluded by saying that regardless of any of the above improvements or additions to the current service, flexibility is of the highest priority to allow people to use the service as needed. They do not believe they need any fixed route transit service.

The group discussion which followed brought up the news that there may be a possible retrofit of a school bus in Lacombe to make it accessible which would take the load off of their one handivan and allow it to be used for other travel needs.

Licensing and insurance issues were raised. If they were to use their current vehicle for more than just school trips, a charter license could be required. Different insurance coverage may also be necessary if picking up passengers for fares in Lacombe or other communities.

Sylvan Lake: The needs they identified are as follows:

- Want more individual service which would require another vehicle (perhaps a handivan) or have this community networked in to other communities' transportation routes so that people could travel more freely when they want to and not necessarily in a group.
- Teenagers, of which there are many in this resort town, need transportation. Right now they must rely on private cars.
- Need more drivers as demand continues to increase. Right now the drivers are all volunteers and they are worried that volunteer help may soon be exhausted. If there was enough regular service, they might be better able to get one or two regular drivers who could be paid to provide the service. Dispatcher is also a volunteer.

They were unsure what accessibility needs there were in the community, other than for mobile seniors. The Lodge residents in town are virtually isolated since they would need accessible transportation to travel.

They communicate information through the local community paper but think they get the most success from advising the Seniors Friendship Club which tells all of its members the latest transportation news. A central phone number would be helpful. The FCSS director is starting to network more with other services and sees a possibility of integrating many needs and services for seniors, including transportation but also health care information, social and recreational needs, etc. They even have a working name for the phone clearing house, "Seniors Directory."

Penhold:

- Need more individual service.
- Need to be able to provide a driver because many people wanting to use the van don't have drivers.
- Concerned about insurance requirements. Need more information.
- Need to provide service to Red Deer.

Innisfail: Needs outlined included a concern that they have a forty-bed facility of extended health care, which might even increase by another twenty beds, plus several senior citizens complexes and residences which all increase demand on transportation services, particularly accessible transportation.

Intercommunity and longer distance travel is particularly a problem right now.

There is also some negative image on transportation provided as a "charity" that needs to be overcome. How service is provided and presented to the community is very important to its acceptance and useability.

Travel needs include medical, education and social, all of which are important needs to satisfy.

Blackfalds: The one accessible taxi operated by Red Deer Cabs Ltd. is no longer in service so there is no service now whatsoever in this community.

The seniors group have been renting Lacombe's vehicle about once a month although they said it was not accessible.

Service that was delivered when Red Deer Cabs was operating showed that one resident received a transportation subsidy for using the taxi, while Violet Fletcher who attended this focus meeting, purchased a van on her own to transport her husband who is disabled. She bought a used handivan from an agency in Red Deer.

There is an increasing need for transportation service in the community as there are about 145 seniors currently with their numbers continuing to increase. Some need accessible service now.

Blackfalds residents also need to be able to travel into Lacombe and Red Deer.

General:

- Need to involve other ministries in helping to provide services, like health, social services, transportation, etc.
- Need to know more about current government programs to assist/subsidize service to community.
- Need to extend areas where service can be delivered (eg. FCSS Red Deer covers County of Red Deer, too, except for special transportation needs. This is awkward, that they have the service but can not go beyond city limits in this one area of service).

- Need to consider pooling resources to provide transportation services linking the communities around Red Deer and into Red Deer.
- Health units that provide home services might be a good conduit to get information on residents' transportation needs and to provide the information to them.
- Need more communication between town officials and residents so that transportation needs are identified and prioritized. Residents need information on choices of services given the resources the towns receive (grants, subsidies, etc.). Residents need to proactively tell the town officials what services they want or need.
- Need one source of information, one phone number to call to get a variety of information which includes transportation needs. Could possibly combine with other community services like health care. A community information number.

(b) Focus Group #2

This group of agency representatives addressed a number of issues regarding current services, needed services, customer service, communication, and partnering opportunities with other agencies or communities. The following is a list of needs as they expressed them.

- Need to link Red Deer with outer communities, subdivisions, and recreational areas with accessible transportation. Centrum and the Exhibition grounds did not have any service this year. Drivers volunteered to take some seniors and others to the Exhibition grounds on their own time since transit did not travel out to this location. Activity centres around Parkland School are not used as much as they could be either since transportation services are non-existent to get there at night for dances or social evenings. The Dawe Centre suffers the same lack of full use since the nearest bus stop currently is a two block walk, making it difficult if not impossible for some people with disabilities to get there.
- Winter travel is more difficult generally and accessible taxis would be needed more than in the summer with door to door service.
- Service should be extended to evening hours all week and on Sundays.
- Safety is a concern for many getting to transportation pick up spots (both for conventional transit bus stops and when using dial-a-bus service when a rider is told to wait on a certain corner for a bus).

- Licensing and insurance constraints, regulations, requirements need to be fully explored and understood. (This point came up at the other focus group meeting and the public meeting.)
- Priority of rides is of concern to the agencies and people wanting to use accessible transportation since there is always a preference list starting with medical appointments, work or school, and finally social and recreational. The agencies representing riders have said the social and recreational needs are as important as the other needs for transportation in keeping attitudes high and positive, less needing potential medical or social interventions.
- Using accessible transportation for work has proven to be a real challenge in that the agencies can find jobs for people with disabilities, but cannot get transportation for the potential workers. Shift work is also impossible due to the current schedules of service. This limits what people can do, makes them more dependent on social services, etc. It also frustrates the agencies who want to help since it limits their ability to provide work placement.
- Sometimes the difference of two or three blocks that must be walked or transversed in some way can have a very negative affect on people with disabilities to move around. Door to door service for many is really a necessity, while others can use less assistance. The key is to determine how much assistance any one person needs.
- Clients have even had difficulty getting to the various support service offices due to a lack of adequate transportation services.
- Michener Centre does not provide service to its residents who have moved out to group homes in town which leaves them dependent on the Citizens Action Bus which operates only during certain hours. It may be helpful to determine if Michener Centre can provide a looping service through town and out to the Centre, combining people who live at the Centre who come into town for medical appointments, school, or recreation, with others living in group homes needing to get to the same places. Also an awareness was voiced that some ex-Michener residents may fear or not understand using the bus, perhaps thinking they are being taken back to the Centre. Any change in offering service to people living in group homes would have to be handled carefully and with sensitivity.
- Exclusivity of services by groups owning vehicles was voiced as a concern. Sharing resources was philosophically agreed to, but actually working out details and strategies of how to best do needs to be addressed.

- Some groups are purchasing more vehicles because they perceive that the existing accessible service is not satisfying all the transportation needs. There may be better alternatives to consider such as sharing resources, or having one central body link riders with services wherever those services may be.

Customer Service: Some Red Deer Transit drivers are quite conscientious and treat passengers with special transportation needs quite well, while others are lacking positive attitudes. Driver training/awareness work would be appropriate if it is not already in place, and a regular check-in with the drivers.

Taxi drivers also have a mix of people who provide good service and those who do not. It was mentioned that drivers who have a good reputation for their service are often requested by name whenever accessible taxi rides are needed, so presented as a business opportunity, some customer service training for taxi drivers is appropriate.

Education and awareness building is needed to address health and safety issues as well as attitudinal issues. For example, drivers would need to be aware of when to call for help or drive to a hospital if someone were to suffer a seizure or other medical emergency. Behavioral challenges of some passengers also needs a plan of action on behalf of the transportation drivers.

Communication and Training: There is a need to train and educate people using the Red Deer Transit system. Often drivers take a personal interest or responsibility for clients. A program for anyone using the system should be available, especially for people with special needs (eg. needing more time to board bus, wanting to get off closer to their door, etc.).

There is a need to improve communications about the dial-a-bus operation. A few stories were told where people were asked to wait at a location that was not clear to the caller. It should be kept in mind that some riders may need slower and very exact instructions, not just "wait at the courthouse" but not specifying which one or on exactly which corner (this was one example). Also would be helpful if people with special transportation needs (eg. seniors or with walking apparatus) were picked up closer to where they are calling from (one eg. of a person who had to walk a few blocks, missed the bus).

There may be a need to provide telephone service for hearing impaired people. Need to know what the demand for this kind of service is before pursuing.

The Red Deer transit map needs to be reviewed. Agency comments included that the maps were difficult to understand, particularly for those starting to use the service or those with literacy challenges. Perhaps more symbols could be employed, colour coded, etc.

Labels on transportation vehicles is not liked much as many are sensitive to "charity" provided vehicles, or the labels that those riding are "handicapped". Important to address this concern, also in light of the potential of using vehicles for service for all people (eg. children to daycare, teenagers to other towns, etc.).

There is a need for various agencies to share information on what services they currently provide and how their clients needs may integrate with other agencies. A regular networking meeting that is designed to be informative and productive would be helpful. For example, since many agencies need to understand how insurance and licensing needs to be handled if they start to offer different services, a representative from the Motor Transport Services Division of Alberta Transportation and Utilities could address them all together. There are some meetings currently going on now, coordinated by the FCSS offices.

Agencies also would benefit from working together to lend more support to lobbying government policy makers and public officials who can help provide better assistance. Agencies could request meetings with civic officials as is appropriate, particularly prior to budget time, to discuss alternatives regarding service for all citizens in the area.

There also seems to be a need to break down some misunderstandings between client "groups" who have discriminatory ideas about other people. One example offered was about seniors not wanting to share service with someone mentally handicapped. Education and awareness building, and a place to discuss concerns should be set up.

(c) Public Meeting

On October 22nd, 23 people came out to a public meeting at Downtown House. The meeting was also attended by five resource people (Barbara Jeffrey, Colleen Jensen, Elaine Stephenson, Wally Atkinson and Joanne Ingrassia). Two of the people attending were in wheelchairs. Another person was blind. The audience was about 50% seniors. A variety of people voiced their comments and concerns about transportation service.

Person #1: Woman in a wheelchair who is resident in the County of Red Deer.

This person made several points concerning the lack of any transportation service to the area in which she lives (Woodland Hills). She is forced to travel in her family's private handivan as her only means of transportation at significant cost. She made the point that if she had chosen to live in an institution instead of at home, it would cost the community thousands of dollars more. All she wants is some kind of accessible transportation so she can be more independent. Her father later related a story of when their van broke down on their way home from Red Deer. They had

to drive the van home, causing more damage, because the Red Deer special transit services could not cross the municipal boundary lines to assist them with alternate transportation.

Person #2: Woman from the Cosmos/employment placement agency - there are 55 people registered with this agency right now

She discussed how difficult it is, if not impossible, for people to travel from outer communities to Red Deer and the limits that puts on potential employment. Also, where transportation is available, sometimes the hours are not conducive to working shifts. Need flexible hours to get to work on time and home when the work is over.

No transportation services on Sundays or evenings makes it difficult for entry level positions since these are the hours normally required in those jobs. By the time someone were to take a taxi, work for four hours and taxi home, it is not worth their while. Leaves people more dependent on social services.

Person #3: Senior.

Likes Red Deer Transit, had used subsidized taxi service before. Thought the reserve system was a problem (although Elaine explained how it worked and she seemed satisfied). More information is needed on transportation services available (for instance, posted at the Golden Circle seniors activity centre). When information on this public meeting was sent with utility bills, people who live in seniors homes do not get utility bills so were unaware of the meeting. When other information on transit has been sent through the mail in the same way, people don't always read either. Suggest that is one communication vehicle but information should be sent out several times. Can't assume everyone reads it the first time it is sent.

Person #4: Senior who uses the Downtown House Seniors' Centre.

Concerned that the old Centre location had a bus stop right at the door, but at this new location, the nearest bus stop is three blocks away. This has caused some people who were going to the Centre before to stop. Suggested they contact Red Deer Transit and ask for a bus stop at the Centre.

Another concern was trying to make transportation simpler for people who live in Seniors Lodges who want to get to the Golden Circle or Seniors Centre. Perhaps booking the Citizens Action Bus for several people at once who can then travel together, rather than separate bookings picked up one at a time.

Person #5: Woman who wanted a bus pass subsidy.

She is currently on social assistance, and was advised to consult that office to see if a transportation pass could be subsidized. She is able bodied and uses Red Deer Transit but finds it too expensive.

Person #6: Senior.

Concerned about the dial-a-bus service, that directions are not very clear when calling in to get bus to meet her. Worried about waiting out on the street for the bus. Appreciated that Red Deer Transit is trying to cut costs, but thinks this service needs improvements.

Person #7: Man who is blind and is on Action Bus board.

Doesn't like segmented services where each group of people with various needs operates its own service, but says he realizes it is hard to get a united group within the disabled community.

Person #8: Senior.

Can't get to the Centrium activity centre with Red Deer Transit because it is just outside the city limits. Wanted to know if Red Deer Transit could extend service to this activity centre.

Person #9: Senior.

She mentioned trying the accessible transit vehicle operating in Winnipeg and really enjoying the service. This is a bus in the regular fleet which is accessible and usable by any transit rider.

3.9 FUTURE SYSTEM OPPORTUNITIES

There are a number of significant social, economic and attitudinal factors that are creating new transit markets:

- * The aging of the population is increasing both the proportions and the absolute numbers of frail elderly and persons with disabilities.
- * The oldest of these are predominantly women, many of whom do not have driver's licenses and are therefore dependent upon public transportation.

- * The high public cost of maintaining residential care facilities for seniors and persons with mental disabilities has caused governments to promote and encourage independent living.
- * The increasingly accessible urban bus, rail and taxi services in the larger communities have encouraged persons dependent upon public transportation to migrate from the rural areas. (Some governments, e.g. Alberta and Quebec, have mitigated this trend by improving rural transportation.)
- * Seniors and persons with various disabilities are participating more in all community activities with the expectation that when private modes of transportation are not available, public systems will be provided.
- * In the larger cities, trips by seniors are more oriented to local activity centres than trips by the total population. In Red Deer, where most trips are relatively short, trips by seniors for work, social, recreational and medical purposes are oriented to the downtown area. A majority of trips by seniors are presently occurring during off-peak travel periods.
- * There is some movement away from compulsory retirement at age 65, which could change travel patterns and reinforce the trend to greater employment among the elderly. Many persons expected to retire early and live off their accumulated investments. This may not be possible if interest rates remain at their present levels.

The coordinated planning and delivery of transit services has a synergistic effect where the total benefits are usually greater than the sum of the individual services.

The larger urban transit systems have been losing their historic share of women commuters. The major underlying cause appears to be the lack of trip links between home, local activities and the transit service. For example, if an automobile must be used to take a child to and from daycare facilities, then the automobile is likely to be driven to work. Similarly, if one cannot access personal business and recreational facilities on the return transit trip, then an automobile is likely to be used for all purposes.

What is needed is a more neighbourhood oriented transit service accommodating local as well as commuter trips. Such a neighbourhood transit service would become more feasible for all riders if it accommodated both the off-peak needs of seniors and the peak commuting needs of the general population. The community bus approach can deliver such a service. For example, neighbourhood based services could be used as transit feeders during peak periods and serve local needs in off-peak periods.

4.0 TOWARDS THE YEAR 2000

4.1 STRATEGIC PLANNING GUIDELINES

The Steering Committee for the Transportation Study adopted the following planning guidelines:

1. The Red Deer Area Transportation Plan shall be consistent with the province-wide goal of "barrier-free transportation systems and pedestrian infrastructure by the year 2000."
2. The goal shall be to provide a family of accessible services as alternatives to travel by private means.
3. The quality of service shall be consistent with shared-ride transit systems and services (i.e. service quality is not intended to match travel by private automobiles or exclusive ride systems and services).
4. The initiative for obtaining funding for capital assets should rest with each community and/or municipal jurisdiction, consistent with their local needs.
5. The operating costs of any services that cross municipal boundaries must be equitably apportioned between sponsoring agencies according to their community needs.
6. The service delivery organization should be patterned after existing and successful community models used, for example, to manage parks development, heritage projects, FCSS activities and transportation services.
7. The Plan should provide for the participation of both public and private enterprise and volunteer agencies.
8. The Plan must allow room for flexibility in its development and provide gaps for future contributions from interested advocates and agencies (i.e. the Transportation Plan should not be developed in its entirety in 1992).
9. The standards of conduct required from all transportation system riders shall be the same. These standards shall be communicated to all riders.
10. If required, the provision of escorts and attendants shall be the responsibility of the individual rider or guardian.

11. Sensitivity training for drivers and riders shall be included in the Transportation Plan.
12. Inter-municipal cooperation and coordination of assets should support mutual aid plans.

4.2 SERVICE POLICY OPTIONS

In developing the strategic planning guidelines listed in Section 4.1, it was assumed that each municipality would develop its own local service policy. Service policies include both eligibility criteria and service characteristics. Typical service policies include:

- * Eligibility criteria and priorities.
- * Trip priorities.
- * Pricing policy.
- * Hours and days of service.
- * Service area.

(a) Eligibility Criteria

The most common eligibility criteria for special transit services in descending order of inclusiveness are as follows:

- All persons may use the service (e.g. Community Bus).
- All mobility disadvantaged may use the service (i.e. including daycare trips, etc.). This is quite common in the smaller communities in Alberta.
- All persons with disabilities may use the service (e.g. C.A.B. service).
- All adult persons with disabilities may use the service (where children are accommodated by school systems).
- Seniors only may use the service.

Where there is an existing transit system, the policy is to carry persons "unable to use the transit service with safety and dignity."

One way to simplify the definition of eligibility would be to use Canada Assistance Plan criteria. Another would be to have an independent agency such as the Red Deer Regional Health Unit's Home Care Director determine eligibility.

(b) Trip Priorities

Most small systems assign trips or make vehicles available for service for the following purposes in descending order of priority:

- Medical appointments including physiotherapy.
- Shopping and personal business.
- Social/recreational trips.
- Out-of-town excursions.

For systems that cater to a larger segment of their population, the following needs receive priorities similar to those for medical appointments:

- Work trips.
- School trips.
- Hospital visiting.
- Patient travel for nursing homes and auxiliary hospitals.

Most systems offer trips on a first-called, first-served basis. Subsidized taxi systems usually must limit total trips so as not to exhaust available funds.

(c) Pricing Policies and Equity

Most special transit systems in Alberta charge a fare that is equal to or greater than the regular transit fares (see Table 2.1 on page 8 for costs versus fares). The rationale for higher fares is that doorstep transit service represents a higher quality, more personalized service in lower occupancy vehicles which is more expensive to provide.

Most special transit systems charge institutions more per trip than an individual fare. Institutions are often charged at least the marginal operating cost of providing the service. For example, Citizens Action Bus in Red Deer charges institutions \$4.60 per ride, while the regular fare is \$1.75. In the Red Deer situation, the 1993 marginal cost is about \$9.30 per ride so the institutional rate is still being subsidized. If an institution could not provide its own service for \$9.30 per ride, pricing at the full marginal cost could be acceptable. Attendants travelling with the passenger are usually not charged.

Fare increases are always troublesome, however a fare increase can be more acceptable if:

- the increase occurs at a time that the quality or quantity of service is increasing; and
- fares are not increased more than the overall rate of inflation.

(d) Hours and Days of Service

The hours and days of service may be greater for subsidized taxi systems than for bus and van systems where a dispatcher must be provided by the operator. The van and

bus systems usually operate on demand during regular office hours and must be pre-booked at least 24 hours in advance for other trips.

e) Service Area

Service areas often include the surrounding municipalities or nearby towns and villages. Some systems provide a regional service.

A good example of a regional system is the CRAB bus based in Airdrie and also serving Crossfield, the M.D. of Rockyview and Balzac. Other regional systems include those in Smoky Lake, Strathmore, Westlock and Bonnyville. These systems are usually supported financially by all of the municipalities served. In Innisfail and Lacombe, a small area of the surrounding county is also served.

(f) Scheduling

Subsidized taxi systems can provide a high level of service that is on demand to the users. The dispatcher quickly becomes familiar with repetitive trips and schedules extra taxis as needed. Taxis tend to cruise in areas where trips originate (e.g. hospitals, senior citizen lodges, activity centres, etc.).

Handivan and bus services are usually pre-scheduled at least 24 hours in advance. Those with a dispatcher and two-way radios may accept last minute requests. This is not always available because of the lack of back-up vehicles. Many systems require bookings of from one to three days in advance for local trips. All systems usually require more substantial notice for scheduling of excursion trips.

(g) Consumer Appeals

Formal routes of appeal over eligibility and system regulations are common in the larger communities. The political process helps to keep operating agencies responsive to customer needs. In most cases, a customer denied service would likely appeal first to the provider organization and then to the municipal council.

4.3 A FAMILY OF TRANSPORTATION SERVICE OPTIONS

An examination of the diverse mobility needs of seniors and those persons with disabilities leads to the conclusion that only a family of accessible transportation services approach would adequately satisfy all needs. Such a family of services could include:

- * Accessible fixed route transit services for the larger communities and for links between communities.

- * Provision for flexible bus routes designed to meet special needs, particularly during off-peak periods or in areas of low demand, e.g. similar to the existing evening "Dial-a-bus" service in Red Deer.
- * A variety of doorstep handivan/handibus services to meet the needs of a particular community.
- * Accessible taxi services in all communities.

(a) Fixed Route Services

Fixed route transit services such as Red Deer Transit have the advantage of being predictable and easy to understand. They are an important service component for seniors and the more ambulatory persons with disabilities. Even persons who are blind can be taught to use such a service.

Transit systems in three provinces, Alberta, British Columbia and Ontario, are beginning to procure accessible low floor buses when replacing their existing vehicles. This is encouraging the major manufacturers to switch production to a standard accessible model. Using such vehicles to make fixed route transit more accessible will relieve growth pressures on the existing handivan and handibus services. For example, if the evening Dial-a-bus service in Red Deer employed low-floor buses, more persons with disabilities could utilize this service.

A new application of this technology, known as "Community Bus", uses small low floor accessible vehicles to provide neighbourhood services in larger communities and to serve special needs in lower density areas. For example, a fully accessible Community Bus service known as "SCAT", for Strathcona County Accessible Transportation, was implemented in September, 1992. SCAT provides three services:

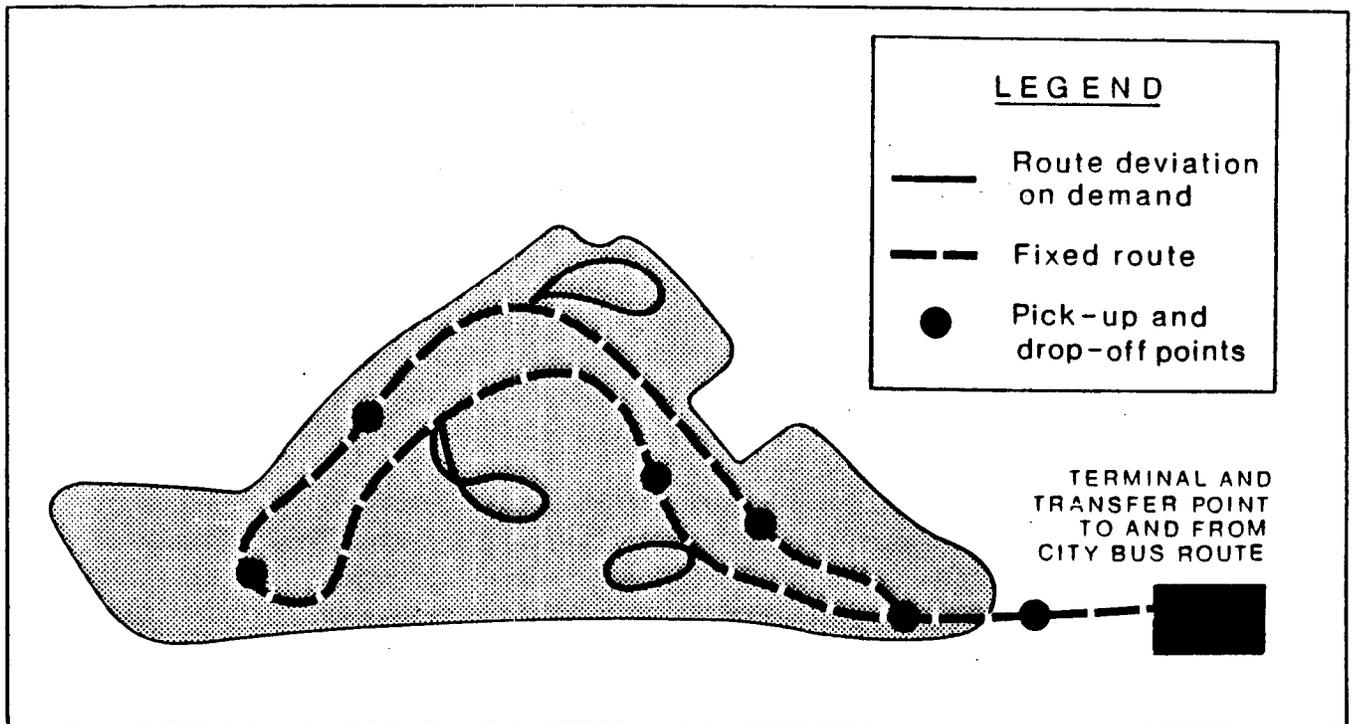
- a local community bus route linking seniors residences with medical and shopping facilities in Sherwood Park;
- rural routes that provide services to the Sherwood Park Mall;
- trips to Edmonton for medical and rehabilitation needs.

(b) Route Deviation Systems

Fixed route transit services can be made more rider-friendly (i.e. easier to understand and access) by using a technique known as route deviation. Such a technique accommodates repetitive trips between major activity centres, but allows the route to deviate on demand between time points. Figure 4.1 illustrates the application. In the community of Battlefords, for example, a fixed route service connected the Town to the City at regular intervals and accommodated persons with disabilities by deviating off the regular bus route upon request.

FIGURE 4.1

ILLUSTRATION OF A ROUTE DEVIATION SYSTEM



By applying route deviation to accessible Community Bus routes, services can be provided that approach the quality of handibus service while retaining the cost effectiveness of fixed route services. Red Deer Transit is attempting to accommodate part of this market with the evening Dial-a-bus service. However, until accessible buses become available, the evening Dial-a-bus service is limited to ambulatory persons.

(c) Dial-A-Ride Handivan/Handibus Service

There will likely always be a need for some form of personalized doorstep transit service on demand. There are several reasons for this:

- Passengers may not be able to gain access to bus stops, particularly during winter conditions.
- Passengers may need assistance in overcoming threshold barriers at both origins and destinations.
- Residences provide shelter from inclement weather.
- For security purposes, some passengers may need to be attended between the vehicle and their destination.

Dial-A-Ride systems can also be made more rider-friendly by a number of techniques:

- Computer filing systems can be used to retrieve rider data so as to reduce the time spend in telephone conversations.
- Whenever possible, trips can be accepted on demand to accommodate spontaneous travel.
- Communications technology such as cellular telephones, for example, can be employed when dispatchers are not available.

(d) Accessible Taxis

For those who can afford them, accessible taxis can provide a high quality personal service alternative. Once available, such taxis can be used as a back-up service at times that it is not cost-effective to provide special transit.

Rural areas and small communities can use taxis in a shared-ride mode as an alternative to providing special transit.

Accessible taxis are not likely to become widely available without encouragement, particularly during current economic conditions. What is apparently needed is some form of financial assistance to cover the initial capital cost of the vehicles and/or financial incentives in the form of contracts for service. In addition, any constraints on shared-ride operation and flat rates for contract services would need to be removed. (In Red Deer, the existing taxi bylaw does not permit flat rate taxi services.)

4.4 DELIVERY ORGANIZATION OPTIONS

During the course of this study, a considerable amount of time was spent in exploring the appropriate methods of delivering public transportation services in the future. While some differences of opinion exist among service providers and their customers on appropriate market shares, it was generally agreed that to deliver a family of services will require a family of service providers. The delivery options are therefore likely to be components of the family of services rather than competing modes. The components of a future service delivery system that were examined include:

- * An expanded role for existing handivan/handibus organizations.
- * A more diversified transit delivery system in Red Deer.
- * Brokerage organizations.
- * Coordinated delivery of service.

(a) Handivan/Handibus Organizations

The existing special transit services in the Red Deer area are delivered through partnerships of public and private enterprise. For example, the Red Deer Action Group for the Physically Disabled is a contractor to the City providing operations, administration and dispatching services. Originally conceived as a service for persons with physical disabilities, the service has evolved to accommodate seniors and other persons with a spectrum of disabilities.

The expansion of the role of this type of service delivery organization has several advantages:

- Management and staff are experienced in accommodating persons with special needs.
- Customers are familiar with and have confidence in the service and its personnel.
- The service has a good "track record" in the community.
- There is a relationship in place between the service provider and the broader community.

(b) Red Deer Transit Organization

Most of the larger municipalities have come to the realization that there is a great variety of disabilities and, coupled with the rapidly increasing costs of specialized services, have attempted to accommodate as many as possible of their more ambulatory passengers with disabilities on regular transit buses. This works towards the objective of limiting the use of special transit to those persons with more severe disabilities.

Red Deer Transit is well positioned to deliver a broader range of low-cost mass transit services in the City. The response to the evening Dial-a-bus service has demonstrated the popularity of more personalized forms of transit service and provided the management and staff with valuable experience. With the deployment of accessible buses, Red Deer Transit will automatically assume a greater role in the transportation of seniors and persons with disabilities.

MANOP Services Ltd. estimates that in 1992 Red Deer Transit accommodated 70 percent of seniors trips and 40 percent of trips by those with disabilities who use public transportation.

(c) Brokerage

Brokerage systems such as DATS in Edmonton can provide a broad range of special transit services. Customers are screened for eligibility. If eligible for DATS they preregister for the type of service that they need. Manual or computer files are used to retain trip needs and trip histories. When customers call requesting trips, they are assigned to the most appropriate type of service that matches to their needs. This may be a shared ride taxi, a van or a bus depending upon the availability of vehicles. This distribution of trips among various public and private providers is similar to the way in which trips are distributed by private taxi brokers.

Brokerage systems are very cost effective because they can contract in advance with taxi firms for flat rates and distribute trips so as to maximize the vehicle load, e.g. they can utilize the least-cost service that meets a customer's needs. Such an arrangement would be easier to implement in the smaller communities.

(d) Coordination of Services

It is possible to achieve the benefits of a more formal Brokerage System without integrating all of the services. This could be accomplished by having one agency act as a single point-of-entry for all transportation needs. Customers would be screened by this agency and referred to the most appropriate provider. This would eliminate the need to register again with an individual provider. Such an arrangement would

reduce the administrative burden on the service providers so that more trips could be accommodated. Central information systems would benefit mainstream users of transportation service as well as those with special needs. A wider range of customers could be served, including those needing service trips by children to daycare, for example. Cost sharing agreement between funding agencies would be required.

4.5 ROLE OF PRIVATE PROVIDERS

The experience of other communities is that when adequate public transportation service is available, the private providers (i.e. advocate and care agencies, hospitals, nursing homes, etc.) discontinue many of their services. Such was the experience in Edmonton when DATS began to accommodate all disabilities. Private agencies were then able to contract with the public system for the services they needed care.

Some agency-operated transportation services catering to individuals with severe disabilities or providing attendant care would likely continue to be needed. Those persons that could share space with other passengers would be accommodated on the public systems.

4.6 MAINTAINING FLEXIBILITY

It is important with any future service option(s) selected to retain the flexibility to change direction based on experience factors. The best transportation plan is one that maintains the flexibility to evolve as needs change and new conditions arise. The delivery organization needs to have the flexibility to evolve with the needs of its customers. The best approach seems to be to build upon successful experience and allow the marketplace to help with the determination of the best system.

4.7 INTER-MUNICIPAL VENTURES

There appear to be several options for joint municipal ventures. For example, an accessible bus service operating between Sylvan Lake and Red Deer could easily serve communities such as Poplar Ridge and Linn Valley. Similarly, a service between Penhold and Red Deer could stop at Woodland Hills.

Such service arrangements would require prior agreements between two or more municipalities to share costs. There would be mutual benefits since additional revenues could be obtained for existing systems and the duplication of capital equipment avoided. In the case of the Action Bus Service, economies of scale could lower unit costs, thus benefitting all sponsors.

Full cost recovery for an equitable portion of the capital and operating costs, based on usage, would be expected from each municipality served.

5.0 DEMAND AND COST PROJECTIONS

An examination of all of the transportation options reveals that the demand is more manageable than it first appears.

- * Most seniors and the ambulatory persons with disabilities are able to use conventional transit services with minor difficulties (e.g. CNIB clientele).
- * Some have access to privately-owned vehicles which are equipped with hand controls and/or lifts for wheelchairs.
- * Taxis, for some who can afford such a service, may be a preferred mode of travel.
- * Institutions such as hospitals and care homes may prefer to provide their own special vehicles for the exclusive use of their clients.
- * Travel demand by the seniors who have access to transportation is about one-third of that for the general population.

The market for special transit services comes from an estimated 2% to 3% of the population who can be classified "mobility disadvantaged" because none of the above options are available to them.

5.1 DEMAND PROJECTIONS

The demand for special transit service for seniors and persons with disabilities is considerably different from the market for conventional transit service. The main differences are:

- * Travel demand by such persons is much less sensitive to the numbers and locations of employment centres because a large proportion of the disabled are retired seniors, are unemployed or are living in an institutional environment.
- * Travel demand is more sensitive to the location of seniors' housing and activity centres and the availability and locations of medical and other care facilities.
- * There is a proportionately greater need for social, recreational and shopping trips. Such trips tend to be shorter, more random in pattern and more neighbourhood-oriented than trips made on conventional transit services.
- * Travel demand is usually related to the unique social and demographic characteristics of a particular community.
- * System and service policy constraints may restrict or inhibit usage, giving a false indication of the level of demand which may suddenly increase when the constraints are removed.
- * The demand for the more personalized forms of accessible transit service is sensitive to both the real and perceived quality of the service.

The graph shown in Figure 5.1 is called a "nomograph" or "nomogram". It is a mathematical model that illustrates the relationship between service policy, percent seniors in the population and ridership on special transit services. The model is based on actual experience in about 30 communities.

Service Policies: The four diagonal lines labelled (a) through (d) represent four service policies. Line (a) represents a service policy that meets all of the needs of seniors and persons with disabilities all of the time. For any given situation, line (a) represents the highest level of ridership. Line (b) represents a service policy that meets most of the needs of persons with disabilities. (This is similar to the service policy on Citizens Action Bus in 1992.) Line (c) represents a service policy of serving the physically disabled only, while line (d) represents a policy of serving only those who are unable to board the transit system. The level (d) service policy line was about where Red Deer initiated special transit service in 1977.

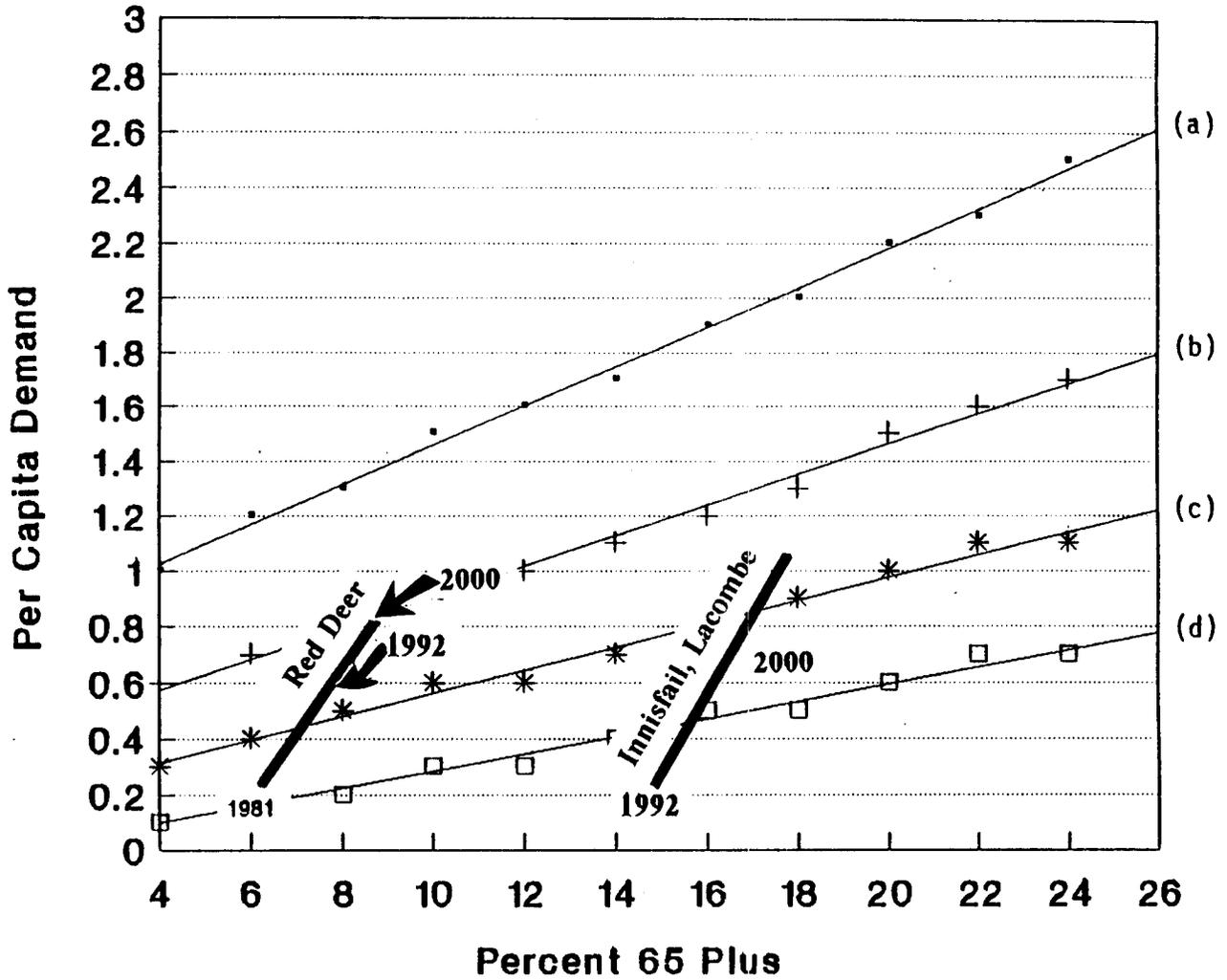
Percent 65 Plus: Because a large proportion (40%) of seniors have physical disabilities, the demand for special transit is very sensitive to the number of persons of 65 years or older in the population. For a given service policy, the percentage of the population aged 65 or more appears to be the most useful indicator of demand. Figure 5.1 illustrates an increasing level of demand with an increase in seniors (including persons with disabilities). For example, following a service policy between (b) and (c) and with 8% seniors in Red Deer, the annual demand is about 0.6 rides per capita. (It was 0.57 in 1992.)

Annual Per Capita Demand: The annual per capita demand is derived by dividing the annual rides on the special transit service by the population. For Red Deer, the annual demand was about 0.2 rides per capita in 1981, was 0.57 in 1992 and is projected to be 0.80 rides per capita by the year 2000. This is shown by the solid line on the left-hand side of the graph labelled "Red Deer".

For any given service policy in Innisfail and Lacombe the annual per capita demand will be greater than the demand in Red Deer. The reason for this is the high level of seniors (including persons with disabilities) in their populations. In 1992 the ridership in Innisfail and Lacombe was very low due to the limited service. This will change dramatically in the future as levels of service increase.

FIGURE 5.1

ANNUAL PER CAPITA DEMAND VERSUS SENIORS IN POPULATION



- All Needs (a)
- +— All Disabled (b)
- *— Phys. Disabled (c)
- Unable to Board (d)

5.2 TYPICAL OPERATING COSTS

The following are the 1992 average costs per ride for the technologies being used to accommodate seniors and those with disabilities. Red Deer falls into the Small Cities category, while Calgary and Edmonton are in the Mid-Size Cities.

	Small Cities	Mid-Size Cities	Large Cities
Fixed-route transit	1.20 to \$1.80	\$1.60 to \$2.20	\$1.60 to \$3.20
"Community Bus" on flexible routes	\$3.00 to \$5.00	\$5.00 to \$10.00	\$7.00 to \$12.00
Doorstep bus and van systems	\$8.00 to \$12.00	\$10.00 to \$15.00	\$15.00 to \$30.00
Doorstep taxi systems	\$4.00 to \$6.00	\$6.00 to \$10.00	\$10.00 to \$15.00

The high cost of the "doorstep services" is driving the implementation of more accessible conventional transit services and a significant use of private carriers in many Canadian cities. Red Deer is also trying to reduce the unit costs of special transit. In 1992, the average costs per ride on the two transit services were as follows:

Red Deer Transit	\$1.65 per ride
Special Transit (CAB)	\$11.30 per ride

The marginal annual operating costs for a Community Bus, operating five days per week from 9:00 a.m. to 4:00 p.m., would be about \$55,000. With as few passengers as 10 per hour on average, the cost would be \$3.14 per ride.

5.3 CAPITAL COSTS

Typical current costs for vehicles are as follows:

- Mini vans (4 - 6 pass.)	\$20,000
- Accessible taxis (4 - 6 pass.)	\$32,000
- Handivan (6 - 10 pass.)	\$40,000
- Handibus (10 - 12 pass.)	\$50,000
- Low floor minibuses (20 pass.)	\$105,000
- Full size low floor buses (50 pass.)	\$215,000

Other one-time system costs would include computer-assisted dispatching systems and two-way radio communications.

5.4 SOURCES OF FUNDING

At present, most communities in Alberta are dependent upon provincial sources of funding for the operation of special transit services. For example, in Red Deer provincial sources of funding cover about 2/3 of the operating deficit of the Citizens Action Bus and Seniors Taxi services. The remaining 1/3 (about \$90,000) is covered by general revenues of the City.

Capital funding for vehicles has been less dependent upon municipalities and the Province due to the participation of service clubs and private sponsors and a Federal program to fund vehicles for small communities and rural areas.

(a) Provincial Funding

The Public Transportation Operating Assistance Grant (PTOAG) program was implemented on April 1, 1979. The program was extended in 1984 to March 31, 1988. Commencing in 1988, the distribution of this grant was included in the Alberta Partnership Transfer Program administered by Municipal Affairs. Grant payments to all municipalities are usually forwarded approximately mid-May of each year.

For fiscal year 1992/93, the grant is based on the 1991 official population provided by Alberta Municipal Affairs and a funding rate of \$3.19 per capita. For example, a municipality with 5,000 population would receive a 1992 grant of \$15,950.

The PTOAG is unconditional, and no grant application is necessary. The grant is intended to be used to assist municipalities with the transportation of seniors and persons with disabilities. It is left to each municipal council to decide on the best use of the grant. Typical uses of the grant are:

- * Operating of a special handibus service.
- * Subsidizing taxi rides for seniors and persons with disabilities.
- * Seniors' bus trips for shopping and special events.
- * Reimbursing volunteers for out-of-pocket expenses to transport seniors and persons with disabilities.
- * Constructing ramps at public buildings to make the buildings wheelchair accessible.
- * Constructing curb cuts at intersections to assist people in wheelchairs in crossing the street.
- * Purchase of vans or handivans.

Table 5.1 traces the allocation of the unconditional grants to communities within the study area under the Alberta Partnership Transfer Program.

TABLE 5.1

**ALLOCATION OF PROVINCIAL GRANTS FOR SPECIAL TRANSIT
(\$3.19 per Capita)**

	1992 Grant	Allocation of Funds
City of Red Deer	\$185,800	Citizens Action Bus/Seniors Taxi (50% of cost)
Town of Blackfalds	\$5,640	Taxi subsidies
Town of Innisfail	\$18,352	Innisfail Handivan (66% of cost)
Town of Lacombe	\$21,596	Lacombe Handivan/curb cuts
Town of Penhold	\$4,769	Penhold Handivan
Town of Sylvan Lake	\$12,559	Sylvan Lake Seniors Bus
County of Lacombe	\$28,426	Snow plowing for rural seniors and persons with disabilities
County of Red Deer	\$44,376	Capital grants to towns and taxi subsidies

(b) Federal Funding

Federal cost-sharing assistance to acquire new vehicles has been provided to several communities in the Red Deer Area under the Accessible Vehicle Acquisition Program AVAP. Funding is also available to convert existing vans and buses. This program is administered by the following agency:

Accessible Transportation, Policy and Programs
 Transport Canada
 Place de Ville, Tower "C"
 Ottawa, Ontario
 K1A 0N5

6.0 STUDY FINDINGS AND RECOMMENDATIONS

The communities located within the Study Area are fortunate in that at least in the short term, most transportation needs can be satisfied to the mutual benefit of customers, funding agencies and service providers. In the longer term, one community's need can become revenue to another, so that by working together service can be delivered to both at the lowest possible cost.

6.1 CURRENT NEEDS

City of Red Deer:

- * Citizens Action Bus (C.A.B.) is providing a high quality personalized special transit service. However, one concern is that the availability of the service is too constrained, particularly during peak student travel times, evenings and on weekends. These constraints have resulted in agencies purchasing special vehicles for their own clientele. A great variety of uncoordinated services for seniors and persons with disabilities is wasteful of assets and is not the most cost-effective way to deliver special transit service. (Report Sections 2.2, 3.3, 3.6 and 4.4a)

Recommendation #1: The City Council should provide funding for additional C.A.B. service in the afternoon peak periods, during evenings and on Saturdays in the 1994 budgets (see Table 6.1 in the report).

- * The average costs per passenger for lift-equipped special transit services are very high in comparison to vans, taxis and conventional transit service. These costs can be mitigated by a "family of services" approach, shifting ambulatory customers to the lower cost services. (Report Section 5.3)

Recommendation #2: The existing taxi companies should be encouraged to provide accessible services and improve their sensitivity to passengers with special needs.

Recommendation #3: The City (i.e. Red Deer Transit) should purchase low-floor accessible buses when replacing existing transit vehicles.

Recommendation #4: The City (i.e. Red Deer Transit) should implement a low-floor dedicated accessible bus service between various destinations such as the seniors' lodges and major activity centres frequented by seniors, e.g. the Hospital, Golden Circle, Downtown House and G. H. Dawe. Such a transit service has been given the name "Community Bus."

- * Red Deer Transit's routes and evening Dial-a-Bus service serve the mainstream customers well, however it could be enhanced by becoming more user-friendly, i.e. easier to access and understand by seniors and persons with disabilities. Improved communications and awareness with and between riders and drivers would help. (Section 6.4)

Recommendation #5: Red Deer Transit should consider focusing driver training and awareness programs towards the needs of persons with disabilities. Possibly they could introduce a technique similar to that used by AGT to identify a disabled customer. (AGT uses "code blue" to alert operators that special assistance may be required.)

- * There is an opportunity to lower the per trip cost of existing special transit services (Action Bus and Seniors Taxi) by spreading management and dispatching costs over a larger volume of trips. Brokering of services could also be explored with other service providers. (See Table 2.1 on page 9)

Recommendation #6: The Director of the C.A.B. service should explore the opportunities for contractual arrangements with care agencies presently operating their own equipment.

- * There is some potential to aggregate a very dispersed need for weekend services for all care agencies including Michener Centre so that the provision of such a service is justified. (Section 2.5c and 3.2)

Recommendation #7: The Social Planning Department should initiate discussions with representatives of Michener Centre to determine the potential for providing services to Michener Centre on a contractual basis.

- * There is a wealth of positive experience among the existing transportation provider agencies that can contribute to the evolution of accessible transit services to meet future needs. Such services are best delivered by coordinated service planning rather than by the integration of systems. (Section 4.4)

Recommendation #8: To accommodate future special transit needs, it is recommended that City Council establish a "Special Transit Board" that would oversee the delivery of all of the doorstep Handivan and Handibus services in the Red Deer Area. Planning input from Red Deer Transit would ensure that accessible services were not duplicated. Provision would be retained for participation by volunteer agencies. Only in this way can a truly cost-effective "family" of accessible transportation services be attained at a reasonable total cost. (See proposed organization for the delivery of accessible transit services in Figure 6.1.)

Study Findings for the Towns and Counties:

- * Inter-community services could be delivered by the sharing of assets and funding on an equitable cost recovery basis. For example, a "seniors bus" making trips to Red Deer for shopping could easily call in at County subdivisions enroute to the City. Such arrangements would require the County of Red Deer to become involved in operational funding. (Report Section 4.7)

Recommendation #9: The City should initiate discussions with the County of Red Deer regarding a framework for delivering special transit services to County residents in the vicinity of Red Deer.

- * The residents of Sylvan Lake and Blackfalds should acquire an accessible vehicle. (Report Section 3.8)

Recommendation #10: The towns concerned should consider applying to Transport Canada for Accessible Vehicle Acquisition Program (AVAP) funding or acquire a surplus or new bus by other means.

- * The rural needs for special transit are limited, but because of the longer distances involved and the more isolated the communities, where needs exist, they merit greater consideration. (Report Section 3.4)

Recommendation #11: The County of Red Deer should review its existing policy with respect to the use of Public Transportation Operating Assistance Grant (PTOAG) funds mainly for vehicle acquisitions. (Operations funding is also needed.)

- * Existing special transit organizations in the towns have the potential to deliver more services, if operational funding is maintained. (Report Section 4.4)

Recommendation #12: It is recommended that the existing services act as a broker for all trips in the towns and rural areas in the future. This will avoid duplications in service and provide a single point of entry to the customers.

Specific needs in the Towns are as follows:

Lacombe:

- At least one more accessible vehicle, preferably of a larger capacity to hold more wheelchairs, and possibly an accessible taxi.
- Extended hours of service for evening and weekend travel.
- Additional drivers and assistance needed for scheduling new service.
- Provide a shuttle service to Red Deer, possibly stopping in Blackfalds.

Sylvan Lake:

- Need an accessible vehicle for increasing needs of seniors, lodge residents, and other residents in the community who were not identified "probably because they are not getting around much."
- Vehicle should also be available for the use of all residents to handle teenagers and others' needs.
- Regular routes into Red Deer should be increased.
- Individual service needs could be handled with an accessible handivan or taxi.
- A central phone number for a variety of information needs for seniors, including transportation, is in the works.

Penhold:

- Need to organize services around the accessible vehicle they currently have including scheduling regular trips to Red Deer or other communities and providing service on an individual basis as well. This will require a regular driver for whatever period of time service is required.
- Need more information on insurance requirements

Innisfail:

- Need for more accessible service which should be presented as a community transportation vehicle, not provided for by a "charity".
- Need to provide service to Red Deer and other communities in area as well as perhaps destination travelling for social or recreational events.

Blackfalds:

- Need an accessible service in Blackfalds which connects into Lacombe and Red Deer.
- Could be an accessible handivan or taxi and could be the Lacombe vehicle which goes into Red Deer, stopping in at Blackfalds.

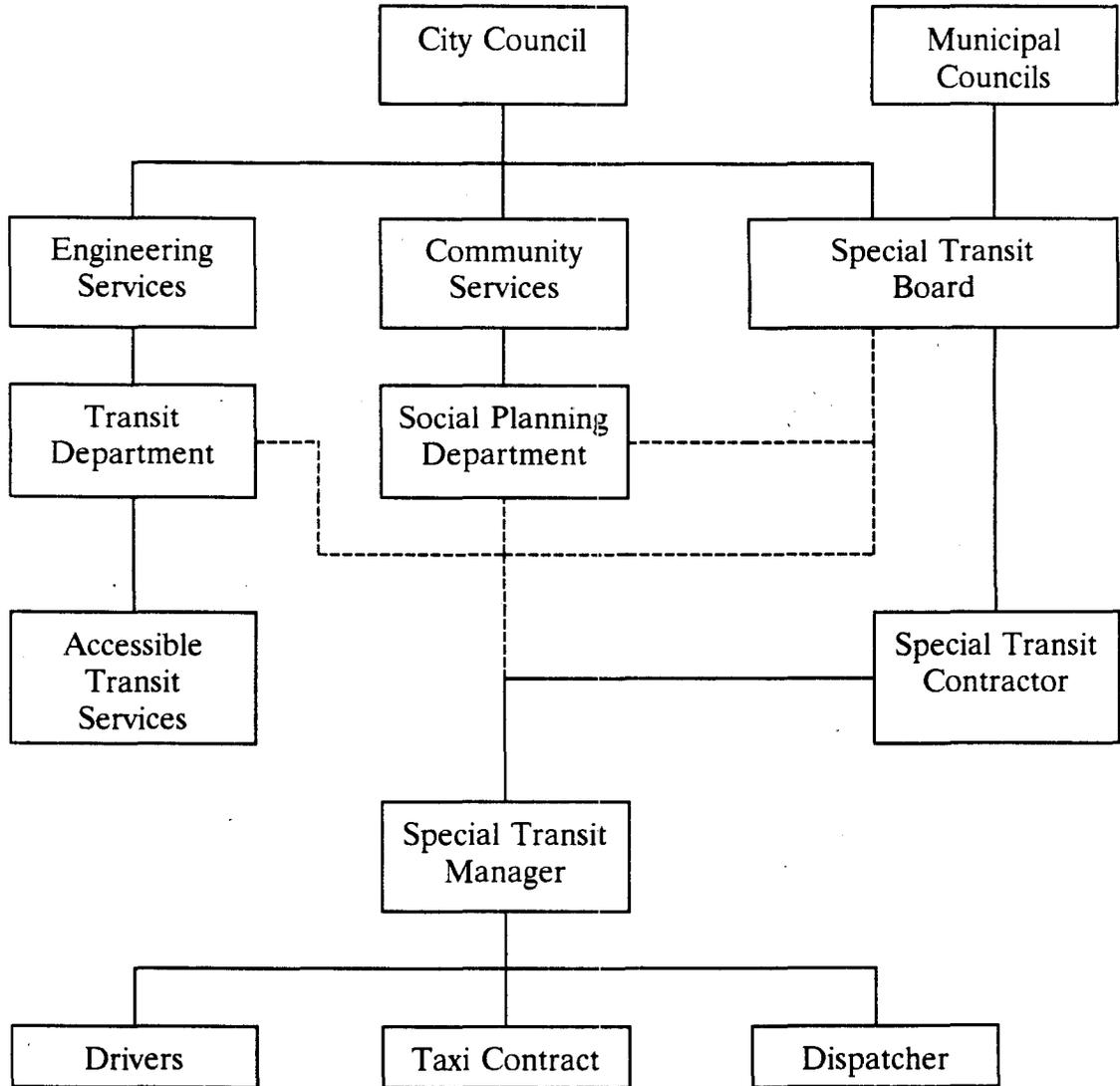
6.2 RECOMMENDED YEAR 2000 PLAN

Figure 6.1 illustrates the recommended delivery organization for the year 2000 system to meet the needs of the City of Red Deer and the adjacent communities. Such an organization could easily contract to provide services in nearby communities such as Blackfalds and Penhold. The larger towns will need to have their own community-based systems.

Implementation of the organization shown in Figure 6.1 requires the following changes to the existing organization shown in Figure 2.1 on page 8 of the report.

FIGURE 6.1

PROPOSED ORGANIZATION FOR THE ADMINISTRATION/DELIVERY OF ACCESSIBLE AND SPECIAL TRANSIT SERVICES



----- Advisory role only
 _____ Functional accountability

"Accessible Transit" means scheduled low-floor and/or lift-equipped buses operated by Red Deer Transit.

"Special Transit" includes on-demand door-to-door services using small buses, vans and taxis.

- 1) The role of the Transportation Committee of the Red Deer Action Group for the Physically Disabled would be replaced by a semi-autonomous Special Transit Board responsible to City Council for service policy and the Social Planning Department for administration.
- 2) The Red Deer Action Group would retain its contractual arrangement with the City and membership on the Special Transit Board, but would share policy decisions with other community agencies.
- 3) The role of Red Deer Transit would expand to include Community Bus services, and to provide planning advice to the Special Transit Board.
- 4) The Special Transit Board would either be responsible for the eligibility screening or delegate this responsibility to a central community information and referral service. (Note that the Home Care division of the Red Deer Regional Health Unit has expressed an interest in this responsibility.) The Special Transit Board would also:
 - manage the service contracts;
 - review consumer appeals;
 - recommend service policy and budgets to City Council;
 - implement contractual arrangements with other agencies.
- 5) The role of the Social Planning Department would be to continue to provide advice and assistance with budget administration and consumer service planning.

The Year 2000 Plan is based on the following projections:

- * City of Red Deer population: 68,527 by year 2000; Seniors: 8% (Red Deer Regional Planning Commission; medium growth scenario).
- * Red Deer Transit annual ridership by year 2000: 32 rides per capita annually of which 25% are seniors and persons with disabilities based on 40% of the bus fleet being fully accessible (MANOP estimate).
- * Red Deer Special Transit annual ridership by year 2000: 0.80 rides per capita annually for the City population which equals 54,800 rides based on service from 7:30 a.m. to 11:30 p.m., Mondays through Saturdays (MANOP estimate).
- * The existing Special Transit services in the outlying communities would match future levels of service to demand.

- * Special Transit annual demand in the smaller communities:
 - Innisfail 0.7 rides per capita
 - Lacombe 0.6 rides per capita
 - Sylvan Lake 0.4 rides per capita
 - Blackfalds 0.3 rides per capita
 - Penhold 0.3 rides per capita
 - County of Red Deer (included in City)
 - County of Lacombe (included in Town)

- * All cost estimates are in current 1993 dollars.

- * Revenue projections are based on the 1992 average revenue per passenger of \$2.94 on the Citizens Action Bus service. This results from the averaging of the C.A.B. fares of \$1.75, S.T.S. fares of \$3.00, and the \$4.60 per trip charged to institutions.

Table 6.1 provides statistics and cost projections to meet special transit needs in Red Deer at two-year intervals from 1994 to the year 2000.

Community Bus Assumptions:

The demand and cost projections assume that Red Deer Transit has implemented a Community Bus service by 1995. If the Community Bus service is not implemented, then the demand for Special Transit service could increase by an additional 20 percent by the year 2000. The increase in demand would occur as economic activity increased following the current recession and would be noticeable by 1996. The impact of the higher ridership levels would be an increase in the annual net deficit for Special Transit service of about \$35,000 in 1996, \$75,000 by 1998 and \$85,000 by the year 2000. These costs compare with the estimated annual Community Bus operating costs of \$55,000 (less the revenues) estimated previously in Section 5.2.

The capital cost for one low-floor Community Bus, such as the ones in service in St. Albert and Sherwood Park (Strathcona County), would be about \$105,000. (Report Section 5.3)

Based on a minimum ridership of about 18,000 rides annually (10 trips per hour), the potential revenues could cover all of the capital amortization costs as well as some of the operating costs. The net deficit would be less than an equivalent expansion in the C.A.B. service.

TABLE 6.1

**FUTURE SYSTEM PROJECTIONS SPECIAL TRANSIT IN RED DEER 1993 \$
(Red Deer Transit Operating Community Bus)**

	1993	1994	1996	1998	2000
Population served	60,200	61,200	63,570	65,950	68,527
Seniors in population	8%	8%	8%	8%	8%
Disabled in population	12%	12%	12%	12%	12%
Per capita ridership	0.59	0.64	0.72	0.76	0.80
Annual rides	35,600	39,200	45,600	50,200	54,800
Total fleet required	8	9	10	11	12
Service Level:					
Days/week	6	6	6	7	7
Hours/weekdays	14.5	14.5	14.5	15.0	15.0
Hours/Saturdays	12.0	12.0	14.5	15.0	15.0
Hours/Sundays	0	0	0	9.0	9.0
Costs and Revenues:					
Cost/ride 1993 \$	\$11.30	\$11.10	\$10.83	\$10.70	\$10.58
Revenue/ride 1993 \$	\$2.98	\$2.94	\$2.94	\$2.97	\$3.00
Deficit/ride 1993 \$	\$8.32	\$8.16	\$7.89	\$7.73	\$7.58
Budgets (1993 \$):					
<u>Expenditures:</u>					
Personnel	\$312,390	\$341,000	\$387,000	\$412,000	\$434,000
Taxi Supplement	3,000	10,000	20,000	30,000	40,000
Vehicle Expense	67,400	72,000	75,000	81,000	90,000
Office Expense	<u>8,665</u>	<u>12,000</u>	<u>12,000</u>	<u>14,000</u>	<u>16,000</u>
TOTAL *	\$391,455	\$435,000	\$494,000	\$537,000	\$580,000
<u>Revenues:</u>					
Fares	\$38,450	\$40,000	\$54,000	\$57,000	\$59,000
School Contracts	65,000	65,000	65,000	65,000	65,000
Other Contracts	<u>2,500</u>	<u>10,000</u>	<u>15,000</u>	<u>27,000</u>	<u>40,000</u>
TOTAL	\$105,950	\$115,000	\$134,000	\$149,000	\$164,000
NET DEFICIT	\$285,505	\$320,000	\$360,000	\$388,000	\$416,000

* A further reduction in expenditures may be required to a maximum of \$10,000 in 1993.

6.3 RECOMMENDED STAGING PLAN

In developing the future services, it is essential that Red Deer Transit continue to be the major carrier of seniors and persons with disabilities. Market segments that cannot be accommodated by making the transit system more accessible will be delivered by the Special Transit services.

The development of the existing transportation services into the system needed in the future can occur in carefully controlled stages. The market can be tested for each increment of service and if the expected response is not forthcoming, that service can be postponed until future demand warrants the provision of service.

The logical stages in developing the year 2000 system are as follows:

1993

- * Based on the comments and recommendations of the FCSS Board, the Director of Engineering Services and the Director of Community Services, the City Council would confirm the guidelines and recommendations presented in the report in principle.
- * Red Deer Transit would provide for the financing of accessible transit vehicles in the City's capital budgets.
- * The Social Planning Department in consultation with Red Deer Transit would initiate discussions with the County of Red Deer regarding a framework and timing for delivering special transit services to County residents in the vicinity of Red Deer.
- * Red Deer Transit would develop a service plan for a low-floor Community Bus service between the seniors' lodges and major activity centres frequented by seniors.
- * The Special Transit Board would explore contractual arrangements with care agencies including the possibility that one agency would act as a single point of entry for eligibility screening.
- * The Social Planning Department would provide for additional service during evenings and on Saturdays in the 1994 budgets.
- * The Special Transit Board would review amendments to the taxi bylaw to determine if there is an acceptable method of allowing for flat rate transit contracts.

- * The Director of C.A.B. would ensure that the service is coordinated with Greyhound Lines' accessible bus service.

1994/95

- * The City would consider moving the C.A.B. dispatch office to transit garage to eliminate C.A.B. vehicles having to go downtown for a.m. dispatch instructions.
- * Citizens Action Bus would initiate evening service on Mondays through Wednesdays.
- * Red Deer Transit would initiate a Community Bus service in Red Deer.
- * The towns in the Red Deer Area would offer contractual arrangements to taxi firms as an incentive for them to provide accessible vehicles.
- * The Special Transit Board would initiate discussions with Blackfalds and Penhold regarding the potential for contractual arrangements for brokering of services.
- * The Special Transit Board would initiate discussion with Michener Centre re contractual arrangements for weekend and evening services.
- * C.A.B. would expand participation by taxi firms.

1996 and Later

- * C.A.B. would replace "Seniors Taxi" with a larger, more accessible vehicle.
- * The Special Transit Board would evaluate Sunday service, including the opportunity for contract services.
- * C.A.B. would initiate Sunday service.
- * C.A.B. would continue to increase the role of the taxi firms.
- * C.A.B. would update to a computer-assisted dispatching system to accommodate increased demand.

6.4 CUSTOMER COMMUNICATIONS

There needs to be an effective communication system to handle any concerns, whether from the drivers or from the passengers. Sensitivity training for drivers of public transportation vehicles is essential. Verbal instructions by phone need to be simple, clear and understood and relayed at a pace that the caller understands (e.g. some seniors or those with hearing difficulties may need a bit longer to take in information or respond). Customer service people or dispatchers should have the riders repeat the instructions, especially on the dial-a-bus service, which has experienced cases where riders have been left waiting for buses that turned up in different locations than where they understood they were to wait. A customer service reference sheet with some basic instructions would be helpful for anyone advising of callers of transportation services. Someone who handles communications very well right now could teach others how to do the same.

In the future, the system will need to develop a communication strategy to help bring together a more integrated and coordinated service for people with special transportation needs. For example:

- * The Red Deer Transit map should be reviewed to make it more user-friendly, particularly for people with literacy challenges. Schedules should be printed in larger type for those with vision difficulties.
- * Emergency conditions or changes to any service in place also require that there is a solid communication strategy in place to ensure people are not left stranded.
- * A strategy would need to be established to keep communications flowing. The manager would need to decide who would be main link, how to get information out to everyone in the most efficient manner (media, notice boards, info slips in mail, etc.).

6.5 SENSITIVITY TRAINING PROGRAMS

Drivers and anyone involved with customer service to riders should be given the opportunity to gain greater awareness of people with special transportation needs. Sensitivity training is essential. Assistance is available from the Canadian Urban Transit Association (CUTA) as well as local agencies. The service agencies in the Red Deer Area and surrounding areas who could be helpful to the process, but it needs to be coordinated and presented in a productive and time efficient way. Ongoing checking in with drivers and customer service people would be appropriate to ensure both drivers and riders are enjoying their shared experiences in transportation. Stress needs to be dealt with, both physical, if drivers are to assist people needing some help (e.g. with wheelchairs), as well as mental or emotional.

Taxi operators should be encouraged to provide excellent customer relations as it will directly affect the level of business they enjoy. There are already examples of certain drivers being specifically requested due to their good customer service while others are avoided for their attitudes. Some special transit systems, such as the TransHelp system in Mississauga for example, are actively involved in the licensing process for taxi drivers. Before taxi drivers can be licensed in Mississauga, they must attend sensitivity training at the TransHelp system.

6.6 COMMUNITY BENEFITS

The implementation of the recommended transportation plan would achieve several important benefits, including:

- * The delivery of coordinated accessible transit services at the lowest possible cost.
- * The accommodation of the more ambulatory seniors and persons with disabilities on Red Deer Transit so as to allow the Special Transit service to better accommodate those with severe disabilities.
- * The improvement of the quality of taxi, van and bus services for all residents, not just those with disabilities.
- * Opportunities for the improvement of relationships with independent agencies and neighbouring communities.

NO. 9

031-053

DATE: April 20, 1993
 TO: City Clerk
 FROM: Engineering Department Manager
 RE: **ANDERS EAST PHASE 2B
 SANITARY AND STORM TRUNK EXTENSIONS**

Anders East Developments Ltd. (associated with Melcor Developments Ltd.) has recently requested a Development Agreement for the above noted subdivision, containing approximately 23 residential lots. As part of this development, they propose to extend storm and sanitary trunk mains by approximately 160 m; located as shown on the attached plan. This work would be done by the developer and is estimated to cost approximately \$62,600 for the sanitary trunk and \$61,100 for the storm trunk. As these lines are included in the off-site levy calculation, the developer has requested that the City pay for same.

While this development is proceeding in a logical sequence (i.e. not leapfrogging), it is not considered to be one of the most economical areas of development from an off-site levy point of view (as discussed in the Trunk and Arterial Construction Staging Analysis presented to Council in December 1992). It is, however, part of the trunk extension required to service the proposed Catholic High School in Lancaster Meadows.

It should be noted that the subject development will generate a total of approximately \$88,100 in off-site levies which will help to offset the requested trunk extension cost of approximately \$123,700.

RECOMMENDATION

We respectfully request Council approval to pay for the extension of the storm and sanitary trunk lines through Anders East Phase 2B at a budget cost of approximately \$123,700; to be financed through the Subdivision Off-site Levy Fund.


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

TCW/emg

Commissioners' Comments

We concur with the recommendations of the Engineering Department Manager.

"G. SURKAN"
 Mayor

"M.C. DAY"
 City Commissioner

MARTIN CLOSE

MORRIS ROE

63

W. BERRY

INT

32 STREET

ALLAN ST.

PHASE 1

ARMITAGE CLOSE

AYERS CL.

STREET

PHASE 2A

PHASE 2B

ANQUETEL

ANSETT CRESCENT

ATLEE CL.

PHASE 2B

30 AVENUE

ANDERS

PROPOSED STORM
AND SANITARY
TRUNK EXTENSIONS

S.E. 1/4 SEC.10 TWP.38 RGE.27

APRIL 1993

1:5000

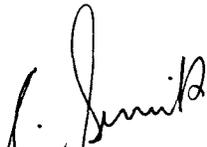
DATE: APRIL 28, 1993
TO: ENGINEERING DEPARTMENT MANAGER
FROM: CITY CLERK
RE: ANDERS EAST PHASE 2B - SANITARY AND STORM TRUNK EXTENSIONS

Your report dated April 20, 1993, pertaining to the above matter received consideration at the Council Meeting of April 26, 1993, and at which meeting Council passed the following motion in accordance with your recommendations:

"RESOLVED that Council of The City of Red Deer hereby approves payment for the extension of the storm and sanitary trunk lines through Anders East Phase 2B at a budget cost of approximately \$123,700 to be financed through the subdivision off-site levy fund and as recommended to Council April 26, 1993"

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

Trusting you will find this satisfactory.


C. SEVCIK
City Clerk

CS/cjd

cc: Director of Financial Services
Land and Economic Development Manager
Public Works Manager
Principal Planner
Director of Community Services
City Assessor

NO. 10



April 8, 1993

Mayor and Council
City of Red Deer
4914 - 48 Avenue
Red Deer, Alberta
T4N 3T3

Your Worship and Members of Council:

I am pleased to advise that three new Directors have been elected by our membership to serve on the Board of the Red Deer Visitor and Convention Bureau. Merv Phillips, Diana Rowe, and Ken Truhn were elected for two year terms, beginning at our recent annual meeting on March 30. In addition, Gordon Hamill recently joined the Board as the representative of the Westerner Exposition Association.

At our annual meeting, a new executive was elected for the coming year. I had the honour of being selected as chairman, Diana Rowe will serve as vice chairman and Ian Mose will continue on the executive as treasurer. Past chairman Bill Olafson will continue to work with us as a non voting member of the executive.

Audited financial statements for 1992 were also presented and approved at the annual meeting. A copy of the statements is attached for your information and I would be pleased to respond to any questions Council may have.

Sincerely,

Bernie Papp
Chairman

Red Deer Visitor and Convention Bureau 1993/94 Board of Directors

Appointed Directors	Organization	Term Ending
Tim Guilbault	City of Red Deer	October 1993
Virginia Hays	David Thompson Country Tourist Council	AGM 1994
Gordon Hamill	Westerner Exposition Association	AGM 1994
Jim Bower	Recreation, Parks & Culture Board	AGM 1995
Bonnie Ganske	Red Deer Chamber of Commerce	AGM 1995
No Appointment	Economic Development Board	AGM 1995

Elected Directors		Term Ending
Ian Mose	Manager, Bower Place Petro Canada	AGM 1994
Bernie Papp	General Manager RBC Dominion Securities	AGM 1994
Wendy Richardson	Marketing Coordinator Parkland Savings & Credit Union	AGM 1994
Merv Phillips	Owner/Manager, Tango Productions	AGM 1995
Diana Rowe	Community Relations Coordinator, McDonald's	AGM 1995
Ken Truhn	Sales Manager, Radio 7	AGM 1995

Advisory (Non-Voting) Members

Alan Scott	Manager, Land and Economic Development Department, City of Red Deer
Pat Henry	Executive Director, Red Deer Chamber of Commerce
Larry Johnstone	General Manager, Westerner Exposition Association
Tony Maxwell	General Manager, David Thompson Country Tourist Council

Staff:

Wendy Martindale	Manager
Freda Lentz	Visitor Services Supervisor
Janice Shimek	Member Services Coordinator

Commissioners' Comments

Submitted for Council's information only.

"G. SURKAN", Mayor
"M.C. DAY", City Commissioner



THE CITY OF RED DEER

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

FAX: (403) 346-6195

City Clerk's Department (403) 342-8132

April 28, 1993

Red Deer and Visitor Convention Bureau
P. O. Box 5008
Red Deer, Alberta
T4N 3T4

ATTENTION: MR. BERNIE PAPP

Dear Bernie:

I would advise that your letter of April 18, 1993, indicating that three new directors have been elected to your membership along with the 1992 Audited Financial Statements, received consideration at the Council Meeting of April 26, 1993. The above information was accepted by Council at the aforesaid meeting and agreed that same be filed.

We thank you for your information in this instance.

Sincerely,


C. SENCIK
City Clerk

CS/cjd



*a delight
to discover!*

**RED DEER VISITOR
AND CONVENTION BUREAU**

Financial Statements
for the Year Ended December 31, 1992
and Auditors' Report

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Matthew Craig Davies Collins

CHARTERED ACCOUNTANTS

Red Deer, Alberta

AUDITORS' REPORT

To the Members
Red Deer Visitor and Convention Bureau

We have audited the balance sheet of the Red Deer Visitor and Convention Bureau as at December 31, 1992 and the statements of revenue, expenditure and fund balances for the year then ended. These financial statements are the responsibility of the Bureau's management. Our responsibility is to express an opinion on these financial statements based on our audit.

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

In common with many such organizations, the Bureau derives a portion of its revenues from the general public in the form of donations and sponsorships which are not susceptible to complete audit verification. Accordingly, our verification of revenue from this source was limited to amounts recorded in the accounts of the Bureau, and we are unable to determine whether any adjustments might be necessary for unrecorded receipts.

In our opinion, except for the effects of adjustments, if any, that might have been required had donations and sponsorships been susceptible to satisfactory audit verification, these financial statements present fairly, in all material respects, the financial position of the Bureau as at December 31, 1992 and the results of its operations for the year then ended in accordance with the disclosed basis of accounting described in Note 2 to the financial statements which are considered appropriate in the circumstances.

Matthew Craig Davies Collins

Red Deer, Alberta
March 12, 1993

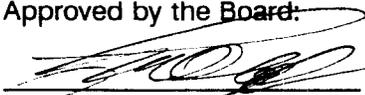
Chartered Accountants

RED DEER VISITOR AND CONVENTION BUREAU

BALANCE SHEET DECEMBER 31, 1992

	<u>1992</u>	<u>1991</u>
<u>ASSETS</u>		
CURRENT ASSETS		
Cash	\$ 200	\$ 25
Grants receivable - operating	4,618	22,060
Grants receivable - capital	8,600	-
Inventory	17,282	9,321
Prepaid expenses	-	<u>5,633</u>
	30,700	37,039
FIXED ASSETS	<u>33,419</u>	<u>7,811</u>
	<u>64,119</u>	<u>44,850</u>
<u>LIABILITIES AND FUND BALANCES</u>		
LIABILITIES		
Accounts payable and accrued liabilities	2,405	1,751
Deferred revenue (Note 3)	8,829	7,500
Due to the City of Red Deer (Note 4)	<u>8,619</u>	<u>27,661</u>
	<u>19,853</u>	<u>36,912</u>
RESERVE AND EQUITY (DEFICIT)		
Operating Reserve (Note 5)	7,400	7,400
Operating fund deficit	(8,111)	(16,413)
Regional Tourism Partnership trust fund (Note 6)	11,558	9,140
Capital fund equity (Note 7)	<u>33,419</u>	<u>7,811</u>
	<u>44,266</u>	<u>7,938</u>
	<u>\$ 64,119</u>	<u>\$ 44,850</u>

Approved by the Board:


Chairman


Treasurer

RED DEER VISITOR AND CONVENTION BUREAU
SUMMARY STATEMENT OF REVENUE, EXPENDITURE AND OPERATING FUND BALANCE
YEAR ENDED DECEMBER 31, 1992

	<u>1992</u>	<u>1991</u>
REVENUE BY PROGRAM		
Administration - Schedule 1	\$ 147,041	\$ 135,130
Chamber of Commerce - Schedule 2	454	8,118
Visitor Information - Schedule 3	19,231	-
Heritage Ranch services - Schedule 4	37,730	-
The Crossing - Schedule 5	8,178	33,145
Events/resources - Schedule 6	5,222	2,167
Membership services - Schedule 7	10,248	6,216
Hospitality improvement seminars - Schedule 8	12,017	7,984
David Thompson Tourist Council - Schedule 9	-	-
Marketing and promotion - Schedule 10	49,561	31,750
Highway 2 Sign - Schedule 11	-	7,400
Souvenirs - Schedule 12	<u>6,505</u>	<u>12,362</u>
	<u>296,187</u>	<u>244,272</u>
EXPENDITURE BY PROGRAM		
Administration - Schedule 1	78,323	79,606
Chamber of Commerce - Schedule 2	13,552	53,260
Visitor Information - Schedule 3	44,083	-
Heritage Ranch services - Schedule 4	28,875	-
The Crossing - Schedule 5	14,169	39,287
Events/resources - Schedule 6	4,851	2,537
Membership services - Schedule 7	10,559	5,171
Hospitality improvement seminars - Schedule 8	12,967	10,293
David Thompson Tourist Council - Schedule 9	14,137	14,389
Marketing and promotion - Schedule 10	61,604	47,183
Highway 2 Sign - Schedule 11	-	-
Souvenirs - Schedule 12	<u>4,765</u>	<u>9,879</u>
	<u>287,885</u>	<u>261,605</u>
EXCESS (DEFICIENCY) OF REVENUE OVER EXPENDITURE	8,302	(17,333)
FUND BALANCE, BEGINNING OF YEAR	(16,413)	8,320
TRANSFER TO RESERVE	-	(7,400)
FUND BALANCE, END OF YEAR	\$ <u>(8,111)</u>	\$ <u>(16,413)</u>

RED DEER VISITOR AND CONVENTION BUREAU
STATEMENT OF REVENUE, EXPENDITURE AND UNEXPENDED CAPITAL FUNDS
YEAR ENDED DECEMBER 31, 1992

	<u>1992</u>	<u>1991</u>
REVENUE		
Provincial grant	\$ 21,226	\$ -
Funded by operations	<u>7,075</u>	<u>4,700</u>
	<u>28,301</u>	<u>4,700</u>
EXPENDITURE		
Fixed assets purchased added to capital fund	25,608	4,700
Minor capital additions written off in the year	<u>2,693</u>	-
	<u>28,301</u>	<u>4,700</u>
UNEXPENDED CAPITAL FUNDS ON HAND	\$ <u>-</u>	\$ <u>-</u>

RED DEER VISITOR AND CONVENTION BUREAU
STATEMENT OF REVENUE, EXPENDITURE AND FUND BALANCE
REGIONAL TOURISM PARTNERSHIP
YEAR ENDED DECEMBER 31, 1992

	<u>1992</u>	<u>1991</u>
REVENUE		
Contributions from other partners	\$ 16,700	\$ 6,000
Contribution from Bureau - marketing and promotion	4,300	2,610
Federal government grants	34,042	18,926
Provincial government grants	14,882	11,199
Miscellaneous revenue	<u>20</u>	<u>3,000</u>
	<u>69,944</u>	<u>41,735</u>
 EXPENDITURE		
Hourly wage personnel	347	-
Business travel	832	-
Postage	1,933	-
Telephone	165	-
Advertising	28,713	20,000
Printing and binding	-	46
Training courses	45	-
Other professional services	-	648
Contract staff wages	3,604	685
Contractual services	16,914	9,529
Contribution to Visitor Information	9,500	-
General supplies	5,227	1,622
Stationery supplies	<u>246</u>	<u>65</u>
	<u>67,526</u>	<u>32,595</u>
 EXCESS OF REVENUE OVER EXPENDITURE	2,418	9,140
 FUND BALANCE, BEGINNING OF YEAR	<u>9,140</u>	<u>-</u>
 FUND BALANCE, END OF YEAR	\$ <u>11,558</u>	\$ <u>9,140</u>

RED DEER VISITOR AND CONVENTION BUREAU
NOTES TO THE FINANCIAL STATEMENTS
DECEMBER 31, 1992

1. STATUS OF THE BUREAU

The Red Deer Visitor and Convention Bureau was incorporated under the Societies Act of the Province of Alberta on March 4, 1988 for the purpose of co-ordinating tourist and convention promotion for the City of Red Deer.

2. SIGNIFICANT ACCOUNTING POLICIES

These financial statements have been prepared in accordance with generally accepted accounting principles and reflect the following policies:

Fund Accounting

The accounts of the Bureau are maintained in accordance with the principles of fund accounting. For financial reporting purposes the following funds are established:

Operating Fund:

To record the activities associated with the Bureau's operations;

Capital Fund:

To record the activities associated with the Bureau's fixed asset requirements.

Fixed Assets

Fixed assets are funded by either direct funding for capital or a transfer from operations. Depreciation of fixed assets is not recorded in the accounts of the Bureau but rather the assets are expensed when acquired. In accordance with the terms of the lease with the City of Red Deer, all changes, improvements or alterations to the facility belong to the City of Red Deer. All chattels or equipment acquired by the Bureau belong to the City of Red Deer upon termination of the lease.

Inventories

Inventories are valued at the lower of cost or net realizable value.

Changes in Financial Position

A statement of changes in financial position is not provided as disclosure in these financial statements is considered to be adequate.

RED DEER VISITOR AND CONVENTION BUREAU
NOTES TO THE FINANCIAL STATEMENTS
DECEMBER 31, 1992

3. DEFERRED REVENUE

Deferred revenue represents 1993 membership fees received in 1992.

4. DUE TO THE CITY OF RED DEER

This obligation is non-interest bearing and there are no fixed terms of repayment other than a requirement that the amount be repaid in the event the Bureau is dissolved or discontinues its use of the City's accounting services.

5. RESERVE

Highway 2 Sign - This reserve is comprised of a \$7,000 grant from the City of Red Deer and two private donations of \$200 each. These funds will be used to construct a sign on Highway 2. No expenditures have been incurred to date.

6. REGIONAL TOURISM PARTNERSHIP TRUST FUND

The Bureau acts as a collector and disburser of funds for a Regional Tourism Partnership. This partnership is comprised of the following equal partners:

- Bureau
- Town of Olds
- Town of Sylvan Lake
- Town of Rocky Mountain House
- Municipal District of Clearwater

The funds on hand are held in trust for this partnership.

7. CAPITAL FUND EQUITY

	<u>1992</u>	<u>1991</u>
Balance, beginning of year	\$ 7,811	\$ 3,111
Add fixed assets purchased in the year	28,301	4,700
Less minor capital items written off	<u>(2,693)</u>	-
Balance, end of year	<u>\$ 33,419</u>	<u>\$ 7,811</u>

RED DEER VISITOR AND CONVENTION BUREAU
NOTES TO THE FINANCIAL STATEMENTS
DECEMBER 31, 1992

8. SPONSORSHIPS

In addition to the sponsorships recorded in the financial statements, the Bureau receives significant sponsorship funding in the form of gifts-in-kind such as discount coupons, gift certificates, etc. to be distributed to tourists. Management estimates the unrecorded gifts-in-kind received in the year amounted to \$2,390 (1991 - \$4,845).

9. TAX STATUS

The Bureau being a non-profit organization is exempt from income tax in accordance with Section 149 of the Income Tax Act.

10. COMPARATIVE FIGURES

Certain of the prior year's comparative figures have been reclassified to conform to the current year's presentation.

RED DEER VISITOR AND CONVENTION BUREAU
SCHEDULE OF REVENUE AND EXPENDITURE
ADMINISTRATION
YEAR ENDED DECEMBER 31, 1992

	1992 <u>Actual</u>	1992 <u>Budget</u>	1991 <u>Actual</u>
REVENUE			
Contributions from the City of Red Deer	\$ 140,822	\$ 140,822	\$ 129,720
Federal government employment grants	2,610	4,000	2,562
Provincial government employment grants	3,090	3,820	194
Miscellaneous revenue	<u>519</u>	<u>1,000</u>	<u>2,654</u>
	<u>147,041</u>	<u>149,642</u>	<u>135,130</u>
EXPENDITURE			
Salaries	44,695	44,100	43,215
Hourly wage personnel	11,215	15,870	17,806
Special service recognition	81	300	-
Business travel	3,112	2,800	4,206
Seminar and conference travel	519	700	1,424
Membership fees	25	400	270
Conference fees	279	800	858
Postage	1,385	1,200	1,871
Telephone	1,766	1,200	182
Advertising	291	197	54
Subscriptions and publications	15	400	39
Accounting and audit	2,993	2,100	2,626
Training courses	400	1,000	205
Building rental	1,500	1,500	-
Miscellaneous services	945	500	515
Insurance	350	350	-
General supplies	969	1,200	470
Stationery supplies	708	2,000	1,315
Transfer to capital fund to purchase fixed assets	<u>7,075</u>	<u>9,975</u>	<u>4,550</u>
	<u>78,323</u>	<u>86,592</u>	<u>79,606</u>
EXCESS OF REVENUE OVER EXPENDITURE	\$ <u>68,718</u>	\$ <u>63,050</u>	\$ <u>55,524</u>

RED DEER VISITOR AND CONVENTION BUREAU
SCHEDULE OF REVENUE AND EXPENDITURE
CHAMBER OF COMMERCE
YEAR ENDED DECEMBER 31, 1992

	<u>1992</u> <u>Actual</u>	<u>1992</u> <u>Budget</u>	<u>1991</u> <u>Actual</u>
REVENUE			
Provincial government grant	\$ -	\$ -	\$ 8,118
Sale of other goods & services	251	600	-
Convention services	<u>203</u>	<u>3,100</u>	<u>-</u>
	<u>454</u>	<u>3,700</u>	<u>8,118</u>
EXPENDITURE			
Telephone	-	-	128
Advertising	100	-	1,724
Hostess services	4,234	5,250	9,750
Information staff wages	-	-	12,519
Information staff salaries	5,976	4,250	18,192
Convention supplies	2,564	2,000	9,461
Utilities	<u>678</u>	<u>440</u>	<u>1,486</u>
	<u>13,552</u>	<u>11,940</u>	<u>53,260</u>
DEFICIENCY OF REVENUE OVER EXPENDITURE	\$ <u>(13,098)</u>	\$ <u>(8,240)</u>	\$ <u>(45,142)</u>

RED DEER VISITOR AND CONVENTION BUREAU
SCHEDULE OF REVENUE AND EXPENDITURE
VISITOR INFORMATION
YEAR ENDED DECEMBER 31, 1992

	1992 <u>Actual</u>	1992 <u>Budget</u>	1991 <u>Actual</u>
REVENUE			
Contribution from Regional Tourism	\$ 9,500	\$ 9,500	\$ -
Federal government employment grants	2,773	7,890	-
Provincial government employment grants	5,343	3,200	-
Retail sales	1,497	1,000	-
Miscellaneous revenue	<u>118</u>	<u>500</u>	<u>-</u>
	<u>19,231</u>	<u>22,090</u>	<u>-</u>
EXPENDITURE			
Salaries	18,727	17,250	-
Hourly wage personnel	15,529	16,890	-
Business travel	590	600	-
Postage	37	500	-
Telephone	1,286	1,200	-
Advertising	2,197	-	-
Training courses	619	750	-
Janitorial services	2,653	5,000	-
Goods for resale	653	500	-
General supplies	1,447	600	-
Stationery supplies	<u>345</u>	<u>700</u>	<u>-</u>
	<u>44,083</u>	<u>43,990</u>	<u>-</u>
DEFICIENCY OF REVENUE OVER EXPENDITURE	\$ <u>(24,852)</u>	\$ <u>(21,900)</u>	\$ <u>-</u>

RED DEER VISITOR AND CONVENTION BUREAU
SCHEDULE OF REVENUE AND EXPENDITURE
HERITAGE RANCH SERVICES
YEAR ENDED DECEMBER 31, 1992

	<u>1992</u> <u>Actual</u>	<u>1992</u> <u>Budget</u>	<u>1991</u> <u>Actual</u>
REVENUE			
Retail sales			
- Food	\$ 21,794	\$ 10,000	\$ -
- Souvenirs	1,714	4,000	-
Catering	10,493	15,000	-
Facility rental	2,528	-	-
Consignment sales - souvenirs	1,169	-	-
Miscellaneous	32	3,500	-
Federal government grant	<u>-</u>	<u>5,000</u>	<u>-</u>
	<u>37,730</u>	<u>37,500</u>	<u>-</u>
EXPENDITURE			
Hourly wage personnel	3,099	4,000	-
Business travel	310	-	-
Bank charges	49	-	-
Advertising	93	-	-
Miscellaneous services	82	-	-
Catering services	7,223	14,250	-
Food spoilage	398	-	-
Goods for resale			
- Food	12,347	8,000	-
- Souvenirs	877	2,000	-
Consignment goods purchased - souvenirs	512	-	-
General supplies	1,385	3,000	-
Contributions to City of Red Deer - capital	<u>2,500</u>	<u>14,075</u>	<u>-</u>
	<u>28,875</u>	<u>45,325</u>	<u>-</u>
EXCESS (DEFICIENCY) OF REVENUE OVER EXPENDITURE	\$ <u>8,855</u>	\$ <u>(7,825)</u>	\$ <u>-</u>

RED DEER VISITOR AND CONVENTION BUREAU

SCHEDULE OF REVENUE AND EXPENDITURE

THE CROSSING

YEAR ENDED DECEMBER 31, 1992

	<u>1992</u> <u>Actual</u>	<u>1992</u> <u>Budget</u>	<u>1991</u> <u>Actual</u>
REVENUE			
Federal government grant - survey	\$ 8,178	\$ 10,000	\$ 19,495
Provincial government grants	<u>-</u>	<u>-</u>	<u>13,650</u>
	<u>8,178</u>	<u>10,000</u>	<u>33,145</u>
EXPENDITURE			
Advertising	2,046	750	305
Proposal development	1,391	5,000	-
Heritage Ranch survey	10,566	10,000	37,837
General supplies	<u>166</u>	<u>250</u>	<u>1,145</u>
	<u>14,169</u>	<u>16,000</u>	<u>39,287</u>
DEFICIENCY OF REVENUE OVER EXPENDITURE	\$ <u>(5,991)</u>	\$ <u>(6,000)</u>	\$ <u>(6,142)</u>

RED DEER VISITOR AND CONVENTION BUREAU

SCHEDULE OF REVENUE AND EXPENDITURE

EVENTS/RESOURCES

YEAR ENDED DECEMBER 31, 1992

	1992 <u>Actual</u>	1992 <u>Budget</u>	1991 <u>Actual</u>
REVENUE			
Workshop fees	\$ 2,912	\$ 1,600	\$ 843
Reimbursement of airshow expenses	2,270	2,750	1,268
Further Education Council grant	<u>40</u>	<u>3,750</u>	<u>56</u>
	<u>5,222</u>	<u>8,100</u>	<u>2,167</u>
EXPENDITURE			
Salaries	600	2,000	-
Hourly wage personnel	-	750	-
Business travel	-	400	-
Seminar and conference travel	150	-	-
Postage	345	750	112
Telephone	10	-	-
Advertising	1,258	620	1,215
Subscriptions and publications	-	-	36
Other professional services	195	-	144
Honorariums for speakers	725	2,580	3
Contractual services	809	1,050	811
General supplies	759	350	216
Stationery supplies	<u>-</u>	<u>50</u>	<u>-</u>
	<u>4,851</u>	<u>8,550</u>	<u>2,537</u>
EXCESS (DEFICIENCY) OF REVENUE OVER EXPENDITURE	\$ <u>371</u>	\$ <u>(450)</u>	\$ <u>(370)</u>

RED DEER VISITOR AND CONVENTION BUREAU

SCHEDULE OF REVENUE AND EXPENDITURE

MEMBERSHIP SERVICES

YEAR ENDED DECEMBER 31, 1992

	1992 <u>Actual</u>	1992 <u>Budget</u>	1991 <u>Actual</u>
REVENUE			
Membership fees and events	\$ <u>10,248</u>	\$ <u>12,625</u>	\$ <u>6,216</u>
EXPENDITURE			
Salaries	5,280	5,250	-
Membership fees	-	-	33
Postage	1,368	900	975
Advertising	1,231	1,300	693
Training courses	-	1,000	328
Other professional services	-	-	120
Member events	1,409	900	1,645
Contractual services	235	700	-
General supplies	901	1,000	833
Stationery supplies	<u>135</u>	<u>300</u>	<u>544</u>
	<u>10,559</u>	<u>11,350</u>	<u>5,171</u>
EXCESS (DEFICIENCY) OF REVENUE OVER EXPENDITURE	\$ <u>(311)</u>	\$ <u>1,275</u>	\$ <u>1,045</u>

RED DEER VISITOR AND CONVENTION BUREAU**SCHEDULE OF REVENUE AND EXPENDITURE****HOSPITALITY IMPROVEMENT SEMINARS****YEAR ENDED DECEMBER 31, 1992**

	1992 <u>Actual</u>	1992 <u>Budget</u>	1991 <u>Actual</u>
REVENUE			
Seminar fees	\$ 12,017	\$ 8,700	\$ 7,969
Provincial government grants	<u> -</u>	<u> 200</u>	<u> 15</u>
	<u>12,017</u>	<u>8,900</u>	<u>7,984</u>
EXPENDITURE			
Salaries	3,125	2,500	-
Business travel	26	-	-
Postage	15	-	7
Advertising	642	550	535
Seminar materials	1,314	1,050	1,298
Equipment and room rental	153	400	-
Insurance	-	-	1,892
Seminar instructors	6,180	4,500	5,119
Meals and coffee	1,512	1,500	1,442
Stationery supplies	<u> -</u>	<u> 300</u>	<u> -</u>
	<u>12,967</u>	<u>10,800</u>	<u>10,293</u>
DEFICIENCY OF REVENUE OVER EXPENDITURE	\$ <u>(950)</u>	\$ <u>(1,900)</u>	\$ <u>(2,309)</u>

RED DEER VISITOR AND CONVENTION BUREAU

SCHEDULE OF REVENUE AND EXPENDITURE

DAVID THOMPSON TOURIST COUNCIL

YEAR ENDED DECEMBER 31, 1992

	1992 <u>Actual</u>	1992 <u>Budget</u>	1991 <u>Actual</u>
REVENUE	\$ _____	\$ _____	\$ _____
EXPENDITURE			
Tourist guide	1,125	1,150	4,758
Membership fees	10,300	10,000	-
Regional map	1,270	1,200	-
Other professional services	-	-	1,906
Motor Coach Tour program	<u>1,442</u>	<u>1,400</u>	<u>7,725</u>
	<u>14,137</u>	<u>13,750</u>	<u>14,389</u>
DEFICIENCY OF REVENUE OVER EXPENDITURE	\$ <u>(14,137)</u>	\$ <u>(13,750)</u>	\$ <u>(14,389)</u>

RED DEER VISITOR AND CONVENTION BUREAU**SCHEDULE OF REVENUE AND EXPENDITURE****MARKETING AND PROMOTION****YEAR ENDED DECEMBER 31, 1992**

	1992 <u>Actual</u>	1992 <u>Budget</u>	1991 <u>Actual</u>
REVENUE			
Federal government grants	\$ 2,805	\$ -	\$ -
Advertising and publications	33,930	28,440	21,255
Contributions from partners	7,182	18,900	4,560
Provincial government grants	2,471	19,750	5,935
Sales of maps	2,110	3,150	-
Sales of convention materials	<u>1,063</u>	<u>3,800</u>	-
	<u>49,561</u>	<u>74,040</u>	<u>31,750</u>
EXPENDITURE			
Salaries	8,868	9,500	-
Business travel	655	600	251
Postage	980	800	984
Advertising and publications	31,136	51,900	24,620
Convention services	1,280	7,200	666
Miscellaneous services	1,151	3,800	5,594
Contractual services	11,934	6,150	9,307
General supplies	1,131	8,450	3,151
Stationery supplies	169	250	-
Contribution to Regional Tourism Partnership	<u>4,300</u>	<u>4,000</u>	<u>2,610</u>
	<u>61,604</u>	<u>92,650</u>	<u>47,183</u>
DEFICIENCY OF REVENUE OVER EXPENDITURE	\$ (12,043)	\$ (18,610)	\$ (15,433)

RED DEER VISITOR AND CONVENTION BUREAU
SCHEDULE OF REVENUE, EXPENDITURE AND TRANSFERS
HIGHWAY 2 SIGN
YEAR ENDED DECEMBER 31, 1992

	1992 <u>Actual</u>	1992 <u>Budget</u>	1991 <u>Actual</u>
REVENUE			
Contributions from the City of Red Deer	\$ -	\$ -	\$ 7,000
Miscellaneous revenue	-	4,300	400
Provincial government grants	<u>-</u>	<u>30,000</u>	<u>-</u>
	<u>-</u>	<u>34,300</u>	<u>7,400</u>
EXPENDITURE			
Other professional services	-	2,000	-
Miscellaneous services	<u>-</u>	<u>40,000</u>	<u>-</u>
	<u>-</u>	<u>42,000</u>	<u>-</u>
EXCESS (DEFICIENCY) OF REVENUE OVER EXPENDITURE	-	(7,700)	7,400
TRANSFERS TO RESERVES	<u>-</u>	<u>-</u>	<u>(7,400)</u>
EXCESS (DEFICIENCY) AFTER TRANSFERS	\$ <u>-</u>	\$ <u>(7,700)</u>	\$ <u>-</u>

RED DEER VISITOR AND CONVENTION BUREAU
SCHEDULE OF REVENUE AND EXPENDITURE
SOUVENIRS
YEAR ENDED DECEMBER 31, 1992

	1992 <u>Actual</u>	1992 <u>Budget</u>	1991 <u>Actual</u>
REVENUE			
Retail sales	\$ 4,352	\$ 11,000	\$ 8,703
Wholesale sales	2,153	5,000	2,664
Federal government grants	-	-	515
Miscellaneous revenue	<u>-</u>	<u>-</u>	<u>480</u>
	<u>6,505</u>	<u>16,000</u>	<u>12,362</u>
EXPENDITURE			
Salaries	2,477	3,000	-
Advertising	208	900	808
Miscellaneous services	-	-	2,055
Goods for resale	1,672	9,000	6,591
General supplies	408	300	275
Funding of capital expenditures	<u>-</u>	<u>-</u>	<u>150</u>
	<u>4,765</u>	<u>13,200</u>	<u>9,879</u>
EXCESS OF REVENUE OVER EXPENDITURE	\$ <u>1,740</u>	\$ <u>2,800</u>	\$ <u>2,483</u>

NO. 11

DATE: April 14, 1993
TO: City Clerk
FROM: Fire Chief
RE: WINDSOR HOTEL FIRE, APRIL 3, 1993

The following is provided for the information of Council.

The original call was received by the 9-1-1 dispatcher at 10:30 p.m., the caller indicating that smoke was issuing from the Windsor Hotel. In accordance with standard operating procedures, all three fire stations were dispatched.

As Chief Officer on call that evening, I was notified of the fire and arrived on scene at approximately 10:36 p.m. At this time, fire was showing through the roof at the centre of the building. Because this was an unoccupied building, and structural conditions within not readily known, incoming units were advised not to attempt an interior fire attack, and were advised to set up exterior fire operations.

Special calls were made for additional aerial streams and ground monitor streams, as well as calls for additional fire fighters to strengthen fire ground requirements, and provide staffing at the downtown fire station to handle other emergencies in the City.

The Water Treatment Plant was notified to expect fire flows of up to 4,000 gallons per minute.

Electric Light & Power personnel were notified to "kill power" adjoining the operations area to prevent live contact between power lines, and fire fighters and aerial apparatus.

Because of the amount of water flowing, runoff water filled underground utility vaults, and Public Works personnel were called out to pump the vaults to prevent flooding of adjoining buildings. Public Works crews also assisted with barricading roads, and provided fuel for fire apparatus.

The R.C.M.P. provided excellent crowd control throughout the incident.

Northwestern Utilities personnel assisted in cutting off natural gas to the hotel and adjoining threatened buildings.

At approximately 11:30 p.m., a second Chief Officer was called to the scene to assist in incident management. The City Commissioner responded to the incident at about this time and was advised as to the planning tactics of the operation.

Fire fighters were successful in controlling the fire in the south wing of the hotel, thus preventing extension of the fire to the adjoining buildings.

The fire was considered under control at 8:30 a.m. the following day, and most called-in staff were released. A pump and aerial crew remained on scene until 3:00 p.m. overhauling "hot spots". The R.C.M.P. provided security on the building until the afternoon of April 5th to prevent unauthorized entry.

City Clerk
 April 14, 1993
 Page 2

On April 6th, arrangements were made to demolish the upper floor of the building to prevent accidental collapse, and to allow fire investigators access to the structure for investigation purposes.

Costs to the Fire Department incurred as a result of this fire are as follows:

Overtime wage costs	\$ 12,741.00
Meal costs	\$ 140.00
City Garage (fuel)	\$ 105.98
City Garage (labour)	\$ 224.00
Other City department costs:	
Public Works (pumping vault, thaw catch basin, barricading)	
Labour	\$ 1,965.60
Equipment	\$ 1,620.75
E.L. & P.	
Labour	\$ 1,438.80
Equipment	\$ 161.70
TOTAL	\$ 18,397.83

Respectfully submitted.



Robert Oscroft
 Fire Chief

RO/dd



NO. 1

VILLAGE OF BELCARRA

4084 BEDWELL BAY ROAD, BELCARRA, B.C. V3H 4P8
TELEPHONE (604) 939-4411 FAX 939-5034

March 16, 1993

Her Worship Mayor Gail Surkan
City of Red Deer
P.O. Box 5008
Red Deer, Alberta
T4N 3T4

Dear Mayor and Councillors,

Recently, there has been considerable media attention regarding an apparent rise in youth oriented crime in Canada. The actions of young offenders do not appear to receive the same focus of the courts as those committed by adults.

In December 1992, the Village of Belcarra (population 600) passed a resolution (attached) asking the Justice Minister to review the **Young Offenders Act**, with a view to introducing amendments to better protect our society. In particular, we are concerned about the impact of the repeat offender on society. Council believes that, although most of us cannot stop the crime committed, we can perhaps address the matter of the legislation which permits some members of society to avoid prosecution.

We are pleased to have received strong support for our initiative. Over two-thirds of the B.C. Municipalities and Regional Districts contacted supported our resolution. Many Councils not only shared our concerns, but took the time to add comments and send copies of their correspondence to other groups who concurred with our efforts.

Encouraged by the extremely strong support from Municipal Councils in B.C., we are taking this issue across Canada and we respectfully request that your Council consider endorsement of the attached resolution. Copies of such endorsement should be sent to both your local **Member of Parliament** and to:

**The Minister of Justice,
Justice Building,
Kent & Wellington Street,
Ottawa, Ontario
K1A 0H8**

Attention: The Hon. Pierre Blais, Minister

In particular, we were extremely pleased to have been offered the full support of the **City of Langley**. They realized the limited resources of our Village and are underwriting this mailing to members of the **Federation of Canadian Municipalities**.

After we have received letters of endorsement from across Canada, we propose to package all the original endorsements and make a formal presentation to the Minister of Justice with maximum media coverage through television and press releases. We are hopeful that this presentation can be made sometime in June 1993.

Last year the Canadian people spoke clearly about the Unity Issue. If the Government learned from that experience, we expect they will act on this initiative. The timing will probably be such that this may become an Election Issue, and, as such, will gain strength.

I would again like to express our thanks to the **City of Langley** for their very much appreciated support and contribution.

Please direct your replies to Mr. Michael Cotton, of the Belcarra Protective Services Committee, 4152 Marine Avenue, Belcarra, B.C. , V3H 4P9, or telephone (604) 936-3263.

Thank you for your consideration of this very important initiative.

Yours very truly,
VILLAGE OF BELCARRA



Ralph Drew
MAYOR

MLC/mc
Enclosures



VILLAGE OF BELCARRA

4084 BEDWELL BAY ROAD, BELCARRA, B.C. V3H 4P8
 TELEPHONE (604) 939-4411 FAX 939-5034

WHEREAS it would appear that the Young Offenders Act of Canada, as currently enacted, is inadequate for the needs of modern society;

AND WHEREAS young offenders in Canada appear to enjoy an extraordinary status under this Act which may not achieve the appropriate balance between the rights of young offenders and those of society as a whole;

THEREFORE BE IT RESOLVED:

THAT the Solicitor General of Canada be requested to review the current Young Offenders Act, with all relevant parties, for the purpose of identifying needed changes to improve the Act.

MAYOR

CLERK

NOTE:

This resolution and attached Schedule "A" is being circulated to all Municipal Councils in the Province of British Columbia for their consideration.

SCHEDULE "A"

REVISION OF THE YOUNG OFFENDERS ACT

The following concerns are suggested areas which may be further investigated during a review of the Young Offenders Act.

While the Act appears to adequately serve the needs of first-time offenders, many Canadians are worried that it does not provide satisfactory protection to the public against the criminal actions of chronic or repeat offenders.

As a result, the Village of Belcarra urges the Federal Government to undertake a revision of the Young Offenders Act, so that it will adequately protect the public from the criminal actions of young offenders.

While the Young Offenders Act seems to recognize the importance of public protection in Canada, we would draw your attention to the following excerpt:

Section 3 (1) (b) :

" Society must, although it has the responsibility to take reasonable measures to prevent criminal conduct by young persons, be afforded the necessary protection from illegal behaviour; "

It would appear there is little in the Act that will afford protection from illegal behaviour of the young offenders. Specifically, the following areas might be considered as a guide to concerns currently held by the general public:

- a) Adequate protection of the general public from the young offender.
- b) A viable way to protect and assist law enforcement officers as they attempt to enforce the Act.
- c) The protection of under-age people, who may be directly influenced by a criminal element, or who may be acting as a result of peer pressure. These individuals would not normally commit a crime, however, neither are they adequately protected under the Act.
- d) Review of the " rehabilitation " program for young offenders, with a view of providing recommendations to improve existing guide-lines.



Royal
Canadian
Mounted
Police

Gendarmerie
royale
du
Canada

72

Security Classification / Designation
Classification / Désignation sécuritaire

30 MAR 93

Your file Votre référence

Our file Notre référence

C. SEVCIK
City Clerk
City of Red Deer
P.O. Box 5004
Red Deer, Alberta
T4N 3T4

Dear Mr. SEVCIK:

Re: Village of Belcarra - Young Offenders Act

In reply to your forwarding minute of March 24, 1993, I support the Village of Belcarra's resolution in principle and I feel three amendments would enhance the effectiveness of the Young Offenders Act.

(a) *Amend Section 2(1) of the Act as follows:*

- i "Child" means a person who is or, in the absence of evidence to the contrary, appears to be under the age of ten years.*
- ii "Young Person" means a person who is or, in the absence of evidence to the contrary, appears to be ten years of age or more, but under sixteen years of age and, where the context requires, includes any person who is charged under this Act with having committed an offence while he was a young person or is found guilty of an offence under this Act.*

(b) *Create an offence for an adult who contributes to a young person becoming a Young Offender, similar to the old juvenile delinquents act.*

All sections throughout the act referring to age should be amended accordingly. Example, where the act refers to fourteen years of age the amendment should read twelve years of age, etc.

... /2

Re: Village of Belcarra - Young Offenders Act

Young people are committing offences at a younger age now than they did a few years ago. I feel the Young Offenders Act is quite adequate except it dealt with an incorrect age grouping. Therefore, I recommend the lowering of the age by two years throughout the act.

In reference to "b" above, I feel that adults who encourage or lead young people in committing a crime should be punished in addition to being punished for the original offence. Example: If two adults and two young offenders are caught committing theft then all four should be charged with theft plus the two adults should be charged with contributing towards a young person's delinquency. Any sentence should run consecutively from any other sentence.

If I can be of any further assistance do not hesitate to contact me.

Yours truly,



**(R.L. BEATON) Insp.
Officer In Charge
Red Deer City Detachment**

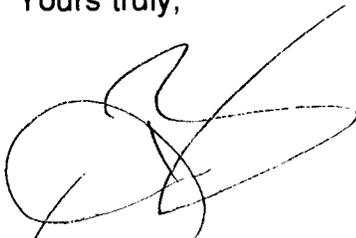
**Red Deer City Detachment
P.O. Bag #5033
Red Deer, Alberta
T4N 6A1**

DATE: APRIL 14, 1993
TO: CITY COUNCIL
FROM: CHAIRMAN, POLICING COMMITTEE
RE: VILLAGE OF BELCARRA - YOUNG OFFENDERS ACT.

We support and endorse any efforts on the part of individuals or any particular level of government, if those efforts are aimed at solving current difficulties that exist with respect to the enforcement of the criminal law of Canada as it pertains to Young Offenders.

Accordingly, we support your petition and would add our voice to yours in the hope that legislative amendments can be implemented as soon as reasonably possible.

Yours truly,



JAMES B. MITCHELL
CHAIRMAN
RED DEER POLICING COMMITTEE
/s/

Commissioners' Comments

Council's direction is requested.

"G. SURKAN"
Mayor

"M.C. DAY"
City Commissioner

TO:

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

FROM:

CITY CLERK

RE: VILLAGE OF BELCARRA - YOUNG OFFENDERS ACT

Please submit comments on the attached to this office by APRIL 19

for the Council Agenda of APRIL 26


C. SEVCIK
City Clerk

TO:

- DIRECTOR OF COMMUNITY SERVICES
- DIRECTOR OF ENGINEERING SERVICES
- DIRECTOR OF FINANCIAL SERVICES
- BYLAWS & INSPECTIONS MANAGER
- CITY ASSESSOR
- COMPUTER SERVICES MANAGER
- ECONOMIC DEVELOPMENT MANAGER
- E.L. & P. MANAGER
- ENGINEERING DEPARTMENT MANAGER
- FIRE CHIEF
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- PERSONNEL MANAGER
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- RECREATION & CULTURE MANAGER
- SOCIAL PLANNING MANAGER
- TRANSIT MANAGER
- TREASURY SERVICES MANAGER
- PRINCIPAL PLANNER
- CITY SOLICITOR
- POLICING COMMITTEE

FROM:

CITY CLERK

RE: VILLAGE OF BELCARRA - YOUNG OFFENDERS ACTPlease submit comments on the attached to this office by APRIL 19for the Council Agenda of APRIL 26.


C. SEVCIK
City Clerk



No. 1

VILLAGE OF BELCARRA

4084 BEDWELL BAY ROAD, BELCARRA, B.C. V3H 4P8
 TELEPHONE (604) 939-4411 FAX 939-5034

March 16, 1993

Her Worship Mayor Gail Surkan
 City of Red Deer
 P.O. Box 5008
 Red Deer, Alberta
 T4N 3T4

Dear Mayor and Councillors,

Recently, there has been considerable media attention regarding an apparent rise in youth oriented crime in Canada. The actions of young offenders do not appear to receive the same focus of the courts as those committed by adults.

In December 1992, the Village of Belcarra (population 600) passed a resolution (attached) asking the Justice Minister to review the **Young Offenders Act**, with a view to introducing amendments to better protect our society. In particular, we are concerned about the impact of the repeat offender on society. Council believes that, although most of us cannot stop the crime committed, we can perhaps address the matter of the legislation which permits some members of society to avoid prosecution.

We are pleased to have received strong support for our initiative. Over two-thirds of the B.C. Municipalities and Regional Districts contacted supported our resolution. Many Councils not only shared our concerns, but took the time to add comments and send copies of their correspondence to other groups who concurred with our efforts.

Encouraged by the extremely strong support from Municipal Councils in B.C., we are taking this issue across Canada and we respectfully request that your Council consider endorsement of the attached resolution. Copies of such endorsement should be sent to both your local **Member of Parliament** and to:

**The Minister of Justice,
 Justice Building,
 Kent & Wellington Street,
 Ottawa, Ontario
 K1A 0H8**

Attention: The Hon. Pierre Blais, Minister

MAR 21 1993

0174 0 DEER

In particular, we were extremely pleased to have been offered the full support of the **City of Langley**. They realized the limited resources of our Village and are underwriting this mailing to members of the **Federation of Canadian Municipalities**.

After we have received letters of endorsement from across Canada, we propose to package all the original endorsements and make a formal presentation to the Minister of Justice with maximum media coverage through television and press releases. We are hopeful that this presentation can be made sometime in June 1993.

Last year the Canadian people spoke clearly about the Unity Issue. If the Government learned from that experience, we expect they will act on this initiative. The timing will probably be such that this may become an Election Issue, and, as such, will gain strength.

I would again like to express our thanks to the **City of Langley** for their very much appreciated support and contribution.

Please direct your replies to Mr. Michael Cotton, of the Belcarra Protective Services Committee, 4152 Marine Avenue, Belcarra, B.C. , V3H 4P9, or telephone (604) 936-3263.

Thank you for your consideration of this very important initiative.

Yours very truly,
VILLAGE OF BELCARRA



Ralph Drew
MAYOR

MLC/mc
Enclosures



VILLAGE OF BELCARRA

4084 BEDWELL BAY ROAD, BELCARRA, B.C. V3H 4P8
 TELEPHONE (604) 939-4411 FAX 939-5034

WHEREAS it would appear that the Young Offenders Act of Canada, as currently enacted, is inadequate for the needs of modern society;

AND WHEREAS young offenders in Canada appear to enjoy an extraordinary status under this Act which may not achieve the appropriate balance between the rights of young offenders and those of society as a whole;

THEREFORE BE IT RESOLVED:

THAT the Solicitor General of Canada be requested to review the current Young Offenders Act, with all relevant parties, for the purpose of identifying needed changes to improve the Act.

M A Y O R

C L E R K

NOTE:

This resolution and attached Schedule "A" is being circulated to all Municipal Councils in the Province of British Columbia for their consideration.

SCHEDULE "A"

REVISION OF THE YOUNG OFFENDERS ACT

The following concerns are suggested areas which may be further investigated during a review of the Young Offenders Act.

While the Act appears to adequately serve the needs of first-time offenders, many Canadians are worried that it does not provide satisfactory protection to the public against the criminal actions of chronic or repeat offenders.

As a result, the Village of Belcarra urges the Federal Government to undertake a revision of the Young Offenders Act, so that it will adequately protect the public from the criminal actions of young offenders.

While the Young Offenders Act seems to recognize the importance of public protection in Canada, we would draw your attention to the following excerpt:

Section 3 (1) (b) :

" Society must, although it has the responsibility to take reasonable measures to prevent criminal conduct by young persons, be afforded the necessary protection from illegal behaviour; "

It would appear there is little in the Act that will afford protection from illegal behaviour of the young offenders. Specifically, the following areas might be considered as a guide to concerns currently held by the general public:

- a) Adequate protection of the general public from the young offender.
- b) A viable way to protect and assist law enforcement officers as they attempt to enforce the Act.
- c) The protection of under-age people, who may be directly influenced by a criminal element, or who may be acting as a result of peer pressure. These individuals would not normally commit a crime, however, neither are they adequately protected under the Act.
- d) Review of the " rehabilitation " program for young offenders, with a view of providing recommendations to improve existing guide-lines.

RED DEER INTERNATIONAL AIRSHOW

12 April 1993

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

Attn: Mayor Surkan and Council

Dear Mayor Surkan and Council Members,

RE: RED DEER INTERNATIONAL AIRSHOW AND FEATURE ACT "THE SNOWBIRDS"

The Red Deer Airshow Association are pleased to announce The Snowbirds will be the feature act of our 1993 10th Anniversary Airshow.

As part of their promotion program the Snowbirds flyover populated areas if the governing council grant permission. The Airshow feel this is a very positive and often moving experience for the residents, many of whom do not see the Snowbirds on a routine basis.

All maneuvers in the flyover are conducted at altitudes and separations which exceed M.O.T. requirements and the strict safety code of the Airshow that the Snowbirds and the Canadian Military are adhered to.

We respectfully request your response at your earliest convenience to enable the Snowbirds to flyover the community on July 29th, July 31st and August 1st.

We thank you for your cooperation.

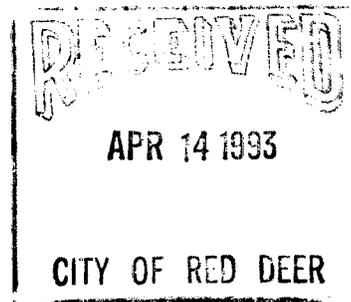
Sincerely,
RED DEER AIRSHOW ASSOCIATION



Dennis Cooper
President

DC*sd

Commissioners' Comments



We would recommend Council grant the permission as requested.

"G. SURKAN", Mayor

"M.C. DAY", City
Commissioner



THE CITY OF RED DEER

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

FAX: (403) 346-6195

City Clerk's Department (403) 342-8132

April 28, 1993

Red Deer Airshow Association
 #208, 4911 - 51 Street
 Red Deer, Alberta
 T4N 6V4

ATTENTION: MR. DENNIS COOPER - PRESIDENT

Dear Sir:

RE: RED DEER INTERNATIONAL AIRSHOW AND FEATURE ACT "SNOWBIRDS"

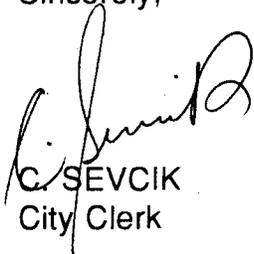
Your letter of April 12, 1993, pertaining to the above was considered at the Council Meeting of April 26, 1993, and at which meeting Council passed the following motion granting permission to the Snowbirds to fly over the City of Red Deer during the International Airshow:

"RESOLVED that Council of The City of Red Deer hereby grants permission to the Snow Birds to fly over The City of Red Deer on July 29 & 31, and August 1, 1993."

The decision of Council in this instance is submitted for your information and I trust you will find same satisfactory.

On behalf of Council I wish to take this opportunity of wishing you every success in this event.

Sincerely,



C. SEVCIK
 City Clerk

CS/cjd

cc: City Commissioners
 Director of Engineering Services
 Airport Supervisor



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 to discover!*

**THE CITY OF RED DEER**

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

FAX: (403) 346-6195

OFFICE OF THE MAYOR
(403) 342-8155

April 29, 1993

Office of the Minister of Justice
Justice Building
Kent & Wellington Street
Ottawa, Ontario
K1A 0H8

Attention: The Honourable Pierre Blais

Dear Sir:

RE: THE YOUNG OFFENDERS ACT

At the Council meeting of The City of Red Deer held on April 26, 1993, a resolution passed by the Village of Belcarra requesting the Justice Minister to review the Young Offenders Act, with all relevant parties, for the purpose of identifying needed changes to improve the Act, received consideration.

Council of The City of Red Deer endorses the resolution of the Village of Belcarra requesting the Justice Minister to review the Young Offenders Act, and in addition supports amendments to the said Act as suggested by the City's Officer-In-Charge, Red Deer City Detachment, Inspector R. L. Beaton. In this regard, I am enclosing Inspector Beaton's letter of March 30, 1993 wherein his suggested changes to the Act are outlined.

Council was unanimous in its position that the current legislation is wanting and needs review. However, this position is also tempered by the view that a wider review is necessary to strike a balance between the protection of society and the interests of the young offender. While we cannot, nor should not overlook the crimes of repeat offenders, an even bigger crime is our failure to rehabilitate those youthful members of our society who have gone astray. Thus what we are advocating in this review is a holistic approach and not just a simple get tough solution.

...../2



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to discover!*

Office of the Minister of Justice

Page 2

April 29, 1993

We thank you for your consideration and look forward with hope to an expeditious review and resultant changes that will be in the best interest of society in general and our youth in particular.

Sincerely,



Gail D. Surkan
Mayor

CS/dh

c.c. Mr. Doug Fee, M.P.
Members of Council
Inspector R. Beaton
Policing Committee
City Clerk
Village of Belcarra



30 MAR 93

Your file Votre référence

Our file Notre référence

C. SEVCIK
City Clerk
City of Red Deer
P.O. Box 5004
Red Deer, Alberta
T4N 3T4

Dear Mr. SEVCIK:

Re: Village of Belcarra - Young Offenders Act

In reply to your forwarding minute of March 24, 1993, I support the Village of Belcarra's resolution in principle and I feel three amendments would enhance the effectiveness of the Young Offenders Act.

(a) *Amend Section 2(1) of the Act as follows:*

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(b) *Create an offence for an adult who contributes to a young person becoming a Young Offender, similar to the old juvenile delinquents act.*

All sections throughout the act referring to age should be amended accordingly. Example, where the act refers to fourteen years of age the amendment should read twelve years of age, etc.

... /2

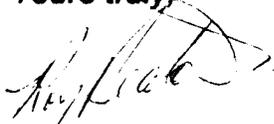
Re: Village of Belcarra - Young Offenders Act

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In reference to "b" above, I feel that adults who encourage or lead young people in committing a crime should be punished in addition to being punished for the original offence. Example: If two adults and two young offenders are caught committing theft then all four should be charged with theft plus the two adults should be charged with contributing towards a young person's delinquency. Any sentence should run consecutively from any other sentence.

If I can be of any further assistance do not hesitate to contact me.

Yours truly,



**(R.L. BEATON) Insp.
Officer In Charge
Red Deer City Detachment**

**Red Deer City Detachment
P.O. Bag #5033
Red Deer, Alberta
T4N 6A1**

NO. 3



March 29, 1993

Mr. Charlie Sevcik
 City Clerk
 The City of Red Deer
 City Hall
 P.O. Box 5008
 Red Deer, Alberta
 T4N 3T4

Dear Sir:

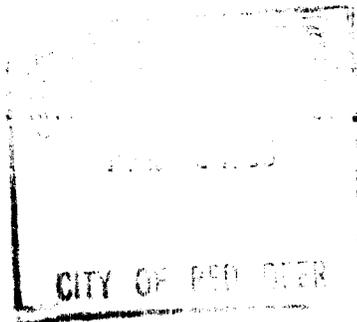
Hook Outdoor Advertising requests an opportunity to make a presentation to the City of Red Deer mayor and council on April 26, 1993. We will present Hook Outdoor Advertising to council and the merits of outdoor advertising in the City of Red Deer.

Please confirm this request by contacting the undersigned.

Thank you very much for your attention to this matter.

Yours truly,

Robert Clarkson
 Leasing Representative



RC/skn

Commissioners' Comments

Arrangements have been made with Hook for a 15 minute (approximately) presentation commencing at 4:30 p.m.

"G. SURKAN", Mayor

"M.C. DAY", City Commissioner

Hook Outdoor Advertising

17206 - 108 Avenue, Edmonton, Alberta T5S 1E8
 Phone (403)483-3073 Fax (403)489-3452

Calgary
 Edmonton
 Regina
 Saskatoon
 Winnipeg

A Division of
 Jim Pattison
 Enterprises Ltd.

**THE CITY OF RED DEER**

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

FAX: (403) 346-6195

City Clerk's Department 342-8132

April 15, 1993

Hook Outdoor Advertising
17206 - 108 Avenue
Edmonton, Alberta
T5S 1E8

ATTENTION: ROBERT CLARKSON, LEASING REPRESENTATIVE

Dear Sir:

RE: REQUEST TO MAKE A PRESENTATION TO COUNCIL OF THE CITY OF RED DEER ON APRIL 26, 1993

Further to your letter of March 29, 1993, concerning the above topic, this is to confirm that you will be making a presentation to City Council on the above noted date with the duration of same to be approximately 15 minutes.

As I had indicated in our telephone conversation of April 14, 1993, you are scheduled to appear before Council at 4:30 p.m. I would ask that you please enter the doors which face City Hall Park (west doors) and then proceed to the Council Chambers which are located on the second floor.

If you have any questions or require additional information, please do not hesitate to call, otherwise, I look forward to meeting on April 26.

Sincerely,

KELLY KLOSS
Assistant City Clerk
KK/cjd



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to discover!*



THE CITY OF RED DEER

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

FAX: (403) 346-6195

City Clerk's Department (403) 342-8132

April 28, 1993

Hook Outdoor Advertising
17206 - 108 Avenue
Edmonton, Alberta
T5S 1E8

ATTENTION; MR. ROBERT CLARKSON - LEASING REPRESENTATIVE

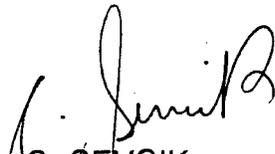
Dear Sir:

I wish to take this opportunity of thanking you along with Mr. Rick Carter and Mr. Richard Hiron for the presentation which you made at the Council Meeting of April 26, 1993. Please be advised that the individual packets which you had given to me for members of Council were distributed to all members of Council following the meeting.

Again we thank you for taking time out of your busy schedule to come to the Council Meeting and trust you will find this satisfactory.

With very best wishes.

Sincerely,

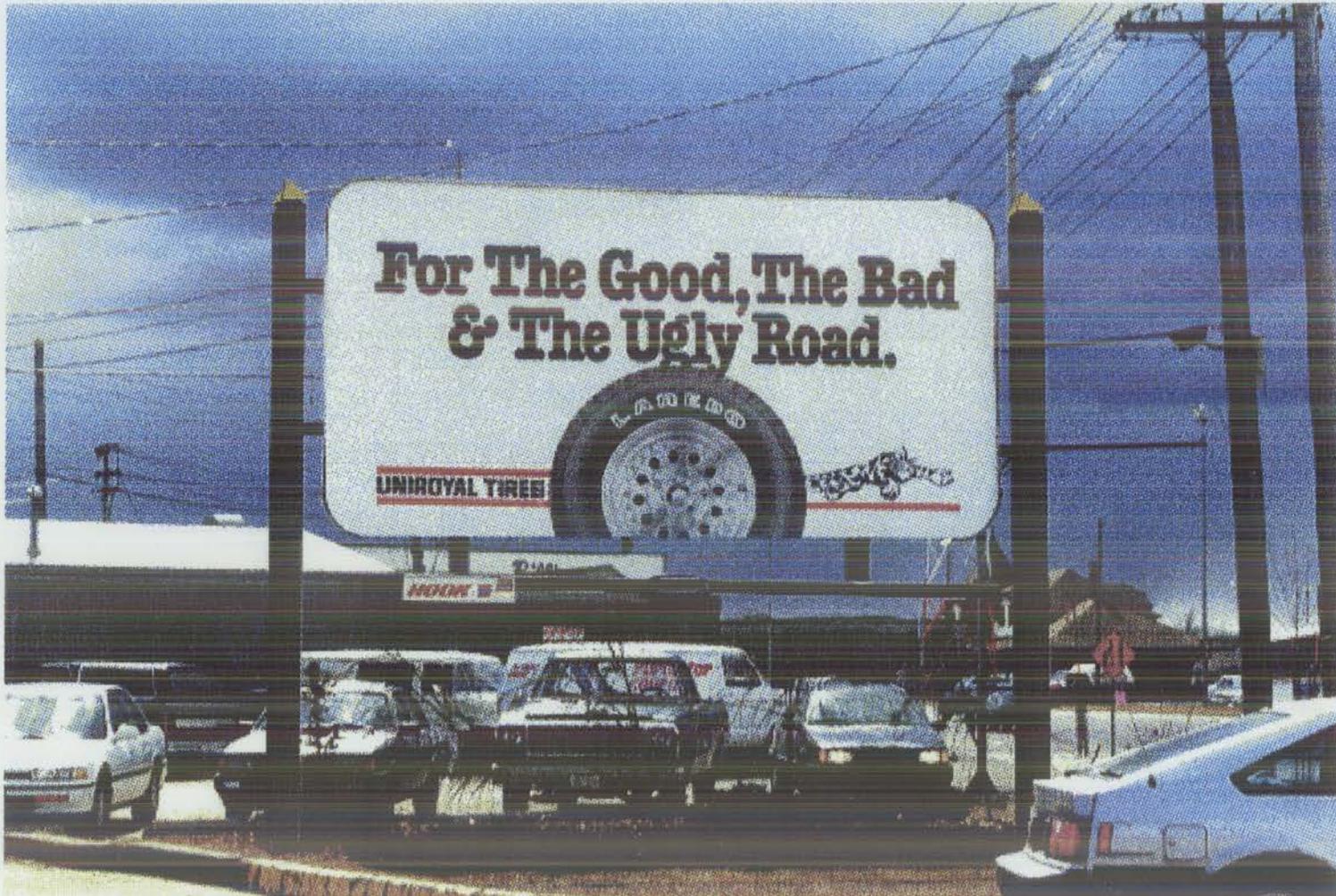


C. SEVCIK
City Clerk

CS/cjd



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BEST ATTAINABLE
IMAGE



BEST ATTAINABLE
IMAGE



BEST ATTAINABLE
IMAGE



BEST ATTAINABLE
IMAGE



**NATIONAL
PAGETTE**
BELL MOBILITY PAGING

Above And Beyond The Call

March 26, 1993

Hook Outdoor Advertising
17206 - 108 Avenue
Edmonton, Alberta
T5S 1E8

Attention: Richard Hiron

Dear Richard,

In the past two years I have done noticeable outdoor billboard advertising with Hook Signs. I have found however, recently that my billboard location choices have been very limited. I feel you do not have enough key locations throughout Red Deer. Some of the road work done within Red Deer has made many of your sign locations less attractive.

The city has completed a major "twining" of Gaetz Avenue (two blocks west) and you have two locations on this new road. Both of these locations are not acceptable to me. If you were to contact the city to install three or four more locations on this new north/south roadway it would be very beneficial to companies I have talked to within Red Deer.

There are other areas throughout the city that would work as well without effecting the environment or appearance of our roadways. Please advise me if you have any future expansion plans.

Regards,

Terry Bodie
Branch Manager



April 6, 1993

Hook Signs
Joy Hinton
17206 - 108th Avenue
Edmonton, Alberta
T5S 1E8

Dear Joy:

I just thought I'd drop you a quick note about outdoor signs in Red Deer. It appears that there is a shortage of billboards in Red Deer.

In today's competitive market place an effective outdoor campaigning is a valuable element of our marketing plans.

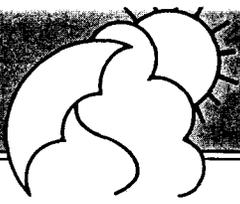
It would be nice to have more boards available.

Yours truly,

Mark Hancock
Marketing/Training Manager

MH/rap

cc: Jodi Green - Palmer Jarvis - Edmonton

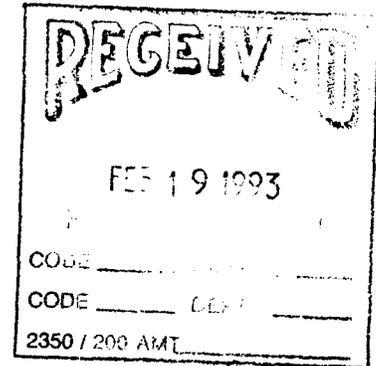


RED DEER CHILD CARE SOCIETY

an umbrella organization serving families since 1970

February 17, 1993

Richard Hiron
Hook Outdoor Advertising
17206 - 108 Avenue
Edmonton, Alberta
T5S 1E8



Dear Richard:

I would like to thank you for your prompt response to our telephone inquiry and for the information sent to us. Though we are very interested in using this medium for advertising, as we recognize the exposure potential, we feel, as a non profit child care society, that your rates are beyond our capabilities.

I thank you again for your follow up and encourage you to please contact me if, in the future, a lower rate becomes available.

Yours truly,

Kim Lee
Director
Red Deer Family Day Home
Red Deer Child Care Society

/kmj

cc: Marketing Committee



Richard Hiron
Account Executive

Hook Outdoor Advertising
17206 - 108 Avenue
Edmonton, Alberta T5S 1E8
Phone (403)483-3073
Fax (403)489-3452



Robert Clarkson
Leasing Representative

Hook Outdoor Advertising
17206 - 108 Avenue
Edmonton, Alberta T5S 1E8
Phone (403)483-3073
Fax (403)489-3452



Rick Carter
General Manager

Hook Outdoor Advertising
17206 - 108 Avenue
Edmonton, Alberta T5S 1E8
Phone (403)483-3073
Fax (403)489-3452
Cellular (403)498-0885

**THE CITY OF RED DEER**

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

FAX: (403) 346-6195

City Clerk's Department 342-8132

April 15, 1993

Hook Outdoor Advertising
17206 - 108 Avenue
Edmonton, Alberta
T5S 1E8

ATTENTION: ROBERT CLARKSON, LEASING REPRESENTATIVE

Dear Sir:

RE: REQUEST TO MAKE A PRESENTATION TO COUNCIL OF THE CITY OF RED DEER ON APRIL 26, 1993

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As I had indicated in our telephone conversation of April 14, 1993, you are scheduled to appear before Council at 4:30 p.m. I would ask that you please enter the doors which face City Hall Park (west doors) and then proceed to the Council Chambers which are located on the second floor.

If you have any questions or require additional information, please do not hesitate to call, otherwise, I look forward to meeting on April 26.

Sincerely,

KELLY KLOSS
Assistant City Clerk
KK/cjd



RED DEER

*a delight
to discover!*

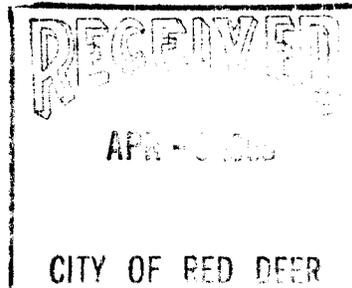
NO. 4

Red Deer Public
School District No. 104
4747 - 53 Street
Red Deer, Alberta
T4N 2E6

Red Deer Catholic
Board of Education
3827 - 39 Street
Red Deer, Alberta
T4N 0Y6

April 5, 1993

The Mayor and Council
City of Red Deer
Box 5008
Red Deer, Alberta
T4N 3T4



Your Worship:

We would like to solicit your support regarding the funding of education in Alberta.

Once again, the Boards of Trustees of the Red Deer school authorities are being asked to consider budgets which do not reflect parity with many other school jurisdictions in Alberta. The expenditures per pupil provided for in these budgets are substantially below the provincial average for this province. The impact of the reductions in educational services to students is of great concern to the citizens of Red Deer.

The reason for the reduced expenditures per pupil can be found on the revenue side of the budget documents. Even with a taxation effort which exceeds the provincial average, the projected revenues fall substantially below the provincial average revenue per pupil.

It is our understanding that the Government of Alberta will be proposing a temporary solution to this problem and addressing the long-range solutions at a later date. While an immediate injection of additional equity funding would be welcomed, we wish to underscore the urgency of a long-range solution. Until taxation equity is achieved, the disparities among school jurisdictions will persist. The potential for a solution which will place all jurisdictions on a more equal footing is clear. The Province of Alberta has the capacity to adequately fund education through a redistribution of resources.

. . . / 2

- 2 -

The Mayor and Council
April 5, 1993

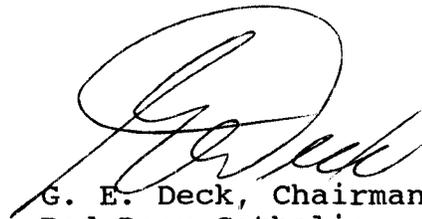
We have seen several proposals put forth for consideration. Each has been received with mixed reactions depending on the specific effects it would produce for individual jurisdictions. Meanwhile, low assessment districts face increasing frustration in trying to manage limited resources and growing enrolments. The failure of the Government of Alberta to address the root cause of the issue adds to the frustration.

We would ask you to support our request that this lingering debate be drawn to a conclusion. It is our belief that most school boards and municipalities in Alberta would welcome an end to the uncertainties and would support a fair resolution. Your intervention with the appropriate Ministers would help in producing a long-term solution to this difficult problem.

Thank you for your consideration.



B. I. Hopfner, Chairman
Red Deer Public
School District



G. E. Deck, Chairman
Red Deer Catholic
Board of Education

DATE: April 19, 1993
TO: City Clerk
FROM: Director of Financial Services
RE: SCHOOL BOARDS - EDUCATION FUNDING

The two Red Deer School Districts are asking Council's support for a request to the Province to implement a long term solution to the problem of equity funding.

As Council is aware, the per capita assessment for Red Deer is below the average of the other Alberta cities. There is a need for the Province to recognize the funding disparities between school districts.

Recommendation

Support the School Board request.



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

AW/jt

Commissioners' Comments

We support the School Board in this matter and would recommend the following course of action:

1. That we sponsor a resolution through AUMA requesting the Province to implement an equitable long term solution to the problem of education funding.
2. That we correspond directly with the MLA's and the Minister regarding not only the principle of the issue but its urgency.
3. That the Mayor personally contact the Premier and the Minister to further underscore the importance of this issue.

"G. SURKAN"
Mayor

"M. C. DAY"
City Commissioner

TO:

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

FROM:

CITY CLERK

RE: SCHOOL BOARDS - EDUCATION FUNDING

Please submit comments on the attached to this office by April 19

for the Council Agenda of April 26/93


 C. SEVCIK
 City Clerk



THE CITY OF RED DEER

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

FAX: (403) 346-6195

City Clerk's Department (403) 342-8132

April 29, 1993

Red Deer Public School Board #104
Red Deer Catholic Board of Education

ATTENTION: B. I. HOPFNER - CHAIRMAN, RED DEER PUBLIC SCHOOL DISTRICT
G. E. DECK - CHAIRMAN, RED DEER CATHOLIC BOARD EDUCATION

Dear Mrs. Hopfner and Mr. Deck:

RE: FUNDING OF EDUCATION IN ALBERTA

I would advise that your joint letter dated April 5, 1993, regarding the funding of education in Alberta was presented on the Council Agenda of April 26, 1993. At which meeting Council passed the following motion:

"RESOLVED that Council of The City of Red Deer having considered correspondence from the Red Deer Public School District #104 and Red Deer Catholic Board of Education pertaining to the funding of education in Alberta, hereby agrees to the following course of action:

1. That we sponsor a resolution through AUMA requesting the Province to implement an equitable long term solution to the problem of education funding.
2. That we correspond directly with the MLA's and the Minister regarding not only the principle of the issue but its urgency.
3. That the Mayor personally contact the Premier and the Minister to further underscore the importance of this issue.

Enclosed herewith, is a copy of correspondence from Mayor Surkan to the Minister. As noted in the resolution passed by Council, the Mayor will also be personally contacting the Premier and the Minister on this important issue.

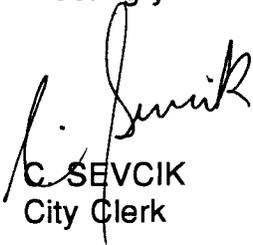


*a delight
to discover!*

Red Deer Public School District #104
Red Deer Catholic Board of Education
April 29, 1993
Page 2

At it's Meeting of May 10, 1993, Council will be considering resolutions for submission to the fall convention of the AUMA. A resolution requesting the province to implement an equitable long term solution to the problem of education funding will be considered at the aforesaid meeting. This office will send you a copy of the resolution which is finally approved by Council for your files.

Trusting you will find this satisfactory.



C. SEVCIK
City Clerk

CS/cjd
Encl.

cc: City Commissioners
Director of Financial Services



THE CITY OF RED DEER

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

FAX: (403) 346-6195

City Clerk's Department (403) 342-8132

April 29, 1993

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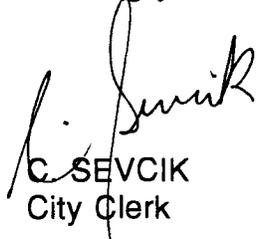


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Red Deer Public School District #104
Red Deer Catholic Board of Education
April 29, 1993
Page 2

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C. SEVCIK
City Clerk

CS/cjd
Encl.

cc: City Commissioners
Director of Financial Services



THE CITY OF RED DEER

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

FAX: (403) 346-6195

OFFICE OF THE MAYOR
(403) 342-8155

May 4, 1993

The Honourable Halvar Johnson
Minister of Education
Room 324 Legislature Building
10080 - 97 Avenue
Edmonton, Alberta
T5K 2B6

Dear Mr. Johnson: *Halvar*

RE: FUNDING OF EDUCATION IN ALBERTA

The two school boards in The City of Red Deer have solicited the support of Council of The City of Red Deer regarding the funding of education in Alberta. Enclosed herewith is a letter from the Red Deer Public School District #104 and the Red Deer Catholic Board of Education which was considered by Council at its meeting of April 26, 1993.

At the aforesaid meeting the following resolution was unanimously passed:

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*a delight
to discover!*

...../2

The Honourable Halvar Johnson

Page 2

May 4, 1993

All of us are aware that the funding disparity between school districts in Alberta is becoming increasingly untenable. The problem is made more pressing by the fact that local jurisdictions with weaker assessment bases are fast approaching the limits of their communities to bear further mill rate increases to compensate for that weakness.

We appreciate the interim assistance to jurisdictions such as Red Deer, provided through Alberta Lotteries as a stop gap measure, but are very anxious that the Alberta Government work with real urgency to find a more permanent long-range solution. From our standpoint, such a solution may be one of the most critical factors in ensuring the long-term financial health of the municipality - not to mention our ability to maximize the potential of our young people.

We trust that you will seriously consider our request and advance, in the near term, a long-range solution which will place all jurisdictions on a more equal footing.

Sincerely,


GAIL D. SURKAN
Mayor

CS/dh

c.c. The Honourable Ralph Klein, Premier
The Honourable Stockwell Day, Red Deer M.L.A. North
Mr. J. Oldring, Red Deer M.L.A. South
Red Deer Public School District #104
Red Deer Catholic Board of Education
Director of Financial Services
City Clerk



THE CITY OF RED DEER

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

FAX: (403) 346-6195

OFFICE OF THE MAYOR
(403) 342-8155

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RED DEER

*a delight
to discover!*

The Honourable Halvar Johnson

Page 2

May 4, 1993

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Sincerely,


GAIL D. SURKAN
Mayor

CS/dh

c.c. The Honourable Ralph Klein, Premier
The Honourable Stockwell Day, Red Deer M.L.A. North
Mr. J. Oldring, Red Deer M.L.A. South
Red Deer Public School District #104
Red Deer Catholic Board of Education
Director of Financial Services
City Clerk

J. M. Douglas

5613 58A ave T4N4V5

Red Deer Ph. 346 3073

NO. 5

your worship & members of Council; April 5 1993

This is the second time that I have appealed to you elected members with regards to "pot holes" in the back of 58A ave. We were promised a load of gravel several years back when this matter was discussed but it was never delivered. Each time I have contacted city hall I am told that this is an unconstructed lane and it would get one grading each year and that was all that it would receive.

As we are at the bottom of the lane the water runs from the lane between 57 street and 56 street and comes into my yard. This gives a problem when we have spring runoff, and after heavy rains. They give us a grading early in April and many times they only come as far as my property then lift the blade and drive through and never touch our part of the lane, which I have asked why not, and I was told by the grader operator not to disturb that part of the lane for fear of large rocks which could cause more harm than good. This lane has been here for more than 65 years, and up a few years ago it was always given the same treatment as other lanes in the city. Most of the city I am told get up to three gradings and at better dates than early in April. In 1991 we had 42 days of rain in June and part of July when our lane was at its worst but they would not look at it because it was graded the first week of April and that was final. There is many lanes in this part of Fairview that are unconstructed which has $\frac{3}{4}$ inch gravel and they have no problems.

I feel that this could be settled once and for all if we could have the lane built up with the loose gravel which is picked up off the street and put in all the pot holes in the lanes.

They (the city) says no to that as there may be glass, wire, or nails, well if there is we have been driving all over the city under these conditions and no one seems to ~~be~~ have trouble.

It would be nice if the city could do something for the home owners for their tax dollars.

I wish to point out that a Mrs. Thompson, who asked the city for gravel for the alley behind 3609 51 ave. which is an unconstructed lane, and the next day she had a load of gravel. If she can have the pot holes repaired, and she is a renter in an upstairs suite why cannot the other people have the same treatment.

I have paid taxes in Red Deer since 1947 and I think that I deserve better treatment than what we receive.

yours truly
Jan Douglas

THE CITY OF RED DEER CLEANUP DEPARTMENT	
RECEIVED	
TIME	2:45
DATE	April 5/93
BY	ds

DATE: April 13, 1993
TO: City Clerk
FROM: Public Works Manager
RE: JIM DOUGLAS - CONDITION OF LANE

In order for Council to deal with this issue, I would like to provide Council with some background on unconstructed lanes.

At one time in the past, any area behind homes in which vehicles travelled was considered a lane and was maintained as such. Over time it was discovered that a small percentage of the lanes required a large portion of the maintenance budget. In reviewing the situation, it was determined that the high maintenance lanes had been the ones which had developed over time and were never constructed to proper engineering standards.

These lanes total 13.4 kilometres. This is approximately 10% of our system, but generates 25% of our complaints.

Council Policy as it relates to unconstructed lanes is covered by Policies 519 and 553, which read as follows.

Policy 519

"City has established the policy of not placing gravel or other improvements on roads and lanes that have not been properly constructed. Improvement can only be made through petition to City Council as either a local improvement or a general benefit project."

Policy 553

"The construction of unconstructed lanes(s) shall be considered by Council upon receipt of a request or petition for same with each request or petition being considered on its own merits."

Specifically, in dealing with Mr. Douglas' concern, contrary to the comments in the letter I am not aware of any time within the last four years that Council has instructed the Public Works Department to place gravel in this lane.

As far as the drainage problem goes we have graded the lane so that the water drains in the centre of the lane, rather than along the side. Mr. Douglas' property is lower than the lane and the only solution for preventing water draining on to his property is for him to build his property up. This is not a recent problem and has probably existed since the house was built.

With respect to the lane grading, our grader operators are very careful when blading behind Mr. Douglas' property because of the large pit-run which was placed there a number of years ago. We have constructed a swale in the lane to reduce the drainage problems for Mr. Douglas. In order to maintain this swale, we can not grade with our large grader. However, every year we make a special point to bring in our small grader to blade this area, just for the lane behind Mr. Douglas' property.

One of the suggestions is to place street sweepings in the lane, but we have resisted this due to the dirty nature of the material and its contamination with nails and glass. This material is on the streets now and being driven on, but it has generally been pushed out of the wheel paths and into the gutters. If we placed the material in lanes it would be in the wheel paths and has the potential to cause tire damage, for which the City may be held liable. We are now stockpiling all but the most contaminated of this material at the Public Works Yard to try reclaiming it by running it through a sieve machine recently purchased by a local contractor.

Mr. Douglas pointed out the instance of Ms. Leora Thompson who came to Council in October of 1991 also with an unconstructed lane situation. At that time, Council formally supported the recommendation that no special maintenance be done and that the residents petition to have the lane constructed. However, at that time, aldermen informally requested gravel be dumped to fill the hole behind Ms. Thompson's property. If exceptions to Council policy are to be made, then we should rewrite the policy and increase the budget.

RECOMMENDATION

We would respectfully recommend that no special maintenance be done on this lane and that Mr. Douglas be encouraged to organize a petition of the property owners abutting the lane to have it properly constructed.



Gordon Stewart, P. Eng.
Public Works Manager

/blm

c Director of Engineering Services

DATE: April 14, 1993
 TO: City Clerk
 FROM: Director of Engineering Services
 RE: **CONDITION OF LANE - 5613-58 A AVENUE
 JIM DOUGLAS**

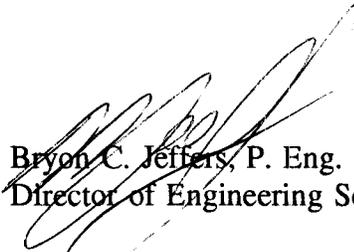
The Public Works Manager has prepared a report for the information of Council on this issue. The report outlines the situation quite thoroughly and I concur with the comments made therein.

Mr. Douglas is quite correct in his statement that he has requested on several occasions that the area behind his lot be better maintained. Our response has been consistent. This is not a "constructed" lane. There is no evidence that the property owners abutting this lane ever paid for its construction. It is our opinion that we are doing other taxpayers, who have paid for a lane, a disservice by expending increasingly scarce maintenance dollars on Mr. Douglas' lane, when there is barely enough to maintain the constructed lanes.

If it is the wish of Council for us to increase the maintenance level in "unconstructed" lanes, then we will require authorization to exceed the 1993 lane maintenance budget.

RECOMMENDATION

We would respectfully recommend that the level of maintenance for unconstructed lanes remain as per existing policy.



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

BCJ/emg

Commissioners' Comments

We concur with the recommendations of both the Public Works Manager and the Director of Engineering Services. As pointed out in the report, it is not possible to properly maintain unconstructed lanes and the only solution that we can see is to have the lane constructed properly. We can initiate a local improvement bylaw and notify each abutting property owner to determine whether they support this construction. If they do not support the construction, we would recommend Council remain with Council policy of not making improvements to this lane.

"G. SURKAN", Mayor

"M.C. DAY", City Commissioner



THE CITY OF RED DEER

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

FAX: (403) 346-6195

City Clerk's Department (403) 342-8132

April 28, 1993

Mr. J. M. Douglas
5613 -58A Avenue
Red Deer, Alberta
T4N 4V5

Dear Mr. Douglas:

RE: CONDITION OF LANE ABUTTING 5613 - 58A AVENUE

Your letter of April 5, 1993, pertaining to the condition of your lane was considered at the Council Meeting of April 26, 1993.

Following are the resolutions which were passed by Council at the aforesaid meeting:

"RESOLVED that Council of The City of Red Deer having considered complaint from Mr. J. M. Douglas concerning the condition of the lane adjacent to his property at 5613 - 58A Avenue, hereby agrees that minor maintenance be undertaken on the lane."

"RESOLVED that Council of The City of Red Deer having considered complaint from Mr. J. M. Douglas concerning the condition of the lane adjacent his property at 5613 - 58A Avenue, hereby agrees to initiate a Local Improvement Bylaw and notify each abutting property owner in accordance with the provisions of the Municipal Taxation Act."

With regard to the first resolution, it was agreed by Council that "minor maintenance" be left to the determination of the Engineering Department. With regard to the second resolution, notification will be sent to all property owners abutting the lane in due course as required by the Municipal Taxation Act. Every property owner will be given an opportunity to consider whether they wish the lane constructed as a local improvement and the amount that would be charged to each owner of land.



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to discover!*

Mr. Douglas
April 28, 1993
Page 2

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

With very best wishes and particularly wishing you a speedy recovery from your illness.

Sincerely,



G. SEVCIK
City Clerk

CS/cjd

cc: Director of Engineering Services
Director of Financial Services
Public Works Manager
City Assessor

DATE 93/04/05

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

FROM: CITY CLERK

RE: Jim Douglas - Condition of Lane

Please submit comments on the attached to this office by April
19 for the Council Agenda of April 26.

ACKNOWLEDGE

C. SEVCIK
City Clerk

**THE CITY OF RED DEER**

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

FAX: (403) 346-6195

City Clerk's Department (403) 342-8132

April 6, 1993

Mr. Jim Douglas
5613 - 58A Avenue
Red Deer, Alberta
T4N 4V5

Dear Sir:

I acknowledge receipt of your letter dated April 5, 1993, re: Condition of Lane/58A Ave.

This item will be discussed and possibly a decision made at the Meeting of Red Deer City Council on Monday, April 26, 1993. Council meetings begin at 4:30 p.m., and adjourn for the supper hour at 6:00 p.m., reconvening at 7:00 p.m.

In the event you wish to be present at the Council meeting, would you please telephone our office on Friday, April 23, and we will advise you of the approximate time that Council will be discussing this item.

Would you please enter City Hall on the park side entrance when arriving, and proceed up to the second floor Council Chambers.

This request has been circulated to City administration for comments, and should you wish to receive a copy of the administrative comments prior to the Council meeting, they may be picked up at our office on the second floor of City Hall on Friday, April 23, 1993.

If you have any questions in the meantime, please do not hesitate to contact the writer.

Yours truly,

C. Sevcik
City Clerk

CS/ds

**RED DEER***a delight
to discover!*

TO:

- DIRECTOR OF COMMUNITY SERVICES
- DIRECTOR OF ENGINEERING SERVICES
- DIRECTOR OF FINANCIAL SERVICES
- BYLAWS & INSPECTIONS MANAGER
- CITY ASSESSOR
- COMPUTER SERVICES MANAGER
- ECONOMIC DEVELOPMENT MANAGER
- E.L. & P. MANAGER
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- TRANSIT MANAGER
- TREASURY SERVICES MANAGER
- PRINCIPAL PLANNER
- CITY SOLICITOR
- _____

FROM:

CITY CLERK

RE: JIM DOUGLAS - CONDITION OF LANE

Please submit comments on the attached to this office by April 19

for the Council Agenda of April 26/93


C. SEVCIK
City Clerk

DATE: APRIL 28, 1993
TO: DIRECTOR OF ENGINEERING SERVICES
FROM: CITY CLERK
RE: CONSTRUCTION OF LANE AS A LOCAL IMPROVEMENT
JIM DOUGLAS - 5613 - 58A AVENUE

Further to our letter to Mr. Jim Douglas concerning the Council decisions regarding the condition of the lane adjacent to 5613 - 58 A Avenue, we trust that you will proceed in accordance with Council's resolutions, as noted hereunder:

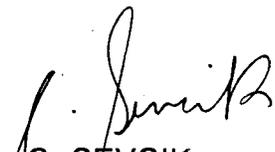
"RESOLVED that Council of The City of Red Deer having considered complaint from Mr. J. M. Douglas concerning the condition to the lane adjacent his property at 5613 - 58A Avenue, hereby agrees that minor maintenance be undertaken on the lane."

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During the discussions of this matter, Council indicated that the nature of the "minor maintenance", referred to in the first resolution was to be left to the determination of the Engineering Department.

With regard to initiating a Local Improvement Bylaw, I trust you will proceed in accordance with the provisions of the Municipal Taxation Act and serve notification in due course under Section 157 of the said Act, copy of which is enclosed herewith for your reference. Please provide this office with a copy of the notice to each individual person including the date of delivery or mailing.

Trusting you will find this satisfactory and that you will take appropriate action.



C. SEVCIK
City Clerk

CS/cjd
Encl.

cc: Director of Financial Services
City Assessor

NOTICES OF MOTIONNO. 1

DATE: APRIL 15, 1993

TO: CITY COUNCIL

FROM: ASSISTANT CITY CLERK

RE: NOTICE OF MOTION - ALDERMAN GUILBAULT - FREEZE ON LOT PRICES

At the Council Meeting of April 13, 1993, the following notice of motion was submitted by Alderman Guilbault concerning the above topic.

NOTICE OF MOTION - FREEZE ON LOT PRICES

"BE IT RESOLVED that the Council of The City of Red Deer hereby approves that the price per square foot of City owned residential lots be frozen at the current level for 2 years, ending May 1, 1995."

The preceding is submitted for Council's consideration.



KELLY KLOSS
Assistant City Clerk
KK/cjd



**RED DEER
REGIONAL PLANNING COMMISSION**

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

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

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

MEMORANDUM

TO: C. Sevcik, City Clerk

DATE: April 19, 1993

FROM: Paul Meyette, Principal Planner

RE: NOTICE OF MOTION - FREEZE ON LOT PRICES

Planning staff do not have enough information on land bank land acquisition and development costs to comment on this issue.

Sincerely,

Paul Meyette, ACP, MCIP
PRINCIPAL PLANNER, CITY SECTION

PM/eam

cc. Director of Community Services
Director of Engineering Services
Economic Development Manager

MUNICIPALITIES WITHIN COMMISSION AREA

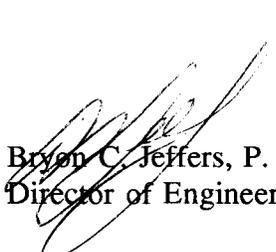
CITY OF RED DEER • MUNICIPAL DISTRICT OF CLEARWATER No. 99 • COUNTY OF STETTLER No. 6 • COUNTY OF LACOMBE No. 14 • COUNTY OF MOUNTAIN VIEW No. 17 • COUNTY OF PAINT EARTH No. 18 • COUNTY OF RED DEER No. 23 • TOWN OF BLACKFALDS • TOWN OF BOWDEN • TOWN OF CARSTAIRS • TOWN OF CASTOR • TOWN OF CORONATION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

DATE: April 20, 1993
TO: City Clerk
FROM: Director of Engineering Services
RE: **NOTICE OF MOTION - FREEZE ON LOT PRICES**

With respect to the subject notice of motion submitted by Alderman Guilbault, we would offer the following comments.

While there may be occasional exceptions, the cost of servicing residential lots increases each year. Interest costs cause off-site levies and area contribution charges to also increase; this translates into higher lot prices as well.

Council also adopted a policy as part of the business plan that stated lot prices should be determined by market. A decision to freeze prices would require a change in policy.



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

BCJ/emg

c.c. Director of Community Services
c.c. Economic and Land Manager
c.c. Principal Planner

DATE: April 20, 1993
TO: Charlie Sevcik, City Clerk
FROM: Alan Scott, Manager Land and Economic Development
RE: **NOTICE OF MOTION - FREEZE ON RESIDENTIAL LOT PRICES**

In 1992 Red Deer City Council adopted the Land Bank Administration Business Plan. A critical component of the Business Plan was the mission statement, goals and objectives. Included in the goals was the following:

"To sell or lease industrial, commercial and residential land at market value."

This Plan was reviewed and accepted by the Red Deer Chamber of Commerce, the Red Deer Home Builders Association, U.D.I. Red Deer Chapter, and was circulated through a public meeting to obtain input from the citizens of Red Deer.

At least once a year, and generally prior to any new residential lot sale, the City conducts an extensive review of all residential building lot sales within the City of Red Deer. This review has provided us with a wealth of information on market value, which is used in making recommendations to City Council for lot prices prior to a new lot sale.

Recently, we have completed a review of building lot sales for the past 12 months, prior to preparing our recommendations for Council, with respect to lot prices in Deer Park and Oriole Park. The information appears to support a modest increase in average lot prices in some areas in order to maintain our policy of selling lots at market value.

Recommendation

Should Council support the Notice of Motion to freeze lot prices for the next 24 months, we would recommend a change of policy in our Land Bank Business Plan to reflect the change from market value.

In view of our intention to bring forth a report on lot prices for both Deer Park and Oriole Park within the next 45 days, an early decision on this matter would be appreciated.



Alan V. Scott

AVS/mm

Commissioners' Comments

We support the policy of selling City land at market value. The question around the appropriate pricing has always centred on whether or not we are in fact determining market value by establishing City lot prices at a certain level, rather than following a free market value. Given the fact that we are now occupying a relatively small part of the market (in the order of 30%), it would seem logical that the market value of lots is now being determined clearly by the market place. If that's the case, then the price indicated through the survey of lot sales over the last 12 months would seem to be a relevant and accurate indication of market price.

We are not at this point recommending any increase in lot prices. A more detailed report will be available from the Land and Economic Development Office within 45 days, which will address not only overall market conditions, but also the variance in those conditions between neighbourhoods in the community and will make recommendations accordingly regarding the pricing of our lots in those neighbourhoods.

"G. SURKAN"
Mayor

"M. C. DAY"
City Commissioner

DATE: APRIL 28, 1993
TO: LAND AND ECONOMIC DEVELOPMENT MANAGER
FROM: CITY CLERK
RE: ALDERMAN GUILBAULT NOTICE OF MOTION - FREEZE ON LOT PRICES

At the Council Meeting of April 26, 1993, the following motion was considered, however, was not passed:

"BE IT RESOLVED that the Council of The City of Red Deer hereby approves that the price per square foot of City owned residential lots be frozen at the current level for 2 years, ending May 1, 1995."

MOTION DEFEATED

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



C. SEVCIK
City Clerk

CS/cjd

cc: Director of Engineering Services
Principal Planner
City Assessor
Director of Financial Services
Director of Community Services
Alderman Guilbault

DATE: April 19, 1993

TO: CHARLIE SEVCIK
City Clerk

FROM: CRAIG CURTIS, Director
Community Services Division

RE: NOTICE OF MOTION: FREEZE ON LOT PRICES
Your memo dated April 15, 1993 refers.

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



CRAIG CURTIS

:dmg

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

NOTICE OF MOTION - FREEZE ON
ROT PRICES

BE IT RESOLVED that the
Council of the City
of Red Deer hereby
approves that the price ^{per square foot} of
city owned residential lots
be frozen ~~for 2 years~~
at the current level for 2 years,
ending May 1, 1995.

Jim Daulton

April 13/93

DATE _____

TO:

NO

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

FROM: CITY CLERK

RE: Notice of Motion - freeze on Lot Price

Please submit comments on the attached to this office by April 19/93
for the Council Agenda of April 26/93

_____ ACKNOWLEDGE

C. SEVCIK
City Clerk

DATE APRIL 15, 1993

TO:

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

FROM:

CITY CLERK

RE: NOTICE OF MOTION - FREEZE ON LOT PRICES

Please submit comments on the attached to this office by APRIL 19, 1993

for the Council Agenda of APRIL 26, 1993


C. SEVCIK
City Clerk

NOTICE OF MOTION - FREEZE ON LOT PRICES

BE IT RESOLVED that the Council of The City of Red Deer hereby approves that the price per square foot of City owned residential lots be frozen at the current level for 2 years, ending May 1, 1995.

Tim Guilbault

NO. 2

DATE: APRIL 15, 1993
TO: CITY COUNCIL
FROM: ASSISTANT CITY CLERK
RE: NOTICE OF MOTION - ALDERMAN GUILBAULT - CASUAL FRIDAYS

At the Council Meeting of April 13, 1993, the following notice of motion was submitted by Alderman Guilbault regarding the above topic.

NOTICE OF MOTION - CASUAL FRIDAYS

"WHEREAS operating in a comfortable and relaxed work environment is conducive to enhancing working relationships thereby improving employee productivity.

BE IT RESOLVED that the Council of The City of Red Deer hereby endorses that the commonly practised more formal dress code of many of the City's "office" employees, be changed to encourage these employees to dress casually during normal working hours on Fridays, providing a professional public image is not compromised."

The preceding is submitted for Council's consideration.



KELLY KLOSS
Assistant City Clerk
KK/cjd

MEMORANDUM

DATE: 16 April 1993
TO: City Clerk Charlie Sevcik
FROM: Personnel Manager Grant Howell
RE: NOTICE OF MOTION RE: CASUAL FRIDAYS

The notice of motion re: Casual Fridays advocates relaxing the requirement for the "more formal dress code of many of The City's office employees" each Friday, "providing a professional public image is not compromised." The rationale given in the notice of motion is that "operating in a comfortable and relaxed work environment is conducive to enhancing working relationships, thereby improving employee productivity.

The City of Red Deer is in the business of providing quality service to the citizens of Red Deer. What matters most is that users of our services leave with the perception that they have been competently, fairly and positively dealt with by our staff.

In 1988, because of concerns as to the appropriateness of the "outfits" worn by some of the staff, the Office Advisory Committee worked diligently and came up with a dress code for the City's employees, both in City Hall and in outside departments. (see attached) That code has served the organization well and has provided supervisors with flexible yet clear enough guidelines to deal with issues of dress.

From a Personnel perspective, I am reluctant to reopen the dress code issue for several reasons:

1. The link between relaxing dress requirements and higher productivity is tenuous at best. The issues that have arisen in past have been about slovenly dress and how it reflects negatively on the organization. They have NOT been about our dress code being too stringent.
2. It is almost impossible to define what is casual yet "not compromising in professional public image." Dress is a very personal matter and we have many different types of people who define appropriate dress in many ways.
3. There is sufficient flexibility in the current dress code. There is nothing that prohibits, for example, slacks for women or that requires jackets and ties for men. However, in matters of safety, there can be no relaxation of requirements for the proper type of clothing and the Dress Code covers those situations.

4. To relax the dress code for one day per week would be somewhat confusing to the public. Why should staff be required to adhere to one standard for four days per week and not the fifth? If a different standard is appropriate, it is probably appropriate for all five days.

5. My greatest concern about this proposal is that it could touch off a great and protracted debate over what is and is not appropriate on "casual Fridays!" This could be quite divisive to the staff and would be much more likely to result in a decrease in productivity than an increase, due to ongoing differences and complaints about what others are (or aren't) wearing. As an organization, we have many higher priority issues that need to be addressed and this one, albeit interesting and fun, could have a negative impact on our ability to focus on the job to be done.

In summary, there is adequate flexibility in our dress code, as well as sufficient control, that ensures our ability to be comfortable while providing the public with a positive, competent, caring service.

RECOMMENDATION: That The City of Red Deer does NOT introduce relaxation of the Dress Code for Fridays.



/rg

DATE: February 16, 1988
TO: Directors and Department Heads
FROM: Personnel Manager Ron Crossley
RE: Administrative Policy - Employee Dress Code

The attached Administrative Policy has been approved by the Commissioner. It provides sufficient general guidance to indicate what is acceptable dress, while still allowing a considerable degree of managerial flexibility to deal with specific concerns or situations.

Would you ensure that each of your supervisory personnel is made aware of this policy and that they, in turn, discuss it with their staff. Special requirements and/or concerns regarding the application of this policy should be discussed with the employees at this time as well.


RAC:hs

EMPLOYEE DRESS CODE***STATEMENT:**

The City of Red Deer Dress Code shall:

1. Be within the scope of the Occupational Health and Safety Act or other legislated regulations for the protection of the employees.
2. Include 'Dress for Identification' of employees as required.
3. Meet the acceptable civic propriety.

THE PURPOSE OF THIS STATEMENT IS TO:

Ensure that employees' clothing is suitable for the conditions and the work being performed, with due regard for personal safety, the need for identification as a Civic employee, and presentation of an acceptable image of the Civic Service to the public.

- * This statement is subject to any specific provisions of the Municipal Government Act, the Local Authorities Board Act or other relevant legislation or Union Agreement.

EMPLOYEE DRESS CODE**1. DEFINITIONS**

- 1.01. **Dress for Identification:** uniforms and identification provided by the City to both male and female for purposes of identification of such services as deemed necessary and within the scope of Union/Association Agreement.
- 1.02. **Acceptable Civic Propriety:** dress which presents to the public an acceptable image of the Civic Service.
- 1.03. **Protective Clothing:** as per provincial/federal legislation or as agreed to in the Collective Agreements.

2. RESPONSIBILITIES**2.01. Department Heads to:**

- a. Approve amendments to the dress code upon recommendation from the Office Advisory Committee unless otherwise dictated by the Occupational Health and Safety Act or other legislated regulations for protection of employees.
- b. Monitor the dress of employees under their jurisdiction for compliance with the protective clothing requirements of this statement.
- c. Issue departmental instructions to ensure employees under their jurisdiction are aware of the dress code requirements.
- d. Use discretion, without unnecessary restriction, where conditions warrant a relaxation of the dress code, providing an acceptable City image is maintained and safety regulations and concerns are not compromised.

2.02. Office Workers who regularly deal with the public or are on premises open to the public to observe the following dress regulations:

- a. **MALES** - Suits or coordinated outfits with dress shirts or sport shirts, with or without ties.

- b. FEMALES - Dresses, coordinated outfits such as skirts, dress slacks with blouses or sweaters, jump suits and pant suits.

UNACCEPTABLE - Jeans, shorts and halter tops, sweats.

2.03. **All Civic Employees to:**

- a. Conform to the Protective Clothing Regulations.
- b. Dress at all times to present an acceptable image of the Civic Service to the public.

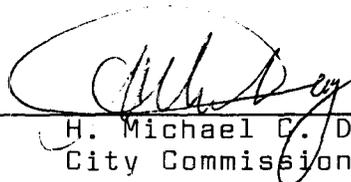
3. AWARENESS OF DRESS CODE - NEW EMPLOYEES

A copy of the Dress Code Statement shall be given to each new employee at the time of Orientation.

4. SPECIAL OCCASIONS

Notwithstanding employees covered by Protective Clothing Regulations, employees will be exempted from dress code on special occasions (ie. Westerner Days); however, the apparel shall be appropriate for the occasion and the nature of the work.

APPROVED BY:



H. Michael C. Day
City Commissioner

DATE:

12th Feb 1988

Commissioners' Comments

We believe that the current dress code, which was developed by the staff in response to some of their own concerns about inappropriate dress, does in fact cover the situation contemplated in the Notice of Motion by Alderman Guilbault. We would recommend that Council endorse the current policy.

There is nothing to prevent individual managers from establishing a more casual atmosphere in their working environment from time to time as a means of building esprit de corps. Perhaps this is the level in the organization to leave the initiative.

"G. SURKAN"
Mayor

"M. C. DAY"
City Commissioner

DATE: APRIL 28, 1993
TO: PERSONNEL MANAGER
FROM: CITY CLERK
RE: ALDERMAN GUILBAULT - NOTICE OF MOTION - CASUAL FRIDAYS

At the Council Meeting of April 26, 1993, consideration was given to the following motion, however, said resolution was not passed:

"WHEREAS operating in a comfortable and relaxed work environment is conducive to enhancing working relationships thereby improving employee productivity.

BE IT RESOLVED that the Council of The City of Red Deer hereby endorses that the commonly practised more formal dress code of many of the City's "office" employees, be changed to encourage these employees to dress casually during normal working hours on Fridays, providing a professional public image is not compromised."

MOTION DEFEATED

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


C. SEVCIK
City Clerk

CS/cjd
cc: Alderman Guilbault

MS

~~CONFIDENTIAL~~
CASUAL FRIDAYS

relaxed We are happy to encourage staff to be relaxed and
enhancing relationships
thereby improving

Council
more formal
"office" employees,
encourage these
during normal working hours on Fridays,
providing a professional public image
is not compromised.

7

NOTICE OF MOTION: ~~ARTS~~
CASUAL FRIDAYS

WHEREAS operating in a comfortable and relaxed work environment is conducive to enhancing working relationships thereby improving employee productivity

BE IT RESOLVED that the Council of the City of Red Deer hereby endorses that the commonly practised more formal dress code of many of the City's "office" employees, be changed to encourage these employees to dress ~~more~~ casually during normal working hours on Fridays, providing a professional public image is not compromised.

Tim Guilbault
93.03.29

DATE _____

TO:

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

FROM:

CITY CLERK

RE: Notice of Action - Casual Fridays

Please submit comments on the attached to this office by April 19/93
for the Council Agenda of April 26/93

_____ **ACKNOWLEDGE**

C. SEVCIK
City Clerk

TO:

- DIRECTOR OF COMMUNITY SERVICES
- DIRECTOR OF ENGINEERING SERVICES
- DIRECTOR OF FINANCIAL SERVICES
- BYLAWS & INSPECTIONS MANAGER
- CITY ASSESSOR
- COMPUTER SERVICES MANAGER
- ECONOMIC DEVELOPMENT MANAGER
- E.L. & P. MANAGER
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- SOCIAL PLANNING MANAGER
- TRANSIT MANAGER
- TREASURY SERVICES MANAGER
- PRINCIPAL PLANNER
- CITY SOLICITOR
- _____

FROM:

CITY CLERK

RE: NOTICE OF MOTION - CASUAL FRIDAYS

Please submit comments on the attached to this office by APRIL 19, 1993

for the Council Agenda of APRIL 26, 1993


C. SEVCIK
City Clerk

NOTICE OF MOTION: CASUAL FRIDAYS

"WHEREAS operating in a comfortable and relaxed work environment is conducive to enhancing working relationships thereby improving employee productivity.

BE IT RESOLVED that the Council of The City of Red Deer hereby endorses that the commonly practised more formal dress code of many of the City's "office" employees, be changed to encourage these employees to dress casually during normal working hours on Fridays, providing a professional public image is not compromised."

Tim Guilbault

WRITTEN ENQUIRIESNO. 1

DATE: APRIL 15, 1993
TO: CITY COUNCIL
FROM: ASSISTANT CITY CLERK
RE: WRITTEN ENQUIRY - ALDERMAN HULL

At the Council Meeting of April 13, 1993, the following written enquiry was submitted by Alderman Hull.

WRITTEN ENQUIRY - ALDERMAN HULL

"I would request the information relative to the following questions be provided:

1. What precautions were taken by City Departments to prevent torching of the Windsor Hotel?
2. A summary of the City's costs incurred relative to the Windsor Hotel fire and the Checkmate Apartments fire.
3. The status of investigations into the Windsor Hotel fire, Checkmate Apartments fire and the Fairview bomb scare.
4. What potential exists for charge backs or cost recovery from owners/insurers relative to the above incidences?"

The Administrative responses relative to the above are submitted for Council's consideration.



KELLY KLOSS
Assistant City Clerk
KK/cjd



MEMORANDUM

NOTE DE SERVICE

To / À

Charlie SEVCIK
City Clerk

From / De

O. i/c Red Deer City Detachment

Subject / Objet

RE: WRITTEN ENQUIRY - ALDERMAN HULL

Security Classification - Classification de sécurité
Our File - Notre référence
Your File - Votre référence
Date 16 APR 93

As requested by your memorandum of 93 APR 15, I offer the following response:

1. We are not responsible for the security of any building but our own. I must state however, the Windsor Hotel was not torched but the fire was caused from an electrical malfunction.
2. This Detachment's overtime costs for the Windsor fire was \$2,314.00 and none in the Checkmate Court fire. These costs come from our overtime allotment.
3. It was established the Windsor fire was caused by faulty wiring. The Checkmate fire and the bomb scare are still under active investigation. No suspect are known.
4. We don't feel any of our costs could be collected under the circumstances. We are responsible for the investigation and had to guard the scene until that was completed.

If there are any other questions you may have I would be most pleased to answer them.



(R.L. BEATON) Insp.
Officer In Charge
Red Deer City Detachment

DATE: April 16, 1993
TO: C. Sevcik
City Clerk
FROM: Daryle Scheelar
E. L. & P. Dept.
RE: Windsor Hotel Fire

Our departments costs incurred due to the above incident are \$1,600.50. These charges were for standby while Public Works pumped water out of the E. L. & P. vaults. Public Works costs for pumping water out of the vaults was \$3,152.75.



Daryle Scheelar,
Distribution Engineer

DS/jjd

DATE: 19 April 1993
TO: City Clerk
FROM: Bylaws and Inspections Manager
RE: WRITTEN ENQUIRY - ALDERMAN HULL

=====

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

This department had not been involved in securing the Windsor hotel from entry. Questions #2-3 are not within our departmental responsibilities and we therefore have no comment.

In reply to Question #4 if the Windsor hotel is not demolished in a reasonable time and the City chooses to do the demolishing, the costs can be recovered from the property owners.

Yours truly



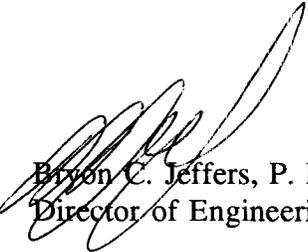
R. Strader
Bylaws and Inspections
BUILDING INSPECTIONS DEPARTMENT

RS/bs

DATE: April 20, 1993
TO: City Clerk
FROM: Director of Engineering Services
RE: **WRITTEN INQUIRY - ALDERMAN HULL
WINDSOR HOTEL FIRE**

Engineering Services has reviewed the written inquiry submitted by Alderman Hull and we will respond to the questions as they are posed.

1. Engineering Services did not take any particular precautions to prevent "torching" of the Windsor Hotel. The property, while in receivership, is still privately owned, it is the responsibility of the owner to maintain security of the building. If the City was responsible for security of all private sector empty buildings in the City, the cost to the taxpayer would be significant.
2. I have attached a letter outlining the Division's costs with respect to the Windsor Hotel fire. Our costs at the Checkmate fire resulted from the provision of Transit buses. This cost is estimated at \$120.
3. The Fire Chief or RCMP could best comment on the status of investigations.
4. We are unable at this time to comment on the possibility of cost recovery for the three incidents.



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

BCJ/emg
Att.

DATE: April 7, 1993 **APR 13 1993**
TO: Director of Financial Services
FROM: Public Works Manager
RE: **COSTS INCURRED BY WINDSOR HOTEL FIRE**

Public Works crews were called out to help with different problems as a result of the fire. Our department covered the costs for barricading, which were \$306.80, as well as costs for thawing a catchbasin, \$126.80.

The other costs incurred were for pumping water out of E.L. & P. vaults. These costs totalled \$3 152.75, which we charged to a third party work order.

The traffic control and storm sewers are within our mandate, but the E.L. & P. vaults fall outside our responsibility. Would you please provide us with an account number to which we can charge these cost.

Thank you.



Gordon Stewart, P. Eng.
Public Works Manager

LC/blm

c City Commissioner
 Director of Engineering Services
 E.L. & P. Manager
 Fire Chief

DATE: April 19, 1993
 TO: City Clerk
 FROM: Fire Chief
 RE: WRITTEN INQUIRY - ALDERMAN HULL

With respect to the written inquiry from Alderman Hull, I submit the following for information.

1. Q. What precautions were taken by City Departments to prevent torching of the Windsor Hotel?

A. Since October 1992, the Fire Department has worked closely with the Receivers of the hotel, firstly in having all residents removed from the building and having the building secured against unauthorized entry.

A local firm was hired by the Receivers to maintain the building, and in providing regular checks of the premises to keep out unauthorized persons. This was a difficult task as the hotel was broken into regularly.

The cause of the fire is believed to have been accidental, and started when an intruder switched on an electric breaker that later short circuited.

2. Q. A summary of costs incurred relative to the Windsor Hotel fire and the Checkmate Apartments fire.

A. I have forwarded a report under separate cover to Council relative to the Windsor Hotel fire.

Costs for the Checkmate Courts fire are:

Overtime costs	\$3,273.12
Meal costs	\$ 156.01
Transit busses	\$ <u>118.50</u>

TOTAL \$3,547.63

3. Q. The status of investigations into the Windsor Hotel fire, Checkmate Apartments fire, and the Fairview bomb scare.

A. These matters are in the hands of the police, and I believe Inspector Beaton will comment on this inquiry.

4. Q. What potential exists for charge backs or cost recovery from owners/insurers relative to the above incidents?

A. Basically none. The insurance company for the Receivers of the hotel paid to have the building partially demolished to allow entry to police and fire investigators, and to provide security of the property until a fence could be erected for the safety of the public.

Respectfully submitted.



Robert Oscroft
 Fire Chief

RO/dd

Fire department keeps close eye on Windsor

Oct 19/92

By JACK WILSON
of The Advocate

Once ranked among the province's top five beer sales outlets, the Windsor Hotel is now drafting much attention from the Red Deer fire department.

Fire department vehicles and firefighters made several daily visits to the hotel last week.

An ounce of prevention is worth a pound of cure, department Chief Bob Oscroft said Saturday.

"We've been sending our crews down there to do pre-planning in case anything happens," the chief said.

The only life in the 90-year-old build-

ing now comes from the dozen tenants who have stayed on in the debt-ridden property.

Calgary-based receiver Arthur Anderson Inc. ordered closure of the Rock Room and 49th Street Blues tavern late last month. The restaurant closed in August and a basement tavern closed in June.

The taverns, which about six or seven years ago produced beer sales among the top five in Alberta, were closed because they were losing money.

Some dozen staff were thrown out of work but about 18 residents continued living in the hotel.

That number has been sliced nearly one-third, caretaker Glenn Taylor said Saturday.

"All I know is that it's still up for sale," said Mr. Taylor who took over caretaking and maintenance duties in June.

He said the fire department has been busy around the place especially last week.

"We don't have the same security we once had down there so we're just making sure all the fire codes and regulations are met," Chief Oscroft said.

He said the city's stations with a total of 12 platoons of firemen need to familiarize themselves with the hotel's layout.

"We need to know where people are living because they've been moving around somewhat in there."

The hotel has numerous empty rooms, several of which are extremely dilapidated with caved in doors and debris strewn about.

Mr. Taylor, who also lives in the hotel, said the tenants are content for the moment but many are apprehensive about the future.

He said a major fear is the rooms will be closed and they will be on the street in the middle of winter.

A city realtor handling the hotel's sale couldn't be reached for comment.

+

Apr 8/93

Breaker switch blamed for fire

By LANA MICHELIN
Advocate staff

The Windsor Hotel was accidentally set ablaze when an intruder switched on an electric breaker that later short-circuited, city fire marshal Cliff Robson said.

After a day of examining the rubble of the fire-ravaged hotel, investigators concluded Wednesday the blaze started after an unknown person broke into the vacant building and turned on electricity.

Arson was ruled out after a badly burned breaker panel was discovered on the hotel's main floor, indicating a short-circuit, said Mr. Robson.

A burn pattern was also left on the wall nearby suggesting "that's definitely where the fire started," said Mr. Robson, who estimated total damage at \$900,000.

Mr. Robson said Red Deer RCMP officers were aware that one or more people were regularly breaking into the vacant hotel, which was boarded up before Christmas.

The intruders — likely vagrants — were jump-

ing onto a low overhang and entering the building by loosening a boarded-up window, he said, surmising they probably switched on breakers to get light.

A familiarity with the building's layout suggests the intruders probably once worked or lived there, but Mr. Robson said this includes so many people it isn't much of a clue.

Before the fire on Saturday night, a caretaking couple made regular trips to the hotel, Mr. Robson said. They told investigators they made a habit of turning off breakers at each visit.

He said this statement and physical evidence point to an accidental fire.

Const. John Olson said RCMP will continue investigating the blaze and charges will be laid if the culprit is identified.

The crumbling building is fenced off and patrolled by security staff.

The hotel's receivers, Arthur Anderson of Calgary, is collecting tenders from demolition companies, Mr. Robson said. He hopes the unsafe structure will be levelled within two weeks.

ALDERMANIC REQUEST
FOR
WRITTEN INFORMATION

DATE: April 7, 1993

TO: Kelly
(Name)

(Department)

FROM ALDERMAN Hull

REQUEST:
① Precautions taken by
city dep'ts to prevent
touching of the Windsor
② Summary of city's costs
incurred in Windsor +
checkmate incidents.

Signature of Alderman

ALDERMANIC REQUEST
FOR
WRITTEN INFORMATION

DATE: _____

TO: _____
(Name)

(Department)

FROM ALDERMAN _____

REQUEST: _____

*③ Status of investigations
into Windsor, Checkmate
& bomb scare incidents.*

*④ What potential exists
for chargebacks or cost
recovery from owners/
insurers.*

Patrick

Signature of Alderman

DATE April 15/93

TO:

- DIRECTOR OF COMMUNITY SERVICES
- DIRECTOR OF ENGINEERING SERVICES
- DIRECTOR OF FINANCIAL SERVICES
- BYLAWS & INSPECTIONS MANAGER
- CITY ASSESSOR
- COMPUTER SERVICES MANAGER
- ECONOMIC DEVELOPMENT MANAGER
- E.E.L. & P. MANAGER
- ENGINEERING DEPARTMENT MANAGER
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- CITY SOLICITOR
- _____

FROM:

CITY CLERK

RE: Written Enquiry - Alderman Hall

Please submit comments on the attached to this office by April 19/93
for the Council Agenda of April 26/93

 **ACKNOWLEDGE**

C. SEVCIK
City Clerk

TO:

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

FROM:

CITY CLERK

RE: WRITTEN ENQUIRY - ALDERMAN HULL

Please submit comments on the attached to this office by APRIL 19, 1993

for the Council Agenda of APRIL 26, 1993 .


C. SEVCIK
City Clerk

WRITTEN ENQUIRY
SUBMITTED BY ALDERMAN HULL

"I would request the information relative to the following questions be provided :

1. What precautions were taken by City Departments to prevent torching of the Windsor Hotel?
2. A summary of the City's costs incurred relative to the Windsor Hotel fire and the Checkmate Apartments fire.
3. The status of investigations into the Windsor Hotel fire, Checkmate Apartments fire and the Fairview bomb scare.
4. What potential exists for charge backs or cost recovery from owners/insurers relative to the above incidences?"

DATE: APRIL 29, 1993

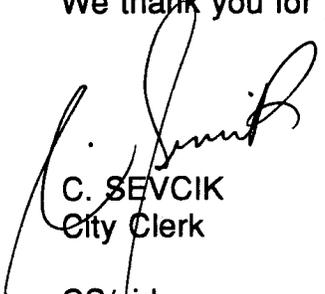
TO: FIRE CHIEF

FROM: CITY CLERK

**RE: 1. ALDERMAN HULL - WRITTEN ENQUIRY/WINDSOR
HOTEL/CHECKMATE COURT/FAIRVIEW BOMB SCARE
2. WINDSOR HOTEL FIRE - APRIL 3, 1993**

The above matters received consideration at the Council Meeting of April 26, 1993. Your response to the written enquiry from Alderman Hull referred to above, and your report dated April 14, 1993, regarding the Windsor Hotel fire, were accepted by Council for information and agreed that same be filed.

We thank you for your reports in this instance.



C. SEVCIK
City Clerk

CS/cjd

DATE: APRIL 28, 1993
TO: DIRECTOR OF ENGINEERING SERVICES
FROM: CITY CLERK
**RE: ALDERMAN PIMM - NOTICE OF MOTION - BICYCLE/PEDESTRIAN
ROUTES PARALLEL ARTERIAL ROADS**

The following Notice of Motion was submitted by Alderman Pimm at the Council Meeting of April 26, 1993:

NOTICE OF MOTION

"WHEREAS The City of Red Deer has developed a system of bicycle/pedestrian routes which in some instances parallel arterial roads and,

WHEREAS it is desirable to maintain physical separation between automobile traffic and bicycle traffic and,

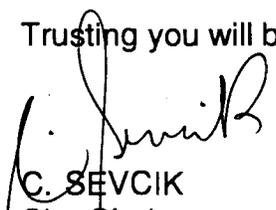
WHEREAS cyclists continue to mix with automobile traffic on arterial roads causing inconvenience to automobile traffic and danger to themselves,

THEREFORE BE IT RESOLVED that the Traffic Bylaw 2800 be amended to prohibit bicycle traffic on arterial roads which are served with an adequate bicycle/pedestrian trail,

AND BE IT FURTHER RESOLVED that appropriate signage be introduced in 1993."

This motion will be considered at the May 10 meeting, in the meantime Council requested specific information for the May 10 meeting and in particular identification of the arterial roads which are paralleled by bicycle/pedestrian routes.

Trusting you will be able to provide the requested information in time for the next agenda.


C. SEVCIK
City Clerk

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

CS/cjd

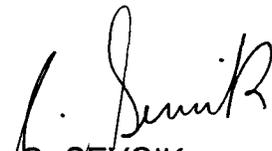
City Solicitor

DATE: APRIL 28, 1993
TO: DIRECTOR OF FINANCIAL SERVICES
FROM: CITY CLERK
RE: AMFC SURPLUS DISTRIBUTION

Your report dated April 26, 1993, pertaining to the above topic was considered at the Council Meeting of April 26, 1993, as an additional item.

At the aforesaid meeting Council agreed to express its strong concern to the Provincial Treasurer and the City's MLA's that the \$100,000,000 should be distributed to AMFC members based on their average borrowings for the last five years, and as you recommended.

As verbally discussed this date (April 27) please accept this memo as a reminder to draft the appropriate correspondence for the Mayor's signature. Your assistance in this matter is appreciated. Please ensure that we receive a copy of this letter for our files.


C. SEVCIK
City Clerk

CS/cjd

cc: Mayor
City Commissioner
Administrative Assistant

City Clerk

FILE No.



THE CITY OF RED DEER

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

FAX: (403) 346-6195

OFFICE OF THE MAYOR
(403) 342-8155

April 27, 1993

The Honourable J. Dinning
Provincial Treasurer
224 Legislature Building
10800 - 97 Avenue
EDMONTON, Alberta
T5K 2B6

Dear Mr. *Dinning*:

RE: DISTRIBUTION OF ALBERTA MUNICIPAL FINANCING CORPORATION SURPLUS

The Council of The City of Red Deer understands the Provincial Government is considering taking \$100 million of surplus from the Alberta Municipal Financing Corporation (AMFC) to offset Provincial expenditures.

In 1992 the Province took \$300 million of the AMFC surplus to offset Provincial expenditures. This action was done over the strenuous objections of AMFC member municipalities, school districts and hospitals.

Council of The City of Red Deer is very concerned the Provincial Government could again consider taking \$100 million of surplus from AMFC. This surplus has been generated by charging higher interest rates than required for AMFC loans. Municipalities, school districts and hospitals are under the same fiscal constraints faced by the Province and have the same need for additional funding.

It is the recommendation of the Council of The City of Red Deer that the \$100 million surplus should be distributed based on the average borrowings of AMFC members for the last five years. This would be an appropriate way of ensuring the surplus is distributed to the members that contributed to the surplus through excess interest payments.

....2



a delight to discover!

The Honourable J. Dinning
Provincial Treasurer
April 27, 1993
Page 2

Your assistance in obtaining a distribution of surplus as recommended by the Council of The City of Red Deer is requested.

Sincerely,


GAIL D. SURKAN
Mayor

AW/jt

- c The Honourable Ralph Klein, Premier
- The Honourable Stockwell Day, Minister of Labor
- Mr. John Oldring, MLA Red Deer South
- Mr. Bob Ardiel, City of Edmonton
- Members of Council
- Mr. Charlie Sevcik, City Clerk
- Mr. Alan Wilcock, Director of Financial Services

DATE: April 26, 1993
TO: City Clerk
FROM: Director of Financial Services
RE: AMFC SURPLUS DISTRIBUTION

The Alberta Municipal Financing Corporation (AMFC) is a Provincial Corporation set up to provide long term financing for Alberta municipalities, schools and hospitals.

AMFC obtains funding from three areas at market rates:

- Canada Pension Plan funds loaned to the Province at market rates until required.
- loans from the Provincial Heritage Fund
- funds obtained by issuing bonds to the Public.

On all funds obtained by AMFC market rates are paid. The funds are then loaned to municipalities at market rates.

Surpluses are created by AMFC because the interest rates it charges are generally higher than the rates charged to AMFC.

The shareholders of AMFC are the Province and Alberta municipalities, schools and hospitals. Because the Province holds the majority of shares, it effectively can control the decisions of AMFC.

In 1992 the Province directed AMFC to transfer \$300 million of AMFC surplus to the Province to reduce the Provincial debt. The other shareholders strongly objected to this action because the funds had been generated from interest paid by the organizations borrowing funds.

There is now another \$100 million of surplus that can be distributed by AMFC. The Province is again trying to take the \$100 million to reduce its own budget problems rather than distributing the surplus to the member shareholders based on the interest payments made.

The Province uses a number of arguments to support its proposed action:

- the Province provides subsidies for some of the interest paid.
- the Province allows AMFC to access funds at a lower interest rate by guaranteeing the funds AMFC borrows.
- transferring funds to the Alberta government benefits all Alberta taxpayers

RECOMMENDATION:

It is recommended Council express its strong concern to the Provincial Treasurer and the City's MLA's that the \$100 million should be distributed to AMFC members based on their average borrowings for the last five years. This would mean the members that contributed to the surplus by paying too much interest would receive the benefit.



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

/aw