

6.0 Public Consultation

6.1 PROCESS

Due to the nature of the study a significant component of the Gaetz Avenue Redevelopment Study involved consultation with stakeholders along the Gaetz Avenue corridor. The purpose, objectives, and content of the Redevelopment Study were presented in a series of meetings to stakeholders and to the public in an open house format. To encourage a response to the proposed plan a public notice was sent to adjacent stakeholders prior to both the stakeholder consultation meetings and public open houses. The information in the mail out and hand delivery provided a basis from which stakeholders and their tenants could be informed of the proposed developments to Gaetz Avenue and how the Redevelopment Study could affect them. To date 34 % of the attendees at the stakeholder consultation meetings, additional block by block meetings, and the public open houses have responded with written comments.

A copy of the information letter and attachments that was sent out to the stakeholders is included in the appendix of this report. In addition, the information letter sent to the public and stakeholders for both the meetings and open houses was advertised through local media and the City of Red Deer's web page.

6.2 STAKEHOLDER CONSULTATION

To inform the public on the intent of the functional design a series of stakeholder consultation sessions were held at City Hall on July 7th and 8th of 2004. These sessions were held for various blocks along Gaetz Avenue so that stakeholders with a common interest in the proposed works could come together and discuss the issues as a group. In order to obtain the necessary input from business and property owners those most affected by the content of the study were contacted prior to the public consultation session and encouraged to participate.

The main focal point of the discussion at the stakeholder consultation meetings was to present specific options for the proposed setback to stakeholders on a block by block basis. Specifically, input from business stakeholders was necessary to assist the team on resolving issues related to identifying existing problems on the Gaetz corridor, landscaping, access management, assessment of impacts of the proposed building setback, and widening of Gaetz Avenue. The end result of this in-depth discussion was to create an acceptable plan that balanced the comments and ideas from the stakeholders with sound, practical engineering solutions.

All of the attendees of the City Hall meetings signed attendance sheets at the beginning of each meeting and were encouraged to provide comments on the proposed plan. Attendance at these meetings was lower than expected. From these meetings a number of options were generated thus forming the opportunity for further discussion with interested parties. In total over 50 additional meetings were held in order to get input from as many stakeholders as possible.



Stantec

TABLE 6.1 - Gaetz Avenue Redevelopment Study - Summary of Stakeholder Written Comments

Stakeholder Name	Business Name	Property Manager	Property owner	Tenant	Address of Affected Business	Written Comment	Block #	East/West	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Comments from 80 Street to Highway 11A												
Daryl Hillman	United Furniture		yes		8071 Gaetz Ave.	W	16	E	23-Aug-04	W-1-39	Concerned about the location of the access from Gaetz Ave. and would prefer to retain the existing approach location, concerned about joint access with Boatmart and would like to see the service road being redeveloped	The final plan shows the service road remaining in place with no right in right out access at 81 Street. A service road bulb will be required on the Boatmart property which would be subject to redevelopment of the lot.
Bil Koonar	The John Volken Foundation (Home Liquidation Outlet)		yes		Gaetz Ave			E	7-Feb-05	W-1-128	Do not agree to widening of Gaetz Ave. Wants a left turn at 81 Street.	No change to the existing form of access. The final plan shows the service road remaining in place with no right in right out access at 81 Street. A service road bulb will be required on the Boatmart property which would be subject to redevelopment of the lot.
Sandy Oaks	M&K Homes		yes		7920 50 Ave.	W	16	W	8-Sep-04	W-1-43	Concerned about the change to the service road into Royal Service and M&K homes. Worried that they will be disadvantaged by the new access because their patrons will not know how to access them. Do not like the bulbs at 80th Street because it will severely impact the trailer park.	Service road access remains unchanged to M&K homes. Patrons route to business will not change. Size of final service road bulb is dependant upon ongoing land negotiations with Sandy Oaks. Service road bulbs are a requirement for truck turning and queue storage at the 80 Street. Bulb size will be negotiated with the owner of the trailer park property.
Ray Pikula	Boat Mart		yes	yes	8027 50 Ave.	W	16	W	17-Dec-04	W-1-87	In favor of purchasing the service road to the west of Boatmart. Would like to have ability to park on 80th Street and loading Bay. Consider visibility of high importance.	The plan shows the service road to remain in place in front of Boatmart. This will not permit purchase of the service road property. A small service road bulb is required at 80th Street. The construction of the bulb will most likely require redevelopment of the Boatmart property.
David Everett	Quantum IV Developments Inc.	yes	yes		8000 50 Ave	W	16	W	28-Dec-04	W-1-104	South entrance to proposed property is approx 50 m west of the Gaetz Ave property line on proposed drawings however on the owners development plan the entrance shows 90m offset The owner wishes to see this change reflected in the final drawings prior to council	Final report drawing reflect the 90 meter distance.
M Hardie	Trailer park south of 80th Street.			yes	#19 - 7920 50 Ave.	W	16	W	28-Dec-04	W-1-107	Insists that the City provided reassurance that her lot would not be affected by future development. Strongly opposed to the redevelopment of the service road that may intersect her lot.	Located adjacent future Kingsgate Drive. Alignment to be confirmed at the time of detail design. Final design based on negotiations with M & K Homes.
Jack Engel	First Real Estate Ltd. - Center 76, Acklands Granger	yes			7619, 7667, 7743, 7891 Gaetz Ave.	W	12,13,14	E	28-Sep-04	W-1-45	Lights at 78 Street is the only access into the Industrial Subdivision. Southbound light s on 77 Street should turn green a substantial time before the left turn movement at 78 Street is allowed to clear. There is a natural ring road going east on 78 Street. Trucks and delivery vehicles from the North will have difficulties using the slotted left. Removal of the lights at 78 Street will result in isolation of properties at Centre 77. Concerns with loss of tenants. The property of 7891 Gaetz is not designed to allow access for non tenants customers through his property.	See WB-1-36 for addressing signal removal at 78 Street. Centre 77 provided with a rear access to 77 Street. Traffic control measures to be implemented to control cut through traffic from 78 Street. The service road is shown to remain in place between 78 Street and 78A Street with 24 meter bulbs at each cross street intersection.
Tony Odenbach	Ocident Professional Center			yes	103 5920 Gaetz Ave.	W	NA	E	1-Jan-05	W-1-111	"I think the overall plan is good and once completed will result in positive changes". Likes the pedestrian and bike pathways. As a consumer he would be more likely to visit businesses if there are safer accesses.	No Action Required.

Stakeholder Name	Business Name	Property Manager	Property owner	Tennant	Address of Affected Business	Written Comment	Block #	East/West	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Comments from 78A Street to 80th Street												
Howard Wallter	Walfam Inc. / Hertz Rentals		yes	yes	7899 Gaetz Ave	W	15	E	8-Jul-04	W-1-8	Need access to both north and south (presumably on service road)	Southbound access provided through the service road to 80 Street, northbound access via Gaetz Ave right-in /right-out at 79 Street.
Reg Radford	Dust Free Services		yes	yes	78A - 49th Ave	W	15	E	unknown	W-1-36 & W-1-123B	Expects traffic jams at 49th Avenue and 78A Ave if the light were removed from 78th and installed at 78A. Notices that parking on 49th currently limits traffic. Recommend that the lights remain at 78th Street and install additional lights at 80th or 79th Streets. If light at 78A Street parking would need to be removed on 49 Ave. Traffic controls at T intersections, Large Trucks could not make the turns at the T intersections and stay in thier lanes.	The 78 St intersection blocks during peak hours as there is insufficient vehicle storage between 77 St and 78 St. The installation of new lights at 78A St and 80 St provides the best spacing of signals for traffic flow on Gaetz Ave. The removal of the lights at 78 St provides for the needed vehicle storage on Gaetz Ave at 77 St. 78A St is wider than 78 St. Parking will be limited on 78A St and 49 Ave to reduce congestion. A WB-20 design truck is able to make all corners providing parking is limited. The removal of the light at 78 St may take place after the installation of the light at 80 St providing a period of time to evaluate changes in driver behavior and patterns that may alleviate some of the congestion at 78 St. Although the light at 80 St may releave 78 St of some traffic, eventually the volume of traffic will reach a point where the vehical storage between 77 St and 78 St will become a problem again. The Long-term plan includes the removal of the traffic lights at 78 St. Section 5.9.4 of the report describes the pros and cons of a lighted intersection at 79 St vs 78A St.
Randy Willie	Best Buy Homes		yes	yes	7860 50 Ave.	W	15	E	17-Dec-04	W-1-88	In favor of changes provided that least disturbed their lot. Poor drainage in front of Best Buy Homes.	Drainage is outside the scope of the study, however would be addressed as part of any detailed design. Access to Gaetz Avenue provided at 78A Street and 78 Street with no affect to the property.
Terry Rue	Hertz Equipment and Rental		yes	yes	7899 50 Ave	W	15	E	21-Dec-04	W-1-98	Disagrees with the proposed changes to 79th Street and the bulbing. Concerned with loss of grass areas, signs, and north access to parking lot.	The service road bulb diameter of 24 meters is a requirement for WB15 truck turning and queue storage on 79 Street. Sign may be relocated north and parking lot access may be maintained from the service road.
Maureen & Lee Davis	AEP Industrial Supplies		yes	yes	7842A 50th Ave.	W	15	W	14-Jul-04	W-1-18	Lights at 80th St. overdue, install lights at 78A Street, agrees with the bulbing concept at 80th Street, keep lights at 80th Street.	Long-term option of traffic light removal at 78 Street a shown on the re-development drawings. See also W-1-36
Debbie Hunnold	Lee-Roy Enterprises Ltd. Commonwealth Homes		yes	yes	7898A Gaetz Ave.	W	15	W	24-Aug-04	W-1-42	Generally opposed to lights at 78A St., worried about how the setback changes their property and wish to see the exiting setback "grandfathered", Perceives the proposed intersection at 78A as unsafe, feels that the needs of the mobile home sales business was not met.	The location of the double bulb at 78A St coinsides with the lighted intersection. See W-1-136 comments. The bulb in this location is mid block between 80 St and 78 St creating an equal distance to Gaetz Ave access for both end of the block. The bulb shown is for the minimal requirement by TAC standards and can accomdate a WB15 truck. The text of the report identifies that a small 9 meter diameter bulb may be considered to lessen the impact on property. If this option were implemented the bulb would only accomodate an SU9 truck. Larger trucks would be required to use the access at 78 St or 80 St. The location of the Commonwealth Homes building in relation to the service road bulb would require investigation at the time of detailed design in order to evaluate safety issues. Redevelopment or relocation of the building may be required. The set back distance in relation to the building would also be reviewed as part of any roadway improvements.
Comments from 78 Street to 78A Street												
Barry Daniluk	Multicor Investments / Kickers Saloon		yes	yes	7883 and 7445 Gaetz	W	14	E	12-Aug-04	W-1-23	7883 - property does not generate enough revenue to justify thru movements and parking lot reconfiguration. Would like to see a back alley access. 7445 - would like to see leaving Gaetz Ave open with a double turning lane in the middle of Gaetz Avenue.	Back alley access not favorable as per other tenant / owner comments. Service road from Kickers Saloon to 76 Street is shown to remain in place. Providing uncontrolled all turns access at the service road bulb can not be provided due to issues of safety and the geomentics of the existing turn bays for 74 Street and 76 Street.
Dirk Wunsch	Timcon / Bumper to Bumper		yes	yes	7803 Gaetz Av	W	14	E	28-Jun-04	W-1-13	No comments attached just acknowledgement that he received the initial mail out and info delivery	No Action Required.
Doug Davis and Howard Beamish	Phoenix Construction			yes	#7 7887 Gaetz Ave.	W	14	E	20-Aug-04	W-1-40	Concerned about the loss of parking if 78A is widened, worried about the congestion of traffic in the parking lot if joint access happens, sees the existing condition with respect to parking and access as being acceptable.	78A Street will have some parking restrictions east of the service road intesection. 78A is not intended to be widened. The service road is shown to remain in place from 78A to 78 Street providing for some parking on the service road.
Dirk Wunsch	Timcon / Bumper to Bumper		yes	yes	7803 Gaetz Av	W	14	E	12 July-04 - 10 Mar-05	W-1-13 & W-1-136	In favor of removal of lights at 78th Street and add lights at 80th or 78A to both. Concerned about access for large vehicles. Favors improved alignment of 49th to make it more of a ring road. Improve the grading of the transition at 78th to Gaetz so that when it snows vehicles can get through the lights.	Long-term option of traffic light removal at 78 Street and introduction of opposing left access shown on the re-development drawings. Providing large vehicle access is part of the design of the intersections. Improved alignment of 49th Street was reviewed and could be incorporated into detail design. Simialarly the grade at 78 Street could be addressed in detail design.

Stakeholder Name	Business Name	Property Manager	Property owner	Tennant	Address of Affected Business	Written Comment	Block #	East/West	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Jason Welikoklad	Home Building Center		yes	yes	7849 48 Ave	W	14	E	16-Dec-04	W-1-80	Prefer to leave the lights at 78th Street and wants to attend the meeting scheduled to discuss the removal of the lights at 78th Street.	Special meeting was held. See W-1-36 for comment response
Jason Welikoklad	Home Truss Center		yes	yes	4848 78A St.	W	14	E	16-Dec-04	W-1-80	Prefer to leave the lights at 78th Street and wants to attend the meeting scheduled to discuss the removal of the lights at 78th Street.	Meeting held , See W-1-36 for comment.
George Trach	573711 Alberta Limited		yes		7891 49 Ave.	W	14	E	16-Dec-04	W-1-96	See's an existing problem with parking on 49th Avenue. Need to remove parking once improvements take place. Prefer to see the lights at 78A rather than 78th Street.	Long-term option of traffic light removal at 78 Street and introduction of opposing left access shown on the re-development drawings. See W-1-36 for comment response. Congestion of intersection of 49 Avenue and 78A Street is caused by parking of large vehicles along this roadway. The detail design will investigate the limitaion of parking in some areas along 49 Avenue.
George Trach	573711 Alberta Limited		yes		7891 49th Ave.	W		E	30-Dec-04	W-1-124	Agrees with the proposed changes	No action required.
George Trach	573711 Alberta Limited		yes		7891 49th Ave.	W		E	14-Mar-05	W-1-125	In favor of removal of lights at 78th Street and add lights at 80th or 78A to both. Concerned about access for large vehicles.	See W-1-36 description
Keith Wilson	Carline Muffler		yes			V	14	E	21-Sep-04	W-1-139	Under impression two way left turn would be acceptable or a mid block access south. Feels left turn into parcel is required. Not in favor of joint access. Concerned with width of 78A street as he feels that is tis narrower that 78 Street. Asks if rear access is possible.	A slotted left turn is not permissable mid block due to the required distances of the turn bay at 78th Street and 78A Street. The service road is shown to remain in place providing similar access to the existing conditon. Access to an all turns intersection of 78A is available. 78A Street is wider than 78th Street.
Harry Veenstra	Auto Body Service RD Ltd.			Yes	A3 - 7860-49th Ave			E	8-Mar-05	W-1-129	Recognises congestion at 78th Street, property tax and assesment concerns, prefers 79th Street for the light. One additional light in the short term and one in the future should be adequate.	See W-1-36 description
Domenico Mancuso	Pasquale Mancuso Construction Ltd AND Northland Construction Supplies.		yes	yes	4811-78th Street	W	14	E	30-Dec-04	W-1-108	Concerned over the removal of the traffic lights at 78th Street and the effect on the traffic flow and access for the industrial area. Feel that they are being disadvantaged by changing access thus limiting their southern customer base.	Lights at 78A Street and 80 Street will provide two all turns signalized intersections with access to the industrial subdivision. Access from the south will still be provided at 78 Street. Access from the north will still be provided at 78 Street. Exiting the industrial subdivison will be take place at 78A Street or 80 Street.
Bill Welikoklad	Executive Homes Building Supplies Ltd.		yes	yes	7894 48th Street	W	14	E	4-Jan-05	W-1-112	Strongly opposed to placing traffic lights at 78A Street because of "T" intersection at 49th Ave. Feels that the placement of lights at 78A street would "destroy" retail business in terms of employee and truck /trailer access. Prefer to see lights placed at 79th Street.	See W-1-36 and W-1-96
Comments from 77th Street to 78th Street												
David Kennedy	Manor Management Ltd.	yes			7711 - 50 Ave	W	13	E	30-Jul-04	W-1-21	NOT in favor of removing lights at 78th Street. Feels that an undesirable existing access configuration combined with a poor management access plan would make it difficult to acquire and retain tenants.	See W-1-36 comment. It is the objective of the study to provide all businesses with reasonable access. A slotted left turn has been shown at 78 Street where modifications are required to address an existing traffic problem. Access to 77th Street would provide access to an all turns intersection of 77 Street and Gaetz Ave.
Rick Wiebe	Carpet Color Centre			yes	7711 Gaetz Av	W	13	E	13-Jul-04	W-1-17	feels that the lights should remain at 78th Street and install lights at 80th Street.	See W-1-36 comment
Jan Strokappe	Mae's Café				#15 7727 Gaetz Av	W	13	E		W-1-12	Removal of lights at 78th Street would restrict access lead to a drop in business and reduce in the value of the property	See W-1-36 comment
Garry Stein	Alberta Industrial Metals Ltd.			yes	77 and 78 Blocks of Gaetz Ave.	W	13	E	12-Aug-04	W-1-35-32	See problem with queue storage on Gaetz Ave southbound at 77 St, insist on having a left turn from 78 St Gaetz Ave t. southbound, are happy with the current access, 78A and 49 Ave are not wide enough for large truck access, would like to see lights on 79th	See W-1-36 in response to other comments. Southbound left at 78 Street cannot be accommodated due to storage issues on Gaetz Avenue at 77 Street. Parking to be removed along 49 Avenue. Slotted left turn provided at 79 Street.
John Strokappe	Center 77/ Parkland Vet Supplies and Service		yes	yes	7727 Gaetz Ave	W	13	E	13-Sep-04	W-1-44	Concerned with changes in access from Gaetz Ave, sees the merit in providing lights at an intersection further north to reduce the 78th St. congestion, does not like the idea of access to 77th St. behind the Center 77 building,	See W-1-36 comment. Access to 77 Street east of Center 77 shown at the property owners request. Traffic control measures will be required to prevent shortcutting from 78 Street.
Toni Montalto	Milano Tile and Marble			yes	11 7727 Gaetz Avenue	W	13	E	13-Dec-04	V-1-64	Concerned over removing the 78th Street light, trees blocking visibility, and access during construction.	Access during construction is not part of the scope of the study, however is expect to be part the requirements of the construction contract. See W-1-52 for response to tree comment.
Greg Linnel	Center 77			yes	#17 7727 50th Ave.	W	13	E	16-Dec-04	W-1-79	Does not want light removed at 78th Street. Does not want to backtrack to 80th Street to go south from Center 77. Wants to attend additional meeting for the 78th Street light removal.	See W-1-36 comment. Additional meeting occurred to receive business input from the area.

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Johan Steenwyk	Steenwyk Custom Shoes and Orthotics.			yes	#7 7727 50 Ave.	W	13	E	16-Dec-04	W-1-82	Worried about not having any access to southbound Gaetz Ave. Feels that once light is moved to 78A Street the traffic congestion will move with it. Feels that the proposed access on the east side of the building to 77th Street will cause congestion.	See W-1-36 comment. Traffic control measures will be required to prevent cut through traffic from 78 Street to 77 Street.
David Kennedy	Manor Management Ltd representing Center 77	yes			7711-50 Ave	W	13	E	28-Dec-04	W-1-106	Owners are concerned that the proposed property line combined with the enlarged turnaround bulb blocks access to the south parking lot. The owner will not accept a plan that does not provide access to the south parking lot from the service road.	Cul-de-sac closed to facilitate the re-configuration of the intersection of 77 Street and Gaetz Avenue. Access to south parking lot provided. Changes shown on drawings.
John and Janette Strokappe	Center 77 Vet Clinic		yes	yes	#15 7727 50 Ave	W	13	E	2-Jan-05	W-1-109	Add to objectives - " to maintain or improve access to existing businesses such that present real estate values will be maintained, and that no one will experience financial difficulties as a result of the change". Additional Comments feel that removal of the lights will be detrimental to the life of the businesses.	See W-1-36 comment. It is the objective of the study to provide all businesses with reasonable access. A slotted left turn has been shown at 78 Street where modifications are required to address an existing traffic problem. Access to 77th Street would provide access to an all turns intersection of 77 Street and Gaetz Ave.
Emil	Raven Box Liner			yes	7743 Gaetz Center 77	W	13	W	13-Aug-04	W-1-31	Feel that customers are missing the turn to their business. Business depends on drop ins and the easy access that they now have. Feel that service roads were a mistake to build for the long term.	The building portion of Center 77 near 77 Street requires service road access or shared access if the service road is removed. The option with the service road in place is shown on the redevelopment drawings.
Comments from 76 Street to 77 Street												
Tisdale Holdings	Go Mango			yes	Center 76	W	12	E	12-Aug	W-1-24	NO thru traffic to 77 Street, do not want joint access to include rear lot. No bulbs at 77 and 76 Street, prefers right in/ right out at the mid block. Wants to keep the service roads. Existing trees obscure sight lines.	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. Access to 77 Street cannot be provided due to the proximity to the new slotted right turn lane. Rear access from 77 Street removed from drawings. If service roads remain in place bulbs are required therefore Right in Right out access from Gaetz Ave have been provided as desired. See W-1-52 for tree comment response.
Tisdale Holdings	Name not provided on comment sheet			yes	Bay #2 Center 76	W	12	E	unknown	W-1-25	Make NO changes to the service road. No entrance at mid block, No entrance from north end of the lot, concerned for access to Gaetz Avenue in winter.	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings.If the service road is left in place changes are required by implementing service road bulbs which are highly impactful at the end of the building. See W-1-24 comments
Jack Engel	First Real Estate Ltd. - Center 76, Acklands Granger	yes			7619, 7667, 7743,7891 Gaetz Ave.	W	12,13,14	E	28-Sep-04	W-1-45	7619 and 7667 - Tenants at Center 76 oppose to the removal of the service road, strong opposition to the proposed rear entrance to the north side of the property from 77th St., Generally do not like the proposed accesses near the north and the south end of the Center 76 parking lot	A series of meetings lead to several design iterations resulting in the concept shown on the redevelopment drawings. Rear access is not shown in the final report drawings. Access to 77th Street is also not shown as the location is in conflict with the right turn lane from Gaetz Ave. The service road can not remain connected to 77th St. A right in right out access with a slotted left turn on Gaetz Avenue has been shown as an alternative access to removing the service road.
Jack Engel	First Real Estate Ltd. - Center 76, Acklands Granger	yes			Centre 76	W	12	E	8-Apr-05	W-1-133	Desire for the existing service road in front of Centre 76 to remain. The proposed entrances at Centre 76 will result in the need to re-design the parking lots. We would have to widen the parking lot to accommodate our needs. This would no be possible because of landscaping requirments.	the right-in/right-out access from Gaeta Avenue is located where the existing access from service road is presently positioned. Revising the access at the south end of the property would require only minor modifications to the parking area and drive aisle.
Blaine Michalsky	Auto Temp Air and Sound			yes	Bay #15 Center 76	W	12	E	31-Jul-04	W-1-26	NOT in favor of access to rear of the building. LEAVE the service road. North end access would delete the front door parking. Feel that more accidents will occur in parking lot if the service road is removed. Place entrances out away from the building	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. North end access not shown. Rear access not shown. See W-1-24 Comments
Sheila Crouch	Curves For Women			yes	Center 76	W	12	E	Unknown	W-1-27	NOT in favor of the rear entrance on the North side of rear parking lot. KEEP service road, would like to see right in / right out access to Gaetz Avenue.	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. See W-1-45 & W-1-25 comments.
ED	Silver Automotive			yes	Center 76	W	12	E	12-Aug-04	W-1-28	KEEP service road as is, no road behind the building, entrance is too close to the buildings. Does not like large trees	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. Landscaping requirements to be reviewed prior to implementation. See W-1-45 & 25 comments. See Also W-1-52 for comment in response to trees.
Unknown	Alberta Central Flooring			yes	Bay 9 Center 76	W	12	E		W-1-29	AGREES with having a mid block entrance. Not in favor of rear access to 77 Street. Lights should remain at 78 Street and a new light should be placed at 79 Street.	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. Mid block right in right out access provide. Access to 77 Street not shown. See W-1-45 & 25 comments. See also W-1-36 comments.
unknown	Par "T" Golf			yes	Center 76	W	12	E	Unknown	W-1-30	Concerned with the negative impact on business as a result of the proposed changes. Mid block right-in /right-out access OK, worried that additional traffic will congest the parking lot and access during construction	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. Access during construction is not part of the scope of work of this study, however it is expected to be reviewed as part of detailed design.

Stakeholder Name	Business Name	Property Manager	Property owner	Tennant	Address of Affected Business	Written Comment	Block #	East/West	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Byron Kindopp	Kindopps		yes	yes	#1 - 4999 - 76th Street.	W	12	E	30-Nov-04	W-1-49	Is in favor of a right in right out concept with a subsequent joint access agreement.	Other property owner in the block were not in favour of joint access. For this reason a portion of the service road is shown to remain in place with a service road bulb at the Kindopps property.
Darcy Notland and Val Howatt	Elite Sportsware and Awards		yes	yes	#1 7619 50th Avenue.	W	12	E		W-1-53A	Acknowledgment of receipt of mailed out information. Did note that they would be attending the open house.	No Action Required.
RR Hodgson	Central Alberta Flooring			yes	Bay 9 7667 - 50 ave	W	12	E	6-Dec-04	W-1- 53	Does not see the merit in placing th lights at 78A Street due to the perceived function of the "T" intersection at 78A and 49 Street. Prefers to see the lights installed at 79 Street.	Long-term option of traffic light removal at 78 Street and introduction of opposing left access shown on the re-development drawings. See also W-1-36
Dr. Ken Hubbard	Cedarwood Vet Clinic		yes	yes	7644 Gaetz Ave.	W	12	W	12-Jul-04	V-1-15	Interested in the one way service road, would like to see light at midblock, liked the road planned west of the blocked does not want to see a median on 77th and would prefer to see signage is the route to his business becomes confusing	Design revised leaving existing service road in place with 24 meter bulb at 76 Street. Grade separation at the location of a right-in/right-out where the service road turns south is significant.
Ken Hubbard	Cedarwood Vet Clinic		yes	yes	7644 50 Ave	W	12	W	21-Dec-04	W-1-101	"much in favor of the option to remove the service road and create a mid block access if the new road adjacent the trailer park or a dedicated left turn in from Gaetz could be constructed".	Left turn from Gaetz Avenue at the east bend in the service road is not possible due to the the left turn bays at 77 Street and at 76 Street. The construction of a rear access road adjacent the trailer park is not desired by these residences. Construction of a rear access is not cost effective when from access can be provided by the existing service road. The existing service road is planned to remain with the construction of a 24 meter service road bulb at 76 Street.
Fred Fishbourne	The Truck Outfitters		yes	yes	5117-76A 50 Ave	W	12	W	20-Dec-04	W-1-103	Stakeholder is concerned that the right in / right out planned just south of the property will restrict customers from the south entering his property. Does not want patrons to have to go to 77th Street then west to 52nd Street to get to his business	Detailed design shows the right-in/right-out access as possible in overcoming the grade separation, however in the interest of owner and tenant concerns the service road will be maintained with a 24 m bulb at 76 Street.
Comments from 74 Street to 76 Street												
Toby Lampard	Santo Property Management Inc. / Air Liquid	yes	yes		7403 / 7419 Gaetz	W	11	E	15-Jul-04	W-1-20	Feels joint access will not work, thought that a marketing consultant should have been employed, NOT in favor of removing service roads, feels that bulbing would have a negative impact on the businesses.	Although a joint access has the least impact on properties response from property owners was mixed. If the service road is left in place the required bulbs will affect corner properties such as Air Liquid concern. The design plan leaves the service road in place between 76 Street and Kickers Saloon. Red Deer Lighting will obtain access from the corner of the service road. Air Liquid property will have access to 74 Street.
Toby Lampard	Santo Property Management	yes			Block 71st St. to 74th St.	W	10	E	10-Dec-04	W-1-63	Re: Nov 24, 2004 Discussions. - Issues are; City is forcing the accesses to be placed, joint access is a non starter, feels that Engineers opinion was forced upon business and requires further thought. He prefers the use of right-in /right-out with pave	See W-1-20
Sid Postma	FourUp Holdings / Glentel		yes		7483 50 Ave	W	11	E	13-Jul-04	W-1-16	MAIN concern - Need service road in the front for parking, space required for large vehicle servicing, changes could lead to altering lease agreements, prefer to see the service road stay in place and in use. NOT interested in a common access agreement.	Service road left in place in front of Glentel. See W-1-20.
Bob Philip	Red Deer Lighting			yes	#1-7429 Gaetz Avenue	W	11	E	25-Nov-04	W-1-46	Prefer to have right in right our access to property but are concerned that the right-in /right-out access for southbound destinations has to be addressed. Sees merit in common access. Inquire about the ATCO gas line right of way as an access	See W-1- 20, Atco Gas right of way can not be used as access. Excess service road land may be acquired with the right-in/right-out bulb located at north property line.
Silvio Resta	Boston Pizza	yes			7494-50 Avenue	W	11	E	4-Feb-04	W-1-26	Are not in favour of of allowing access across lands to the properties to the South, and consider a joint access aisle hazardous and unsafe to their patrons. Their customers have experienced problems with the northbound Gaetz Avenue left hadn (West) turn movement onto 76 Street.	Shared access not required for the Boston Pizza property. The service road is shown to remain in place from Super 8 Motel/Aladdin Plaza to 74th Street. Boston Pizza will have access to 76th Street as it is a corner lot. Left turn permissive for the light at 76th Street may be investigated by the city outside the scope of this study.
Ron Deines	Red Deer Lighting		yes		#1-7429 Gaetz Avenue	W	11	E	26-Nov-04	W-1-47	Prefers right-in/right-out access as presented at the meeting on November 24, 2004.	Agreement between property owners for a shared access agreement that utilize right-in/right-out accesses was not achieved. A mid-block right-in/right-out access ahs been shown at the location of the neighbouring business Kickers Saloon. Access to Red Deer Lighting may be achieved off the corner of the right-in/right-out service road bulb.
Ron Deines	Red Deer Lighting		yes		#1-7429 Gaetz Avenue	W	11	E	29-Nov-04	W-1-48	His tenants do not seem adverse to the right in / right out concept. Inquire about the ATCO gas line right of way as an access. States that he would be in favor of purchasing the service road to covert to parking at fair market value.	See W-1-20 - Unable to provide access over ATCO gas line. See Also W-1-46
Jordan Sinclair	Pro Tool City				#6 7419 Gaetz Avenue	W	11	E	1-Jul-04	W-1-9	Right-in/right-outs are fine. Requires better access south from the business. Would like to see the service road maintained.	Access provided to 74 Street through adjoining property (same property owner).

Stakeholder Name	Business Name	Property Manager	Property owner	Tennant	Address of Affected Business	Written Comment	Block #	East/West	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Corey Desbosiers	Independent Paint and Body			yes	#2 7453 and #2 7445	W	11	E	25-Nov-04	W-1-50	Is in favor of a right in right our concept with a subsequent joint access agreement, Also, would prefer to see the area behind the buildings improves as part of the negotiation.	See W-1-20 Other business in the block not interested in joint access. Rear improvements must be worked out between owners and is outside the scope of work the study. Unable to provide access over ATCO gas line. See Also W-1-46
Sid Postma	Glntel		yes		#9B 7483 50 Ave.	W	11	E	15-Dec-04	W-1-76	Need access for northbound and southbound vehicles for delivery trucks and patrons. Worried about property value, leases, and compensation.	See W-1-20 Service road and existing access access for trucks will remain. Trucks will need to use 76 Street if the mid block bulb is constructed to 18.0 meter diameter.
Troy Ritchi	T.R. Transmission		yes	yes	7453 50 Ave.	W	11	E	16-Dec-04	W-1-81	Does not support the right in / right out concept from 74 to 76 Street. Prefers to have the service road left in place along with north access to 76 Street.	See W-1-20, Partial service road left in place. A service road bulb at Air Liquid would greatly impact the property.
Sid Postma	Glntel		yes	yes	7483 - 50	W	11	E	23-Dec-04	W-1-114	As per Russel Crook Comments from meeting - Glntel require access at rear of building, do not support access over the ATCO pipeline right of way, Do not support the right-in/right- out from Gaetz Avenue and the grade difference at the approach, Concerned with patron confusion due to new access, they feel they may have to move if access remains a problem, They do support the service road bulbing at the end of the block.	As per request service road has been left in place in front of Glntel from 76 Street to mid block location.
Sid Postma	Glntel		yes	yes	7483 - 50	W	11	E	18-Feb-05	W-1-140	Concern with the removal of the service road. Truck access required to property and would not be able to enter the property from both the north and south with only a right in right out access.	The final report drawings show the service road remaining with 24 meter bulbs at both 74th and 76th Streets.
Dan Randal	Cars RV and Marine Superstore.		yes	yes	7424 50th Avenue	W	11	W	4-Dec-04	W-1-54	Concerned as to why there is a bicycle route in front of their business as it is perceived as dangerous. Questions why each (bike path) does not have a designated route.	Bicycle path is designated for the west side of Gaetz Avenue. The lesser traffic on the service road is acceptable from a safety perspective. There is no room for a 3 meter wide pathway in the boulevard.
Russ Joseph	Red Deer Toyota		yes	yes	7414 50 ave.	W	11	W	16-Dec-04	W-1-84	Letter to Stantec - Concerned for the lack of visibility expected with the addition of trees to Gaetz Avenue. Sees the bicycle route as not required and a disruption to service road vehicle movement.	See W-1-52 & W-1-54
Russ Joseph	Red Deer Toyota		yes	yes	7414 50 ave.	W	11	W	16-Dec-04	W-1-83	Referring to previous submission via letter to Stantec - Prefers that the service road stays and use a small bulb rather than a joint access. Appears satisfied with the proposed work.	Small service road bulb implemented.
Russ Joseph	Red Deer Toyota		yes	yes	7414 50 ave.	W	11	W	19-Feb-05	W-1-130	States that Gaetz Aveune could be widened without affecting property. Other problems in the city worse than north Gaetz. Does not see value in walkways in this part of Gaetz. Concerned with trees and visablilty of business. Does not like the impact of a small service road bulb on property or the fact that it is designated for when the property is redevoped.	A small service road bulb will be required when the property is redeveloped. Share access is not favored by other in the block. The 24 meter bulb has no relationship to boulevard width as it is based on the required distance from the new curb line of Gaetz Avenue. Property will be impacted. See W-1-52 for tree and landscape response.
Silvio Resta	Boston Pizza	yes			Gaetz Avenue			E	30-Dec-04	W-1-132	Has not been contacted directly in regard to 2005 widening. Not in favor of shared access. Does not want traffic at front door. Interested in turning phases at lights at 76 Street.	City's land agent made contact with regard to 2005 work. Budget constraints will not permit redevleopment of service roads. The final drawing shows the service road remaining in place with no shared access required. Boston Pizza has direct access to 76 Street. Street light phase is not part of the scope of work for the study.
Silvio Resta	Boston Pizza	yes			Gaetz Avenue			E	4-Feb-05	W-1-138	Desires information regarding purchase of service road lands, expects access to 76th to be paid for by City. Wishes to see left turn signal at Gaetz and 76th Street.	The city land agent is resposible to discuss the terms and conditons of the sale of service road lands and other access improvements.
VIC and RAVI	Aladdin Plaza		yes	yes	7444 50 Ave	W	11	W	23-Dec-04	W-1-115	Do not support the location of the mid block bulb reviewed in the open house. Do not want to loose parking in front of the pizza business. They do not want to enter into a joint access agreement with Super 8. They DO support the mid block access bulb allowing access to the service road north and south.	The service road bulb has been adjusted to the area between Aladdin Plaza and the Super 8 Motel. The text of the report describes the option of installing a 18.0 meter diameter bulb to lessen the impact on property.

Stakeholder Name	Business Name	Property Manager	Property owner	Tennant	Address of Affected Business	Written Comment	Block #	East/West	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Comments from 71 Street to 74 Street												
Sam Wong	Sam's Cafe North		yes	yes	7101 50 Ave.	W	10	E	7-Jul-04	W-1-22	Wishes to have a joint access with Esso lot to the north if the service road is removed. In addition he would like to purchase the service road if it becomes available.	Purchase of service road land possible. Final option and shared access with Esso pending land negotiation.
Chuck Easy	Festival Ford		yes	yes	7150 50 Ave	W	10	W	8-Jul-04	W-1-10	In principle the removal of service roads is a good idea.	No Action Required.
Jeff Weinman	Burger King			Yes	7150 - 50 Ave			W	12-Jan-05	W-1-131	Concerned with loss of access to 74 Street. Concerned with loss of service road access to the north. Concerned with visibility and tree plantings.	Service road access to 74th Street needs to be closed due to the significant number of vehicles on this cross street. The bulb size at the Toyota property is shown as a 24 meter bulb when a 45 meter bulb is recommend by TAC. Closing one leg of the intersection is highly recommend as shown on the drawing. Access to the Burger King from the north will be provided by a right in right out near their property. Service road access to 71 Street will remain. See W-1-52 for landscape and tree response.
Norm Chiles	Chiles Homes		yes		7110 Plaza	W	10	W	17-Dec-04	W-1-90	Sees problems with routes for accommodating delivery trucks. Too much foliage is not good for business. They wish to have the land that they gave up for the service road bulb reverted back to them if it is not being used as a service road..	See W-1-52 in response to landscape design. Intent is to have adequate area for access to Plaza. A mid block access to the existing service road is shown at the Burger King location. The land purchased will be required for the service road 24 meter bulb.
Peter Vera	North Hill Inn		yes	yes	7150 50 Ave.	W	10	W	17-Dec-04	W-1-94	Does not want joint access through property. Wants service road to remain in place with access to 71st Street.	Service road access to 71 Street will remain with a midblock bulb at the Burger King location. Service road access to 74 Street is closed.
Comments from 68 Street to 71 Street												
Daryll Scrivens	JAD Developments Inc. / Auto Value Parts			yes	6868 Gaetz Ave	W	9	E	30-Jun-04	W-1-11	Concerned for access to building and requests a timeframe for the project	Timeframewas announced in open house after comment was submitted. Figure 1.2 in the report illustrates the timing for redevelopment. Those north Gaetz improvements not incoportated into the 2005 roadwork will likely occur within the 6 to 10 year time frame.
Dez Williams	Williams Stationery		yes	yes	6868 50th Ave	W	9	W	10-Dec-04	W-1 56	Questioned how the traffic was accessing the Macs store and if it was going to go through his property.	Macs will have have their own access to 71st Street and will not need to cut through the Williams Stationary lot. The service road will remain in place from the Pizza Hut driveway to Nash Street.
Daryll Scrivens	Auto Value Parts Store		yes	yes	6868 50th Avenue.	W	9	W	12-Dec-04	W-1-62	In response to the proposed plan, he has no problem with the layout and the (positive) effects on the traffic. Is concerned that the species of trees is correctly chosen to provide proper visual access to the business.	See W-1-52
Dale Morn	Pizza 73		yes		6842 Gaetz Ave	W	9	W	14-Dec-04	W-1-66	Concerned with loss of access from 71st Street.	Mid block bulbing is shown with service road access to 68 Street provide. Service road bulb at Macs (71 Street) not recommned due to significant loss of parking.
Daryll Scrivens	Auto Value Parts Store		yes	yes	6868 Gaetz Ave.	W	9	W	13-Dec-04	W-1-67	Concerned with; patron access out of property not favorable at right in / right out, if 68th Street access is missed then 71st Street access would cause drivers to use the alley. Feels that removing service road would create confusion and be unsafe.	If patrons miss the trun northbound at 68th Street they use 52 Avenue to backtrack. Access at both end of the service road is not recommended. A service road bulb at 71st Street greatly impacats the Mac'a store.
Gordon Hillman	Gaetz Plaza North		yes		6842 50 Ave.	W	9	W	17-Dec-04	W-1-92	Worried about parking loss, property loss and compensation, and pylon signs.	Comment incorporated in the re-development setback plan. The minimum available size bulb was used .
Gordon Hillman	Mac's and Lubex		yes		6888 50 Ave.	W	9	W	17-Dec-04	W-1-92	Question the viability of the joint access near the location.	Joint access NOT shown on the drawings.
Comments from 35 Street to 37 Street												
Sam Wong	Café Tiffany's		yes	yes	3515 Gaetz Ave	W	8	E	7-Jul-04	W-1-22	Prefers that the light to stay at 36th Street. In AGREEMENT to joint access if he can purchase and develop the existing service road.	Through various meetings and option revisions the configuration shown on the drawings is the most favorable. If the service road is closed shared access is required for the businesses north of 37 Street. The text of the report describes an alternate plan of leaving a one way southbound service road in place. The slotted left turn onto 37 Street as shown in the plan will improve the access to the business north of 37 Street and take some of the traffic pressure from the shared access or service road if this option is implemented. The traffic lights will remain at 36 Street as shown on the drawings.
Sam Wong	Café' Tiffany's		yes	yes	3515 Gaetz Ave	W	8	E	14-Dec-04	W-1-71	Prefers that the traffic light at 36th Street to stay, worried that joint access will affect parking space.	Through various meetings and option revisions the configuration shown on the drawings was found to be the best. See W-1-22
H. Melax	Resident				1507 4902 37 St.	W	8	E	4-Jul-04	W-1-3	Concerned with pedestrian crossings when Gaetz Avenue is widened to 6 lanes. Would like an overpass, or longer crossing lights.	Existing intersections will remain signalized and a new signal will be added to 74 Street. Signal timings of the signalized intersections will need to be addressed in detailed design to accommodate pedestrian crossings.

Stakeholder Name	Business Name	Property Manager	Property owner	Tenant	Address of Affected Business	Written Comment	Block #	East/West	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Russ Baich	Classic Cleaners				4912 35 Street	W	8	E	8-Jul-04	W-1-2	If bulb is placed at mid block he prefers that his property line becomes part of it. Also, he is interested in purchasing the land to the south (35th Street if it becomes available).	See W-1-22 The bulb concept was not used.
Dr. Ray Comeau	Arura Medical Laser and Vein Clinic.		yes	yes	3617 50th Avenue.	W	8	E	6-Dec-04	W-1-51	Sees visibility as a an important issue to the success of his business. Is OPPOSED to the inclusion of landscaping in front of his business.	See W-1-52
Dr Ray Comeau	Arura Medical Laser and Vein Clinic.			yes	3617 50 Ave	W	8	E	14-Dec-04	W-1-70	Landscaping will block view to businesses, need good access to the clinic, worried that joint access does not work and that vehicles will pass through a school zone to reach his business.	See W-1-52 for response to tree concerns. Access facilitated by shared access to 37 Street as shown on the redevelopment drawings. The slotted left turn at 37 Street lessens the number of vehicles using the shared access. A one way service road is an alternative. Traffic is not expected to use 49 Avenue.
Unknwn	The Worx		yes		3615-50 Ave	W	8	E	14-Dec-04	W-1-69	Would like to be contacted regarding concerns.	Group block meeting held after December 14 open house to address concerns within block.
Joe Tabler	The Dispensary Ltd			yes	#F 3617 Gaetz Ave.	W	8	E	14-Dec-04	W-1-65	Feels that the joint access is detrimental to business. Suggests a 3 lane access from 37th Street to Gaetz Avenue. Felt that the public Open House was short on presenting a business friendly solution to their area.	Boulevard width is very narrow in this portion of Gaetz Ave. A shared access implemented between businesses would likely require some of the boulevard space to implement. The boulevard design width would be compromised. The businesses north of the light at 35 St depend on the existing service road for south bound Gaetz traffic to access their businesses. The alternative to shared access from 36 St to 37 St is a one-way service road as an alternative with the implementation of 18.0 meter service road bulbs at both 37 St and 36 St. These bulbs would have an affect on existing property. A slotted left turn at 37 St will be a valuable improvement over the existing condition. The shared access option has been shown on the drawings with the recognition that neither of the options will fully addresses business concerns and still meet the traffic and safety issues in the area with respect to service roads.
Donna and Henry Coulombe	Canyon Plaza		yes		3701 50 ave	W	8	E	15-Dec-04	W-1-73	Strongly opposed to removing service road between 36th and 37th Street (east), See joint access as problematic. Prefer to have block by block meeting on the proposed changes.	See W-1-65
Debbie Ness	NessCorp		yes		37th Street to 35thStreet Block	W	8	E	15-Dec-04	W-1 97	Letter received before block meeting - Does not agree with the closure of the service roads, and sees access to this block as a problem as the route is too long and involves residential areas and school zones.	See W-1-22, W-1-70 , W1-65
Debbie Ness	NessCorp		Yes		37th Street to 35thStreet Block	W	8	E	12-Jan-05	W-1-120	Letter received after block meeting - Concerned with additional traffic on 49th Avenue. Supports the establishment of lights at 37th Street. Feels that the lights at 36th Street will only serve the best interest of Café Tiffany's	See W-1-22, W-1-70 , W1-65
Bruce Gulley	Plaza Denture Clinic (1886) Ltd.			Yes	3617, Gaetz Ave	W	8	E	5-Jan-05	W-1-121	Letter in response to Ness letter of Dec 15, 2004 - Concerned with the additional traffic on 49th avenue. Feels that if placing traffic signals on 37th Street is not possible then a one way access northbound between 36th and 37th Streets would help alleviate the accessibility problem.	See W-1-22, W-1-70 , W1-65
Chi Lee	resident at Checkmate Court			yes	37th Street 49 Ave.	W	8	E	8-Jan-05	W-1-116	As per Chi Lee conversation with Resident - resident concerned with the proposed right in / right out. Did not see the use of 49th as access being a good idea.	See W-1-22, W-1-70 , W1-65
Albino Lemul	Las Palmeras				3650 50 Ave	W	8	W	6-Jul-04	N/A	Felt that he had unfair parking requirements, was not directly opposed but wanted further confirmation with partners	Visit to landowner to clarify and discuss issues prior to open house. Revised reconfiguration of 35 Street found and is shown in re-development drawings.
Charlie Li	Jasmine Palace		Yes	Yes	3751 50 Ave	V	8	E	Jan	NA	As per comments from Block Meeting Jan 12, 2005 the following comments were expressed - 1) prefers to see new light at 37th Street, 2) If traffic light stays at 36th Street and the service road is closed needs access through a shared access agreement with the properties between 36th and 378th Street.	See W-1-120
Donna and Henry Coulombe	Royal Center		yes		3622 50 Ave.	W	8	W	15-Dec-04	W-1-72	Strongly opposed to removing service road between 36th and 37th Street (west), See joint access as problematic, Prefer to have block by block meeting on the proposed changes.	Service road removal in this location is integral to the widening of Gaetz Ave. The distance from the service road to Gaetz Avenue would cause safety concerns. Removal of the service road has the least impact on property The text of the report also states that a one way service road is an alternative that may be considered. Bulbs, however, would be required at the cross street intersections.

Stakeholder Name	Business Name	Property Manager	Property owner	Tennant	Address of Affected Business	Written Comment	Block #	East/West	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Comments from 34 Street to 35 Street												
Vladislava Kropacek and Pavel Kropacek	Aromatic Skin Care and Tanning Studio			yes	Bay C, 3440 50 ave	W	7	E	7-Dec-04	W-1-58	Does not like the idea of redeveloping Gaetz Avenue. Feels that access will be restricted to her business and potential customers will pass by the business.	Share access with right-in/right-out from Gaetz Avenue is the least disruptive option.
Ed Makarenko	Fargey Paint		yes		3433 Gaetz			E	21-Jan-05	W-1-127	Desires service road to remain in place, would like to see narrower boulevard, not in favor of shared access agreement. Suggests that the drawings show two bicycle routes when one is enough.	The final plan has been revised to show the service road remaining between 34th and 35th Streets. The boulevard space may be reduced when the the detailed design for the widening of Gaetz Ave. occurs. A shares access agreement has been listed only as an option. If the service road is left in place between 35th and 37th Streets a bulb would be required at 36th Street that would significantly impact property. A bicycle path is designated for only one side of Gaetz Ave. Where the service roads are removed that walkway will be 3 meters wide.
Comments from 32 Street to 34 Street												
Lorne and Delphine Doerksen	Brookview Estates		yes		4719 - 33rd St	W	6	E	unknown	W-1-37	Concerned about road noise and emergency access to condo units backing on 32nd Street.	Noise on 32 Street beyond the scope of this study.
Silvio Resta	Boston Pizza	yes			South Location	W	6	E	23-Feb-05	W-1-134	Concerned with access to business due to the loss of service road and widening of the 32 Street intersection. Loss of parking is also a concern due to land acquisition required for widening 32 Street. Desires a right-in/right-out access from 32 Street and another one at Gaetz Avenue. Concerned with loss of access to driveway on 33 St.	The boulevard width and land requirments for the widening f 32 St. have benn minimized to reduce the impact on the BP property. the Corner cut for the property has been revised to a radius rather than straight line allowing the existing parking lot drive aisles to be maintained. The service road lands will be available to the owner of the BP property for additional parking. Right-in/right-out access were investigated and found not to be appropriate de to safety concerns and would not meet T.A.C. guidelines. The driveway access on 33 Street has been maintained.
Terry Vanhantsaeme	Fast Gas	yes			32nd Street			N	26-Jan-05	W-1-126	Concerned with access to the lot and orientation to the pumps if and access to 49th Avenue is closed	Right lane away on 32nd Ave. removed from the plan in order to permit access to 49th Ave. to remain in place.
Comments from 30 Street to 32 Street												
Graham Moore	Moore Developments		yes	yes	3115 50 ave	W	5	E	14-Dec-04	W-1-68	Access as shown in the Open House is not acceptable. Corner cuts detrimental to the life of the business. Recommend to remove the trees and widen Gaetz Avenue.	Corner cuts in the final report have been revised to a radius rather than a straight line in order to minimize the effect on property and yet provide for the future space requirements and site lines at major intersections. The intersection of the existing service road and 32 Street is currently an unsafe condition given the short distance from Gaetz Avenue. The volume of traffic on 32 Street in conjunction with the widening of Gaetz Avenue and the widening of the 32 Street intersection, closure of the service road is required. Closing the service road with driveway access at 49 Avenue will have less of an impact on the property than leaving a dead end service road in place and a service road bulb at 49 Avenue. See W-1-52 for response to tree commments.
Brian D. Neeland	Gaetz Avenue South Business Owners				32 St Area	W	5	E/W	24-Feb-04	W-1-135	Request for a meeting with south business owenrs and Morasch Transportation Consultants Ltd. In regards to the proposed plan.	Meeting held on XXXXX.
Comments from Bennet Street to Molly Banister Drive												
Dr. Ron Webber	An-Mel Holdings/Central Animal Clinic		yes	yes	2404 Gaetz Ave.	W	3	W	20-Jul-04	W-1-5 & 6	Intersection adjacent to his clinic is confusing. Suggesting to use space on the south side of building for thru-road. Does no like the proposed bulb configuration. Does not support selling off the service roads.	The space on the south side of the building was investigated for a potential roadway. It was felt that the roadway would not fit with adequate space on each side to the buildings. A bend in the roadway near the intersection of Gaetz Avenue would be causing difficulties in aligning the drive lanes at the intersection. The straight road on the plan reflects the long term objective and would require acquisition of land and building by the City.
Dr. Rene Weber	Central Animal Clinic		yes	yes	2404 50 Ave	W	3	W	15-Dec-04	W-1-85	Does not like the proposed road as presented in the open house.	See V-1-5&6
Comments from Boyce Street to Bennet Street												
Dale Sherrif	Shoppers Home Healthcare			yes	Gaetz Avenue Crossing	W	2	E	30-Dec-04	W-1-113	Predicts positive impact in his business as a result of the proposed changes.	No Action Required.
Mark Bataldzn	Computer Trends Canada		Yes	Yes	2310 50 Ave	W	2	W	7-Jan-05	W-1-119	Concerns are: 1) what is the time frame ?, 2) how will the business be inconvenienced during changes (construction)?, 3)impact on property taxes?, 4) what happens to the access road in front of the business ?, 5) what happens to the parking?, 6) what happens to the signage,?, 7) Worried about the trees blocking the view of the store front.	The timeframe for improvements in this portion of Gaetz Ave would be 6 to 10 years. Access issues during construction will be addressed at that time and are not part of the scope of work of this study. Issues regarding taxation and property values are not part of the scope of work of this study. As per the proposed changes presented the access road no longer functions as a service road. Provisions for parking would be provided for on the site occupied by Computer Trends Canada. The service road would be available for acquisition. Access would be provided to joint access roadways. See W-1-52 for tree/landscape concerns.

Stakeholder Name	Business Name	Property Manager	Property owner	Tennant	Address of Affected Business	Written Comment	Block #	East/West	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Comments from Delburne Road to Boyce Street												
Marty Vellner	Vellner Leisure Products Ltd.		yes	yes	1890-49th Avenue.	W	1	E	6-Dec-04	W-1-52	Feels that he is disadvantaged by the "wall" of trees in front of his business. Trees will reduce visibility to his business and he feels that the poplars will leave sticky residue and unwanted maintenance related to leaves and poplar "fuzz"	The comment originates from the apparent size of the trees shown on the drawings at the open house. The final report drawings have been revised to clearly depict the landscape plan. Poplar trees are shown only to be planted at the north and south entrances to the corridor. Trees will be spaced at the same distance as the existing condition of 15 meters apart and will be a more appropriate species than the existing. Trees located in the median will be grouped with significance spaces between for site lines to businesses. No spruce trees will be planted between the blocks, and they will only be located in the larger planting islands of service road bulbs.
	Vellner Leasehold Ltd.		yes		1890 49th Avenue	W	1	E	8-Dec-04	W-1-60	Major Concern is the access to the lot from 49th Avenue and Delburne Road is unsafe. Also concerned that the trees shown on the drawings would block visibility to the lot from Gaetz Avenue and that the poplars proposed for the boulevard would create a mess.	49 Street and Delborne Road is out of the scope area of the study, however the safety comment was noted by both Stantec and City Engineers for future reference. The poplar tree comment originates from the apparent size of the trees shown on the drawings during the open house. The final report drawings reflect the spacing and proper scale of trees. The poplar trees are shown to be spaced at 20 meters, providing space between to see the business.
Dean Otis	Value Village Stores Inc.	yes			2235-50 Avenue	W	1	E	21-Dec-04	W-1-137	Required copies of the concept plan mail to their Corporate office in the United States.	Mailed December 3, 2004
Donald Cranston	Nutter's Bulk and Natural Foods #3		yes		90 D 5250 - 22nd Street	W	1	E	9-Dec-04	W-1-61	Based on development plans he believes that the overall redevelopment will improve traffic flow along Gaetz Avenue, and access in and out of businesses with the expectation that the pedestrian and bicycle safety will be improved. Main concern is good access to the property.	No Action Required.
Don Homes	Don's Tire and Auto		yes	yes	1975 50 Ave.	W	1	E	15-Dec-04	W-1-75	Removal of the service road cul-de-sac at Sams South will make it difficult for vehicles to turn	The final report drawings show the service road cul-du-sac in question as remaining in place.
Tammy Schlamp	GES Canada Exposition Services.		yes		Unit C6&C7 2310 50 Ave.	W	1	E	19-Dec-04	W-1-86	Not in favor of roadway (joint access) west of Computer Trends as it conflicts with loading docks.	Shared access drive lane at the rear of computer trends is dependant on the redevelopment of the Tom Blast Sports, previous location of Tim Hortons and the Computer Trends location. The location of the access will be more closely defined with detail design.
Terry Jones	Jones Boys Saddlery and Western Ware		yes	yes	1959 50 Ave	W	1	E	17-Dec-04	W-1-89	Against removing the cul-de-sac in front of Sam's Café South. Not in favor of removing bike route in front of stores. Prefer to have another meeting to discuss the issues.	The final report drawings show the cul-du-sac to remain in place. Bike route in on service road in front of stores.
Bob Hamill	D.Q Grill and Chill		yes	yes	1939 Gaetz Ave.	W	1	E	22-Dec-04	W-1-102	Concerned over the removal of the cul-de-sac on front of Sam's Café south. Emphasized the importance of the cul-de-sac as a turning point for delivery vehicles. Fears a loss of business if the cul-de-sac is removed.	See W-1-89
David Everett	Quantum I, ii, and Quantum Restaurant Group representing Dairy Queen, Kelsey's and Sam's Café as a leaseholder	yes	yes		1939, 1935, 1927 50 ave	W	1	E	28-Dec-04	W-1-105	Strongly objecting to the removal of the bulb at the end of the service road. Feels that the plan forces vehicles onto private property that was not designed for the volume or size of vehicles that may use the parking area. Fear for the safety of patrons	See-W-89
John S. Little	Red Deer Investments / IGA		yes		22nd Street	W	1	W		W-1-19	In letter to Howard Thompson at the City of Red Deer - Solicitors make reference to the land transaction under the presumption that the land was originally zoned C2.	No Action Required.
Ryan Urzada	Days Inn, Motel 6		yes	yes	South Pointe Common.	W	1	W	20-Dec-04	W-1-95	Worried about visibility to the pylon signs.	Size and location of trees dependant on final review from City of Red Deer.
Lyle Lisa	Kelsey's Restaurant			yes	1935 50th Ave.	W	1	E	5-Jan-05	W-1-118	Concerned with the removal of the service road cul-de-sac near Sam's Café (south side)	See W-1-89
Comments from Areas Other Than Gatz Avenue												
Bevan Howell	Retail Business Manager		yes		unknown	W	NA	NA	23-Aug-04	W-1-41	No Comment attached.	
Don Wales	Bicycle enthusiast				Red Deer	W	NA	NA	22-Jul-04	W-1-57	Not satisfied with current state of the bicycle pathways. Feels that the existing condition has some locations that may be considered dangerous.	The plan provides for a designated bicycle path on the west side of Gaetz Avenue.
Dorene A. Rew	Resident		yes		None	W	NA	NA	21-Dec-04	W-1-99	Feels that widening Gaetz Avenue would cost a lot of money that would otherwise be used to develop the downtown core.	The redevelopment of Gaetz Avenue is required to accommodate existing and future traffic volumes within the City. It is the City's main roadway and could arguably be as important to the city as the downtown core.
Jim Watson	Resident		yes			W	NA	NA	15-Dec-04	W-1-74	Prefer to see a high standard of landscaping while keeping business owners happy. Not affect directly by the proposed changes.	Landscaping is an integral part of the Study.
Bob Johnstone	Resident		yes		4512 Waskasoo Creek	W	NA	NA	16-Dec-04	W-1-77	Prefers the use of alternative forms of transportation and complements the City and Stantec for its inclusion in the report.	No Action Required.

Stakeholder Name	Business Name	Property Manager	Property owner	Tennant	Address of Affected Business	Written Comment	Block #	East/West	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Maria G and Garry C Korell	Resident			yes	#6 7920 Gaetz Ave.	W	NA	NA	16-Dec-04	W-1-78	Concerned for the effects of the 80th Street service road and improvements on the mobile home park south west of the 80th Street / Gaetz Intersection.	Size of final service road bulb is dependant upon the land occupancy at the time of redevelopment. Mobile homes presumably would be removed at that time. Service road bulbs are a requirement for truck turning and queue storage at the Gaetz intersection.
Theresa Huber	Safe Communities Coalition for Central Alberta		yes		6519 67th Street	W	NA	NA	17-Dec-04	W-1-91	Very positive reaction to proposed changes to Gaetz Ave.	No Action Required.
Vaughan Bechthold	Resident		yes		21 Nance Ave	W	NA	NA	17-Dec-04	W-1- 93	In favor of improvements to Gaetz Avenue.	No Action Required.
Dorene A. Rew	Resident		yes	yes	31 Parkview	W	NA	NA	16-Dec-04	W-1-99	Does not see the benefit of spending money to widen Gaetz Avenue.	No Action Required.
Cheryl Davis	One Stop Licence Shop and the Insurance Outlet		yes	Yes	#7 5105 76A Street	W	12	W	6-Jan-05	W-1-117	Changes to 76th and 77th Streets would pose serious economic impact on their business and property values. Envision more congestion and increased safety issues with proposed changes. Recommend 1) Create opposing left on Gaetz Ave. for right in /right out at Truck outfitters, 2)Leave service road in place with bulb at Saturn Izuzu, 3) Extend 52nd Street to 76th Street. In addition concerned about the canopy trees blocking view of their business.	These comments are a response to the proposed changes viewed in the open house. Since the open house the detailed design has lead to the removal of the right in / right out in favor of retaining the service road with the bulb at Saturn Izuzu. Detailed design will involve the placement and species of trees used. See W-1-52 for tree comment.
Russ Wayne	Kitchen and Bath Classics			yes	#3, 6782 50 Ave	W	NA	W	8-Dec-04	W-1-59	Feel that the issue of access and visibility need to be addressed in the design criteria.	This is part of the design criteria as stated in the Report.

6.3 PUBLIC OPEN HOUSES

The Public Open Houses were held on December 14th and 16th, 2004 at the Capri Center for Gaetz Avenue South and the North Hill Inn for Gaetz Avenue North respectively. Approximately 84 people attended the December 14th meeting and 81 people attended the December 16th meeting. The intent of the public open houses was to provide a forum for interested stakeholders and citizens to review the current version of the proposed changes to the Gaetz Avenue Redevelopment Study, ask questions, and provide feed back.

Notice of the public open house was issued to the stakeholders along Gaetz Avenue through the use of both a mail out and door-to-door delivery to individual businesses. Drawings of the proposed plan with road and landscaping improvements for their related block were also sent as attachments to the letter. In addition to this, the City of Red Deer provided notice to the public via their web page as well as through public advertisement.

6.4 GENERAL COMMENTS AND CONCERNS

Consultation with the public raised a number of common concerns that encompassed all portions of Gaetz Avenue. These general concerns have been considered in the formulation of the final Redevelopment Plan. Table 6.1 outlines a summary of the written comments received to date from individuals who have reviewed the proposed plan through, mail outs, meetings or the open houses.

Overall, stakeholders were concerned with regard to the current level of service and safety of portions of Gaetz Avenue, particularly in the north. It was conveyed that positive changes have to be made, especially with respect to service roads and service road intersections. Generally, the stakeholders are in favor of reconfiguring the service roads and improving intersections so long as it does not negatively affect access to their business.

One of the main concerns expressed by the business community with respect to the Redevelopment Plan was the reconfiguration of existing accesses. Business owners were concerned with the alteration of current accesses thus limiting entrance and egress directions of travel. Understandably, stakeholders did not want their customers using tedious routes entering or leaving their businesses.

Some business owners recognized the value of mid block right-in/right-out access along Gaetz Avenue that provide additional entrance and egress directly to the businesses and reduce traffic volumes at cross street intersections.

For the most part, many business owners were receptive to the removal of service roads and the possibility of purchasing service roads for redevelopment as part of their property as long as it did not limit their ability to access Gaetz Avenue. There was concern expressed over the cost of purchasing and re-developing the land.

The joint access concept was not well received in blocks with a multitude of businesses attracting a varying customer base (i.e. large truck traffic or fast food service). The perception

was that joint access gave rise to issues such as customer safety, inability to control size of vehicular traffic, liability, maintenance, and snow removal. Many of the property and business owners were not familiar with the concept of joint access and voiced concerns about the ambiguity surrounding the legal issues and responsibilities. In order to increase stakeholder confidence the City of Red Deer identified that it would also be included as a party in the joint access agreement.

A predominant question expressed in the comments was how the loss of land for roadway development will affect business owners' ability to meet the landscaping and parking land use bylaw requirements. In areas where additional land is required to construct bulbs the relaxation of the land use bylaw may be required.

Many business owners expressed concerns over the visibility of business frontage and signage along the corridor due existing vegetation obscuring sight lines. Business owners indicated their preference to remove evergreens along the corridor. It has been expressed that proposed landscaping must provide clear site lines to businesses so that customers are afforded a clear view of the business frontages and signage.

Several meetings were held with the 32 Street group to address business owner access and impact on property. Slotted left turn lanes on Gaetz Avenue were developed to improve the level of access to adjacent businesses. In many cases there is not enough separation between opposite left turning bays to accommodate standard TAC transition tapers for deceleration. Left turn installations such as these should be considered on an individual basis with considerable discussion as they represent a compromise to the accepted standards and have the potential of setting precedence at other locations throughout the city. The compromised turn bay taper may cause some vehicle deceleration to occur in the through lanes on Gaetz Avenue reducing capacity and moderately increasing accident risk. Deceleration on the through lanes of Gaetz Avenue will be most prominent when the left turn bays are nearly full of vehicles. As traffic increases along Gaetz Avenue it may be necessary in some situations to consider closure of the slotted left turn lanes.

A supplementary open house was held with the Northlands Industrial group to discuss access and signalization of intersections between 77 and 80 Street. The recommended solution includes future signalized intersections at 78A and 80 Street. The signals at 78 Street are to remain in place until 78A and 80 Street signals are in place. A copy of the open house comments and proposed solutions is attached in appendix "A".

6.5 COUNCIL APPROVAL PROCESS

The final report and recommendations for the proposed setback have been prepared and will be reviewed by Council. Once the document has been accepted by Council, the report recommendation with regard to building setback distances may be incorporated into the revision of the land use bylaw. A public hearing will be held as part of the amendment process to the bylaw. The approved amendment will then result in the establishment of a building setback for the Gaetz Avenue corridor.