

Town of Drumheller COUNCIL MEETING MINUTES

April 12, 2010 at 4:30 PM

Council Chamber, Town Hall

703-2nd Ave. West, Drumheller, Alberta



PRESENT:

MAYOR:

Bryce Nimmo

COUNCIL:

Andrew Berdahl

Karen Bertamini

Blaine McDonald

Don Guidolin

Sharel Shoff

Terry Yemen

CHIEF ADMINISTRATIVE OFFICER/ENGINEER:

Ray Romanetz

DIRECTOR OF INFRASTRUCTURE SERVICES:

Allan Kendrick

DIRECTOR OF CORPORATE SERVICES:

Micheal Roy

DIRECTOR OF COMMUNITY SERVICES:

Paul Salvatore

RECORDING SECRETARY:

Linda Handy

1.0 CALL TO ORDER

2.0 MAYOR'S OPENING REMARK

- 2.1 Mayor B. Nimmo presented a letter from Hon. Hector Goudreau, Minister of Municipal Affairs announcing that the Town of Drumheller has been approved for a grant of \$73,791 for the Baseball Diamond Development.
- 2.2 Mayor B. Nimmo presented a letter from Hon. Hector Goudreau, Minister of Municipal Affairs advising that the Province has made it easier for local governments to access and achieve the best value from municipal grants by consolidating and streamlining a number of the grants that are provided to municipalities.

- 2.3 Mayor B. Nimmo presented a letter from Stacy Knull, VP, Clearwater BU, EnCana Corporation presenting EnCana's cheque in the amount of \$250,000 for sponsorship of the Badlands Community Facility.
- 2.4 Mayor B. Nimmo presented a letter from Richard P. Coates, Lieutenant-Colonel, The King's Own Calgary Regiment thanking the Town for the outstanding receptiveness and cooperation, and enthusiasm in the support of their exercise, 'Dinosaur Scout' held in the Drumheller area over the weekend of 19 to 21 March, 2010.

3.0 PUBLIC HEARING

- 3.1 Mayor B. Nimmo called the Public Hearing to order at 4:40 PM.

Mayor B. Nimmo advised that the pupose of the Public Hearing is to consider amendments to the Land Use Bylaw 10.08: Definitions / Regulations: Liquor Store, Renewable Energy System, Small Animal Care Centre, Small Wind Energy System, Service Stations, Kennels, Drive Though

Mayor Nimmo asked Brad Wiebe, Director, Palliser Regional Municipal Services to provide an overview of the proposed amendments. B. Wiebe advised that over the past year Town Administration has reviewed a number of different issues / concerns that either required definitions and / or regulations. In some cases, the current regulations were over restrictive or not suiting the purpose within the Land Use Bylaw. The proposed amendments are as follows: Addition of definitions under Part 1(2) Liquor Store, Renewable Energy System; Small Animal Care Centre, Small Wind Energy System (including several components); Addition of regulations which apply to Drive Through, Service Stations, Kennels, Small Wind Energy Systems, Renewable Energy Systems, and Liquor Store.

Mayor Nimmo asked if there were any questions or comments from Council: Councillor B. McDonald referred to Section 67 - regulations for Liquor Store and asked for clarification on how Administration intends to adhere to the 300 metres distance between liquor stores and / or the 150 metres distance to a school. B. Wiebe stated that originally under Liquor Stores distances was part of the definitions and as such could not can be varied as it was part of the specific land use. However, the distance clause is now moved into general land use regulations and because it is not a use unto itself it could be varied if deemed to be necessary by the development authority. R. Romanetz stated that the wording would now allow the Municipal Planning Commission to use their discretion as the requirement for spacing were subject to the clause "unless otherwise approved by the MPC". He further noted that minor changes have been introduced into the bylaw as a result of Council's review and direction prior to first reading.

Mayor Nimmo asked if there were any speakers in favour or against the proposed amendments. There were no speakers in attendance.

Mayor Nimmo asked if there was any written correspondence. Secretary, L. Handy advised there was no written correspondence.

Mayor Nimmo closed the public hearing at 4:40 PM.

4.0 ADOPTION OF AGENDA

Deletion: Delegation 6.1 Chris Marion, Community Garden

MO2010.70 Shoff, Berdahl moved to adopt the agenda as amended.

Carried unanimously.

5.0 MINUTES

5.1. ADOPTION OF REGULAR COUNCIL MEETING MINUTES

5.1.1 Regular Council Meeting Minutes of March 29, 2010

MO2010.71 McDonald, Guidolin moved to approve regular Council Meeting Minutes of March 29, 2010 as presented. Carried unanimously.

5.2. MINUTES OF MEETING PRESENTED FOR INFORMATION

5.3. BUSINESS ARISING FROM THE MINUTES

6.0 DELEGATIONS

6.1 Downtown Parking Task Force

John Shoff, on behalf of the entire Task Force thanked Council for the opportunity to review the downtown parking concerns. He stated that the members realize that the issue was extremely complex with a lot of variables and view points to consider. He stated that the issue is geographically complicated - realizing that 3rd Ave. is more arterial in nature and used for through traffic. He stated that other factors relating to issues affecting the Chamber of Commerce and Downtown Merchants were taken into consideration.

The membership of the Task Force consisted of: Barry Fullerton, Chair (Chamber of Commerce), Mike Todor (Chamber of Commerce), John Shoff (Downtown Drumheller Committee), Jerry Schuler (Downtown Drumheller Committee), Gary Toft (Public at Large), Sandy Brown (Public at Large) Andrew Berdahl (Councillor), and Blaine McDonald (Councillor).

J. Shoff provided an overview of problems:

- Intersection of 2nd Street and 2nd Ave. W (by Tastee Delite) from the

- west direction can only make a right; from the east direction can only make a right; reviewed the collision history.
- Railway Ave./2nd St. W from the west direction only make a right, from the east direction can go right, left, straight thru;
 - Queuing problem at the intersection of 2nd St./ 3rd Ave (west bound). What is the best lane arrangement at 2nd St. / 3rd Avenue W? What are the effects of split phasing of lights?
 - Alternative 1 Figure 4 shows parallel parking on 3rd Ave. and two lanes west and one lane east. Do we need two lanes going east for all two blocks to change the phasing of the lights?
 - Traffic accessing 1st Street West to go to the Tourist Information Centre and World's Largest Dinosaur.
 - Parking stalls net gain / net loss. Safety factor comparison angle parking versus parallel parking.
 - Overall signage requirement / review.

He stated that professionals were interviewed: Bill Bachynski on the safety of their truck movements in the downtown core; Jay Magus - iTRANS on clarification of the Study dated September 2009 and he was agreeable to using their Synchro simulation traffic software to provide ratings on the proposed changes; Tony Chelick, Hanna Alberta Transportation who provided an overview on the reasonings for the changes at the Bridge and at the intersection of 2nd St. and 2nd Ave. W. and he was agreeable to changing the light cycle at the intersection of 2nd St. and 3rd Ave. W. based on iTRANS rating of the proposed changes but he was not willing to change the lights timing for the north and south bound traffic flow; Bob Shedd provided an opinion of the impact of commercial real estate based on available parking - in his opinion there is a shortfall of about 82 stalls in the downtown core.

He stated that the Task Force used a formalized decision process on issues and views: voted on each issue separately and created a triage system based on diagnosis and reports - most critical, critical and recommended. The recommendations are as follows:

"MOST CRITICAL

Parking #1

The two parking lots that are presently being developed behind 3rd Avenue's south side running both east and west off of 1st Street should continue to be developed fully. However for these to become true parking lots they should be paved, marked, lit and serviced during the winter months. The possibilities of the alley ways being paved at that same time is also seen as a priority. In developing these parking lots there should be some oversized stalls for oversized vehicles.

Parking #2

Move the recycling bins presently south of the Waldorf Hotel to the other side of Community Futures Building. This parking lot would offer some RV and long vehicle parking in the downtown core.

Parking #3

That a 5 minute loading stall (minimum 30 ft) be provided in front of the Royal Bank.

Parking #4

That the Town look at the removal of an alley behind the 3rd Avenue buildings between 1st Street and 2nd Street (Hwy#9). This would allow for a better layout of the new parking lot.

Parking #5

The angle of the stalls in the entire downtown core should be adjusted by approx 10 degrees sharper. The acute angles would widen the roadway and increase visibility, making it safer, without losing any parking stalls.

Lights #1

iTrans study showed that with 2 westbound lanes one would be a left and thru and other would be a right and thru and the 2 eastbound lanes would be a left and thru and a right only. This scenario would be the best from all points of view.

Lights #2

iTrans is also looking at the effects of 1/2 the cycle of the lights being dedicated to westbound traffic only and the remaining 1/2 of the cycle being open to both westbound and eastbound traffic on 3rd Avenue. Lane designations would remain the same. This cycle change will have no impact on north and south bound traffic.

Lane Designation #1

This is again extremely important as without the lane changes we cannot have the light cycling changes.

Task Force Recommended Map shows two lanes westbound and one lane eastbound on 3rd Avenue from 2nd Street (Hwy#9) to 1st Street with parallel parking on both sides on the street and from 1st Street to Centre Street there would be one lane westbound and one lane eastbound and diagonal parking on both sides.

The left lane from 1st Street to 2nd Street would be a left and thru only and the inside or right lane would be for straight thru or right turn. This gives us sufficient length to be within the safety perimeters of iTrans and satisfy Alberta Transportation.

Lane Designation #2

Curb extension at the NW corner intersection of 1st Street and 3rd Avenue not be a full size curb extension and to include a curb extension at the NW corner of 2nd St. and 3rd Avenue.

***CRITICAL
Signage***

Signage is a very important issue and needs to be addressed, for example, traffic flow, tourist destinations and parking.

New Railway Crossing

It is a priority that 2nd Street East be extended across the tracks and connect to Railway Avenue. This would connect the new commercial district to the downtown core and new community facility.

Gap Study for 2nd Avenue

Realizing that Alberta Transportation recommends 400 metres between entrances to highways we feel that the elimination of left turn from 2nd Avenue on to 2nd Street (Hwy#9) was not warranted.

If traffic was free flowing, in both directions, on 2nd Street (Hwy#9) when the light was green at 3rd Avenue this might be an argument but with a 30 second delay in north bound traffic on each cycle of the lights and clear and unobstructed views to both the lights and the bridge we believe that a GAP analysis would prove that for the majority of the time including the summer this is not a factor.

If left turns from 2nd Avenue were allowed this would decrease the pressure on 3rd Avenue.

The two reasons we are requesting the gap study are the lack of accidents based on actual statistics and the change of the eastbound traffic to right only.

***RECOMMENDED
Parking #6***

The By-law governing no oversized vehicles parking on downtown streets should be enforced once the new parking lots are finished. To make it more noticeable the length line presently in place should be a solid line the length of the block. This would apply not only to 3rd Avenue's angle parking but also Centre Street. Signage to be posted indicating over length vehicles should not park on streets and directed to the parking lots.

Parking #7

Realizing that the situation with Atco Electric's old building is ongoing, it needs to be kept in the plans for future parking. This would also apply to the PetroCan lot opposite Gough building.

Alley Clean Up

With the parking lot development on the back of the buildings, the alley is now used by the public and improvements to make it more aesthetically pleasing should be considered.

Develop 1st Street W.

1st Street West has become a major artery to the TIC (Tourist Information Centre) and WLD (World's Largest Dinosaur).

In an effort to draw people from the TIC and WLD to the downtown it is suggested that the street be developed into an attraction for families and kids.

The intent would be to push more vehicle traffic to Centre Street and encourage more pedestrian traffic towards 1st Street bringing them downtown.

Future Plans

We realize that the plan that we have suggested for 3rd Avenue (Task Force Recommended Map) may have a limited life span (5 to 10 years) and that this will depend on our growth and that of tourism. It will also depend on the success of the Community Centre and whether or not all of the recommendations of the task force were put into effect.

In 5 to 6 years another study will be required to see if further modifications need to be done. By this time both locals and tourist will be used to using off street parking and we will have a better idea which way to go.

Parking will continue to be a factor in making downtown a viable retail market. A long range study should be done to address this problem. The Town of Drumheller, in conjunction with local business owners, Chamber of Commerce, and various other economic development outlets should become more proactive in the cultivation of a balanced, vibrant, and economically successful downtown core."

Questions from Council:

Councillor T. Yemen asked why the loading zone was relocated to the RBC corner rather than in front of Pioneer Centre. J. Shoff advised that the five minute loading zone in its new location would serve for other purposes as well

as an loading and unloading for seniors. He further stated that the seniors have an access at the back of their building that is wheel chair accessible. Councillor T. Yemen asked if this proposed change was discussed with the Pioneer Centre users. J. Shoff stated no.

Councillor K. Bertamini asked if there was sufficient space for a curb extension on the NW corner of 3rd Ave. and 2nd St. (PetroCanada Park). J. Shoff stated that the lane width is the same throughout the intersection and the curb extension would provide for safe parallel parking in front of Petro Canada Park and the Co-operators Insurance building.

Councillor T. Yemen asked if iTRANS and Alberta Transportation's comments were recorded. J. Shoff stated that there are recorded minutes which captures their comments.

Councillor K. Bertamini asked for clarification on the scheduling of the proposed recommendations. J. Shoff stated that the order of importance is the finishing of the parking lots - change to parallel parking on 3rd Avenue, talk to the Province on the queuing of the lights, and change the degree of the angle parking stalls. She further asked if there was documentation to support the request to change the angle of the parking stalls. J. Shoff stated that iTRANS software has calculated that the roadway would be 1.5 metre wider and would improve the traffic flow. He further advised that iTRANS uses Syncro simulation traffic software to show the rates of failure and level of service at an intersection. He further stated that with any of the recommendations proposed, the rating is either a B or C according to the iTRANS software.

Councillor A. Berdahl asked J. Shoff to comment on the acceptable ratio for parking stalls for a commercial retail business. J. Shoff stated that according to statistics he has been told that 1/3 of a commercial property should be parking. He further explained that the big retailers, Walmart or Canadian Tire, have 80% of their land for parking. Councillor K. Bertamini stated that those retailers would have purchased their own land for parking.

Councillor D. Guidolin asked if the Task Force recommends a change to all angle parking by 10 degrees in the downtown core. J. Shoff stated yes, in order to keep angle parking consistent. Councillor D. Guidolin further asked if the CIBC parking lot would be lost with the Task Force's recommendation to remove the alley. J. Shoff stated that the Task Force is asking for the Town to design the parking lot so that private and public parking were not isolated from one another.

Councillor K. Bertamini asked how many parking stalls are lost with the change to parallel on both sides of the street. J. Shoff stated that even with the new parking lot development there would be a net loss of 17 to 18 parking stalls per block with the change to parallel parking. Councillor K. Bertamini stated that there are other opportunities for parking in the downtown core, such as behind the Legion. J. Shoff stated that he understood the need to go to parallel parking between 2nd Street and 1st Street to address the queuing and lights however he did not understand the requirement to change to parallel parking in the remaining areas of the downtown core. He stated that by changing the degree of the angle to the parking stall it would be provide for

improved traffic flow and safety in backing out of the stall (more visibility). He stated that the loss of parking is a huge issue as the businesses need parking in front of the building or close by to succeed. He stated that parking has to be a factor of equal weight. A. Kendrick stated that this recommendation creates a new problem with the slope of the road, buildup of snow and ice and vehicles sliding into one another when exiting the stalls during icy conditions. R. Romanetz further stated that road maintenance needs to be considered as well. J. Shoff stated that this question on the slope of the road should be directed to iTRANS for their opinion.

Mayor thanked the Task Force for their involvement in a very serious process. He stated that Council will discuss the recommendations in detail at their next Committee meeting to be held on April 19th and a decision to be made at their next Council meeting on April 26th. J. Shoff thanked the Task Force membership for their hard work.

7.0 COMMITTEE OF THE WHOLE RECOMMENDATIONS

8.0 REQUEST FOR DECISION REPORTS

8.1. CAO

8.1.1 Bylaw 10.10 Waste Collection Bylaw - 2nd and 3rd readings

R. Romanetz advised that there are general sections that need to be carried over from the current bylaw that are not included in the new Bylaw 10.10. He further explained that these sections dealing with the placement of commercial containers on the roadway need to be added to ensure that the location, drainage, safety issues, sight lines and maintenance are addressed. Administration is researching how other communities deal with this matter and these changes will be incorporated into the bylaw within the next two weeks. He recommended that rather than proceeding with 2nd reading this evening, Council review the additions at their Committee meeting of April 19th.

8.2. Director of Infrastructure Services

8.2.1 RFD - Solid Waste Collection Contracts

R. Romanetz advised that the tenders were reviewed however further considerations are required and he recommended awarding the tender in two weeks. Councillor K. Bertamini asked if there was a way to attach the cart to the property. R. Romanetz stated that the resident can chain the cart to their fence however the chain needs to be removed prior to pickup. She further asked for clarification if the cart is stolen and who is responsible for the costs. A. Kendrick stated that the cost to purchase another cart is that of the

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homeowner as is consistent with other municipalities the Town has researched.

Councillor T. Yemen left the meeting at 5:50 PM.

8.3. Director of Corporate Services

8.4. Director of Community Services

9.0 PRESENTATION OF QUARTERLY REPORTS BY ADMINISTRATION

10.0 PUBLIC HEARING DECISIONS

10.1 Bylaw 11.10 - 2nd and 3rd readings

MO2010.72 Shoff, Berdahl moved second reading to Bylaw 11.10. Carried unanimously.

MO2010.73 Guidolin, Shoff moved third reading to Bylaw 11.10. Carried unanimously.

11.0 UNFINISHED BUSINESS

11.1 Bylaw 03.10 (Amendment to Land Use Bylaw 10.08 Section 25 "CR - Country Residential District is hereby amended by adding 'kennel' to the list of discretionary uses) - (MO2010.34 tabled 2nd reading at the Council Meeting of February 1st, 2010)

MO2010.74 Berdahl, Shoff to remove second reading of Bylaw 03.10 from the table. Carried unanimously.

MO2010.33 Yemen, Berdal for second reading to Bylaw 03.10. Carried unanimously.

MO2010.75 McDonald, Guidolin for third reading to Bylaw 03.10. Carried unanimously.

12.0 NOTICES OF MOTIONS

13.0 COUNCILLOR REPORTS

14.0 IN-CAMERA MATTERS

There being no further business, the Mayor declared the meeting adjourned at 5:54 PM.

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MAYOR

CHIEF ADMINISTRATIVE
OFFICER