

A-G E N D A

For meeting of the Council to be held in the
Council Chambers, Monday, November 24, 1952
at 7:30 p.m.

Present:

1. Confirmation of the minutes of the regular meeting of November 10, 1952.

2. Delegation:

1. H.C. Harper wishes to wait on the Council re purchase of some more land
N.E. of his present location.

Bring up next meeting

Phone Stewart Petroleum

3. Unfinished Business:

- ① Canadian Fed. of Mayors and Mun. RE: Policy on land subdividing and sales. Letter #1. (25% broker)
- ② City of Lethbridge RE: Policy employed in distributing insurance commissions. - Letter #2. (Share equally)
- ③ City of Medicine Hat RE: " " #3. (Find out insurance agents)
- ④ City of Calgary RE: " " #4.

4. Correspondence:

6. Hugh Gilchrist Redesign - Re: Use of Woodlea Park.

File Red Deer Municipal Hospital Re: Thanks for adjustment in electrical energy charges.

7. Alberta Gov't. Telephones-Calgary Re: Parking privileges for service trucks.

8. " " Red Deer Re: #100 for Fire Dept.

9. Fire Chief OK \$7.50 Re: Leather jackets for firemen.

10. Red Deer Safety Council - Advise survey has Re: Traffic lights-corner of 49St. & 50 Ave.

11. Alberta Motor Association Re: Designation of parking lots. (Calgary Herald. Medicate all including ancillary church.)

12. Petition Agreed Re: N°97.5' of Lot 16, Blk H, Plan K.9 be designated as a park.

13. Red Deer Dist. Plann. Comm. Re: Contrib. towards aerial survey maps.

14. John Donohue Pass - write letter Re: Snow fence.

15. K.L. Crowe OK Re: App. for building site for dry cleaning plant.

16. Board of Trade No write letter Re: Christmas lighting of streets.

17. Board of Trade File Re: Thanks re change in Early Closing By-law. as regards Dec. 24/52.

18. Board of Trade File - Re: Diversion of heavy traffic from Gaetz Ave.

19. Wm. M. Crandall - Perhaps use final plan. Re: Purchase of Blk B, Plan 2126E.T.

20. Alton Bros. O.K. Re: Application for 20 lots to build on in 1953.

21. McGavin Ltd. No Re: Lots 29&30, Blk I6, Plan 7604S. Proposed purchase.

22. Western Builders Ltd. Pay 10% Re: surrender of Lots 29&30, Blk 9, Plan 3586A.E.

23. C.M. Dean Re: application for 8-11 building sites for 1953.

Apply frontage

Highland Dancing - O.K.

Sign - scotchlight. - more committee (reflecting sign)

What about lighting for sign & general lighting?

5. By-laws:

1. No. 1693 - amendment to zoning by-law - 3 readings.
2. No. 1694 - amendment to street regulation by-law - 3 readings
3. No. 1695 - amendment to traffic by-law - 3 readings.
4. No. 1696 - execution of agreement between City and War Memorial - 3 readings.
5. No. 1697 - Transfer by-law - 3 readings.
6. No. 1698 - Land Sale agreement by-law - 3 readings, as follows:

NAME	LOT	BLOCK	PLAN	PURCH. PRICE	FLOOR AREA
G.H. Goodacre	17-18	9	3586AE	360.00	720 sq.ft.
James B. Innes	21	6	3007HW	685.00	1100 "
R.D. Land and Development	3-4	8	3586AE	360.00	720 "
A.C. Sylvest	Parcel W. of 53 Ave.			850.00	\$3,000.00 Min.
C.R. Parker	8	6	3935HW	367.00	\$6,000.00 "
Ethel Buck & R.E. Keast	18	6	3935HW	367.00	720 sq. ft.
R.N. Graham	19	7	3935HW	367.00	720 "
R.N. Graham	18	7	3935HW	367.00	"
Mr. & Mrs. A. Phillips	14	2	2171HW	222.00	600 "

6. Reports:

1. Report by Alderman Brown re Neon sign at arena - tabled from last meeting.
2. Commissioner's Report re Courtesy Card submitted by Board of Trade. *Anderson*
3. Commissioner's Report re Waskasoo Protection Wall. *Simon*
4. Fire Chief's Report re fire on Nov. 13th, Sturdie propane truck.
5. Red Deer District Planning Commission Minutes of Nov. 17/52.
6. Report by E.A. Johnstone re housing.
7. Police Committee minutes of Nov. 18, 1952.

7. New Business:

1. Chas. Thompson family - thanks in bereavement.
2. Pioneer Electric - Invitation to Banquet for their opening on Dec. 12/52.
3. Taxi and bus by-law - In by-law No. 1624 dealing with taxi and busses the license for 1 bus is given as \$35.00 but the figure was never filled in for the second bus - I suggest \$20.00. R.S.G.
4. Application for Mothers' Allowance for Mrs. Ferrald F. Service -

NOTE: The eldest boy will be 18 on Ap. 11/53 and will be cut off that date. Recommend \$85. for the present time and after Ap. 11/53 it will be reduced to \$70.00. JGS.

5. Payment of accounts.

LETTER NO. 1

Canadian Fed. of Mayors & Municipalities,
Montreal, Que. Nov. 12, 1952.Mr. R.S. Gillespie,
City Commissioner,
RED DEER, Alta.

Dear Mr. Gillespie:-

I regret the delay in answering your letter of October 29th and Mr. Beveridge's of the 30th, but I have had a heavy pile-up of work on my desk the last short while and it is only to-day that I managed to get around to preparing some notes for you.

You asked for informat on re the practices and policies of other municipalities with respect to the provision and payment of municipal utilities on privately owned subdivisions. There is considerable diversity of practice but, in general, the prevailing experience is somewhat as follows:

The most general practice still is for municipalities to finance the capital cost of street paving, sidewalks, drains or sewers and water mains in new subdivisions. This is met either by drawing on the available working capital of the municipality or by funding the cost in new debenture debt. To recoup the cost, assessments are levied against the bordering proprietors, equivalent to the capital cost and carrying charges, but paid for in annual instalments, generally over a 20 to 30-year period, with interest of from 5 to 6% on any balance remaining unpaid, the interest being equally apportioned on each of the instalments. The levy on the bordering proprietors is usually based on the length of frontage feet of the property. In the case of paving, this is generally determined by multiplying the number of such frontage feet by one-half of the number of feet of the average width of the street or that part of the street which is paved. In instances where the street paving is in excess of 40 feet in width, the municipality bears the cost of the excess width. This also applies with respect to the paving of street intersections.

Once a street has been initially paved, the normal maintenance and future repavings are absorbed and met by the annual municipal tax imposed on all immovables in the city. It perhaps might be helpful if I gave you a few examples:

The City of Montreal pavings in new subdivisions are charged to the bordering proprietors at the uniform price of \$5. per square yard, payable in cash or in 20 annual instalments, according to the number of frontage feet of the immovables belonging to them. The .5-per-square-yard charge includes all paving accessories, including street levelling, gullies, curbs, removal and re-erection of poles, hydrants, etc. If there are no accessory works, and this is generally the case in a new subdivision, the proprietor pays only the actual cost of the paving, based on the square yard of paving, and it is provided that, in no case, the amount of such cost should exceed the amount of .5. per square yard. Any excess cost beyond the maximum of \$5. per square yard is payable by the City.

The Montreal City Charter provides that, if an owner subdivides his land into building lots and if the plan of the subdivision is registered, the City - in the event of any such lots bounded by a street projected on the subdivision plan being disposed of by sale, promise of sale or otherwise - may, at the request of one or more of the purchasers thereof or of the parties to whom promises of sale have been given, perform on such projected streets all such municipal works as it may deem advisable and may charge the cost thereof to the bordering proprietors, in accordance with the provision of the Charter governing the matter. In practice, the City would only lay pavements, sidewalks and other local improvements when 50% or more of the bordering proprietors in a subdivision have indicated they are in favor of the City proceeding with local improvements.

In the City of Verdun, the cost of street paving in a new subdivision is met by the proprietors at large throughout the city. Local improvements (sewers, water mains, sidewalks, lanes) are charged against the bordering proprietors. The procedure is as follows:

No improvements whatsoever are proceeded with unless and until the owner of the subdivision deposits a bond equivalent to the first five years of special assessments for local improvements or until 50% of the lots in a block of the subdivision, or any succeeding block, have been purchased. In the latter case, which is generally the basis of initiating local improvements, a petition is then circulated among the bordering proprietors. If 50% are in favor of the proposed local improvements, the City Council authorizes that a plan of local improvements for the subdivision be drawn up and an estimate of the cost be made. The plan is then submitted to the City Council and, if it approves it, the proposition is then placed before the Provincial Dept. of Municipal Affairs. If approved by the Department of Municipal Affairs, an order-in-Council is issued authorizing the City to proceed with the project. The City Council then authorizes the work to be proceeded with. A Municipal loan (bond issue) is then arranged to cover the capital cost. The bond issue is based on 20 years for pavements and sidewalks, and 40 years for sewers and water mains. An annual levy is then assessed against the bordering proprietors equivalent to the capital cost, including the cost of the bond issue. This is paid in annual instalments, 20 years for sidewalks and 40 years for sewers and water mains.

There are some variations in both Quebec and Ontario municipalities but, in general, the current practice is substantially that which I have described, as it applies in the Montreal and Verdun situations. There may have been some instances where the full costs of local improvements have been charged in a lump sum against the owner of the subdivision, but I do not know of them. In which case, the owner of the subdivision would, of course, include such cost in the price of any land he sold or, if it was rental housing, it would be spread prorata in the monthly cost. The most general practice is for the City to amortize the costs of local improvements over a period of years and charge them to bordering proprietors in annual local improvement assessments in the manner I have indicated. The single exception is with respect to street paving, where, in many instances, the bordering proprietors choose the option of paying the entire costs outright. The costs, whether they are paid outright or by annual instalments over a number of years, become applicable only following the actual installation of the services.

I have read your report of October 24th to the City Council with great interest. It seems to me that you have pin-pointed the issues very effectively and, while I am not familiar with the local Red Deer situation, I would think that your recommendations are soundly conceived and I would be in general concurrence with them.

This whole matter of installation and manner of payment of local improvements in a new subdivision is a thorny one and, with vivid recollections of what transpired in earlier real estate booms, most municipalities are to-day pursuing a very cautious policy with respect to it. It is a matter which ought to have been subject to careful analysis and study on a nation-wide basis, but, unfortunately, this has not been done. There is very little in the way of reports or studies on the Canadian situation available. In U.S., a number of studies have been made and two quite definite documents dealing with the American experience and appropriate recommendations based on it are available. One of these studies was undertaken for the State of New York and published in 1936. The title of the study is: "Premature Subdivision and Its Consequences", and is published by the Institute of Public Administration of Columbia University. It is a reprint of the official report and contains a great deal of useful information. I would be glad to make our library copy available to you on loan if you wish it or I could obtain another copy and send it on to you. I think the cost of the document would probably be \$5.00.

Another book which would be useful to you is: "Subdivision Regulations - An analysis of Land Subdivision Control Practices" by Harold W. Lautner, published by Public Administration Service, Chicago. If you would like a copy, I would be glad to place an order for you or make our library copy available on loan for two or three weeks.

I have always thought that the situation in England with regard to subdivision controls deserves more study than we have, up to the present, given to it. In England, the duties and obligations of local governments with respect to new streets and local improvements in new subdivisions are clearly set forth in a series of codes, of which some are applicable only to the metropolitan district of London, while others are applied to local governments elsewhere.

The general practice in England is that, while an estate is being developed, the roads are provided temporarily by the undertakers, i.e. the firm or individuals engaged in the enterprise. They, in turn, recoup themselves for the expenditures incurred at this stage out of the selling prices of the building sites or of the houses to be constructed. Later, possibly some years after the first construction of the roads, a higher standard of road construction is required owing to the property developments which have taken place and to the greater use of the roads. It is then, usually, that the municipal government acts under one of the statutory codes above referred to, with a view to the roads becoming highways repayable by the inhabitants at large. The English codes, however, do provide for an alternative, the local municipality being left to decide which alternative will be used. If the initial cost of streets and sidewalks is not borne by the private undertaker, the municipality can meet the cost and recover the outlay from the bordering lot proprietors after the work is completed.

While I am not sufficiently conversant with the English practice to speak with authority, I have always drawn the inference, based on the English codes, that streets in new subdivisions, generally speaking, remain private streets which can be improved and maintained only at the expense of the subdivider. However, after the houses are built, application may be made to convert the street to public use. But the municipality can only accept the offer of dedication providing installations meet with the local statutory standards. Local improvements therefore in England, generally speaking, (save for public housing estates) are installed wholly at the expense of the subdivider or of those who have bought the property from him. The significant thing about the English practice is that, while it involves procedures somewhat resembling American and Canadian local assessment practices, these procedures are invoked not while the subdivision is still in a raw state, but only after it has been adequately built up and occupied.

In U.S., cities in Ohio have long had the right to require, as a pre-requisite to the approval of a subdivision, that the subdivider install all streets and local improvements which are essential to intensive urban use at his own expense, on city specifications and subject to city inspection. The exercise of this right is not mandatory. So far as I know, Cincinnati is the only municipality which, in fact, has taken full advantage of it.

The City Council of Cincinnati has an ordinance requiring developers of land to place highway, sewer and water improvements in their developments in compliance with a plan approved by the Planning Commission and the Engineering Department of the City. It was largely as a result of this ordinance that the City of Cincinnati came through the Depression, alone of all U.S. municipalities, with no substantial volume of abandoned subdivisions and high-tax defaults. Another feature of the Cincinnati type of control, (almost unique on this continent) is that the supply of new lots in new subdivisions is largely self-regulated by real estate development people themselves. They have to do some tall thinking and make sure that their estimates of new demand for housing will be reasonably within effective realization.

I hope the foregoing will be helpful to you but, if you have further questions to raise, please don't hesitate to let me know.

Sincerely yours,
Geo. S. Mooney,
Executive Director.

LETTER NO. 2

City of Lethbridge,
LETHBRIDGE, Alta. Nov. 6/52.

R.S. Gillespie, Esq.
City Commissioner, Red Deer.

Dear Sir:-

This will acknowledge receipt of your letter of Nov. 3rd and I attach hereto copy of rules and regulations covering the handling of insurance for the City of Lethbridge.

The British Canadian Trust Company acts as broker for all City business and they make the necessary arrangements for securing policies; distributing commissions; checking to see if the City is adequately covered; making recommendations, etc., etc.

This arrangement has only been in effect since Jan. 1/52 and in my estimation has worked out very satisfactorily in so far as this office is concerned because we only have one man to deal with. In passing, I might mention that in Dec. 51, we made arrangements to cancel all our insurance, which came due at various dates scattered through the year, on a pro-rata basis and have new policies written effective Jan. 1/52. I had this idea in mind for some years but was unable to put it into effect prior to this year because of the fact that we had so many individual agents handling different types of policies for the city but as soon as the broker was appointed, we were able to take care of it without difficulty.

Yours truly,
T.L. Ferguson, City Clerk.

LETTER NO. 3

City of Medicine Hat,
MEDICINE HAT, Alta. Nov. 5/52.

Mr. R.S. Gillespie,
City Commissioner,
RED DEER, Alta.

Dear Sir:-

Replying to your letter of November 3rd, regarding the distribution of this City's insurance, I wish to advise that all insurance is handled through one broker appointed by the various agents of this City to act on their behalf. The commission is distributed equally between all agents who have been in business in the City for one year or more regardless of the amount of insurance carried by any one agent. In this manner we find the small agent receives the same percentage of commission from City insurance as the large agent, and the plan is working very satisfactorily and everyone is satisfied.

Yours very truly,
A.T. Legge, City Controller.

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LETTER NO. 4

City of Calgary,
November 6, 1952.

Mr. J.A. Beveridge,
Assistant City Commissioner.
Red Deer, Alta.

Dear Sir:-

Your letter of November 4th addressed to our City Treasurer has been handed to me for reply.

Most of the City of Calgary's insurance is on schedules on which we call tenders from time to time. The board companies appoint an agent to represent them in business dealings with the City, and we deal direct with E.D. Adams & Co. The board agents divide the business equally between their members with the exception of the company which they appoint to handle the transaction, and that agent has the privilege of writing, I believe it is 20%, of the schedule in question.

The non-board companies have a similar arrangement, and I am not familiar with the manner in which they allocate the business. When tenders are submitted by either the board or non-board companies, they are submitted by one agent acting on behalf of the respective groups. With respect to policies which are of such nature that the insurance cannot be divided between numerous companies, I believe the board agents have an understanding which they arrive at with respect to sharing the commission.

Trusting this information may be of some assistance to you, I am,

Yours truly,
J.M. Miller, City Clerk.

LETTER NO. 5

Red Deer, Nov. 21, 1952.

The Council,
City of Red Deer.

Gentlemen:-

Some time ago I wrote a letter suggesting that practice games and organized sport of any kind should not be allowed on the Woodlea Park. Apparently the reaction of the Council was that the park was designed for that purpose.

I wish to point out that originally in all the discussions which I had with the Commissioners, the park was intended to be used more or less as a romping ground for children and where parents could take their children and relax while they played around.

If it is necessary that a playground be provided for this area, the whole design of the park would have to be changed. There are several other places in the City and equally close in where organized games may be practiced and I believe that it would be rather a mistake to allow organized games or practices in this park. I have known several occasions when small children who have been playing in the park have been chased away by larger boys who wished to play an organized game.

I shall, however, await your instructions in this matter.

Yours very truly,
Hugh Gilchrist.

LETTER NO. 6

Red Deer Municipal Hospital
November 12, 1952.

Mr. B.S. Gillespie,
Commissioner,
City of Red Deer.

Dear Mr. Gillespie:-

Thank you for your letters of Oct. 29 and 30th regarding reduction in service charge made to this hospital for electrical energy.

Your co-operation in this regard is very much appreciated. May the writer through yourself express to the City Council the appreciation and satisfaction of the Hospital Board for the consideration shown and for the decision to make the new charge retroactive to July, 1952.

It is noted that this matter be taken up again after the new arrangement has been in operation for some time.

Yours very truly,
F.W. Lamb,
Secretary-Treasurer.

LETTER NO. 7

Alberta Gov't. Telephones,
Calgary, Alta. Nov. 19/52.

City of Red Deer,
Red Deer, Alta.

Dear Sir:-

Referring to your letter of August 12, 1952 to our local manager, Mr.A.C. Smith, re the above.

We are very reluctant to again bring up the question of parking privileges for Alberta Government Telephone trucks in restricted areas.

As we are a Public Utility and as such, serving the Public, we feel you may not have considered the inconvenience which may be caused to business offices and merchants whose telephones or Private Branch Exchanges may be out of order, and our men may find it necessary to return to the truck, or to the Telephone Office, for material, and the truck might be parked a few blocks away. In the case of a Private Exchange, the whole network would be tied up.

There is also the question of our gangs, who will be in Red Deer next week, erecting additional aerial cable and pulling cable into our underground conduits to cope with the demand for telephone service.

All we ask is that Government Telephone trucks, carrying the Department Crest, be permitted to park in restricted area. We can, and will, guarantee that the practice will not be abused, but if such a thing should happen, and it is drawn to our attention, we would take corrective measures.

We have this arrangement with the City of Calgary, where we have in the neighborhood of 40 trucks, and I can assure you that if the privilege was abused we would hear regarding same.

We would be pleased if you would be kind enough to bring this before the Council for re-consideration.

Yours truly,
G.B. Dickie,
City and District Plant Superintendent.

LETTER NO. 8

Alberta Government Telephones,
Red Deer, Alta Nov. 19/52.

City of Red Deer.
Red Deer.

Dear Sir:-

With regard to changing the telephone number of the Fire Dept. to 100 we are now informed that the cost for making this change would be \$3,000.00 and if you are agreeable to paying this sum, we will order the necessary equipment at once.

Kindly advise.

Alberta Government Telephones,
A.C. Smith, Local Manager.

LETTER NO. 9

Red Deer,
Nov. 19/52.

The Mayor and Council,
City of Red Deer.

Gentlemen:-

I wish to take this opportunity to request the purchase of some jackets (leather) for the men of the department.

Up to now, the paid and volunteer firemen have never asked for anything for themselves and what pay they get for fires, etc. is in a way just compensation for any damage done to their clothing.

Practically all the volunteers have been with the Dept. a good number of years and have answered the siren regardless of wind, rain, snow and sunshine and at any time of the day or night and often in sub-zero weather, to protect the people and property of Red Deer.

These jackets will have our Dept. Crest on and besides giving the men a sort of uniformity it will be a considerable help to them when on duty at such places as dance halls, arena, etc. As it is now it is pretty hard to convince some people you are from the Fire Dept. when on duty at any of those places.

I think it would be a good way for the City of Red Deer to show their appreciation for the excellent work these men do and considering how little the men ask in return for the excellent job they do. I don't feel they are asking too much now, if I did, this letter to Council would never be written.

There is 1 business in Red Deer that will supply us with the jackets we want at \$13.00 to \$14.00 and most places we inquired at want from \$17.00 up.

I hope the City Council can see this request through the eyes of men that answer the siren call regardless of weather conditions, personal risk or social activities be it dances, parties, or church.

Respectfully submitted,
Wm. Thomson,
Fire Chief.

LETTER NO. 10

Red Deer Safety Council,
4941-49 St.
November 12, 1952.

Mr. Geo. Nechkin,
City Clerk,
Red Deer, Alta.

Dear Sir:-

At the regular monthly meeting of the Red Deer Safety Council a resolution was passed asking the Secretary to write the City as to the feasibility of erecting traffic lights on the corner of 49 St. and 50 Ave.

The Safety Council feels there is a great need for the lights or a traffic policeman during busy hours.

We trust that you will bring this matter before the City Council at their next meeting. May we have a reply at your earliest convenience as to what action has been taken in this matter?

Yours very truly,
F.M. Pardee, Secretary.

LETTER NO. 11

Alberta Motor Association,
Red Deer, Nov. 10/52.

Mr. George Nechkin,
City Clerk, City of Red Deer

Dear Mr. Nechkin:

At the last meeting of the Advisory Committee of the Alberta Motor Association, Red Deer, Alta., a resolution was passed asking that the City of Red Deer designate the four principal parking lots in the City as being either streets or parks in order that they may not be sold and that the citizens will enjoy the benefits of these parking lots. The four parking lots are -

- Back of the Post Office
- Back of Builders Hardware
- Back of the Phelan Hotel
- Across from the new Bus Depot on 52nd St.

We trust you will bring this matter before the City Council at the next regular meeting and let us know what decision is reached by them.

Yours very truly,
ALBERTA MOTOR ASSOCIATION
J.T. Watson, Branch Manager.

MEMO:

These could be set aside under the zoning by-law as car parking areas. Council then could only sell them or change the zoning with the consent of the adjacent owners. R.S.G.

LETTER NO. 12

Nov. 11, 1952.

Red Deer City Council,

Gentlemen:-

Re: North 97.5' of lot 16, Blk H, Plan K.9

We, the undersigned ratepayers residing in the vicinity of the above mentioned lot; having been informed that this triangular piece of land is too small for building purposes; respectfully beg to suggest that it may be designated as a small park area, and laid down to grass, with an occasional shrub; thereby doing away with an extremely untidy eyesore in an otherwise well kept avenue; (viz. Wask. Ave.) 45 Ave. Thanking you for your attention in this matter;

We are,
Yours truly,
17 names on this petition.

LETTER NO. 13

Red Deer Dist. Plann. Comm.
Nov. 19/52.

The Mayor and Council,
City of Red Deer.

Gentlemen:-

The following resolution was passed at the last meeting of the Red Deer District Planning Commission:

"WHEREAS it is desirable to obtain aerial survey maps of the City of Red Deer and environs,

AND WHEREAS a 2 foot contour map will serve the purposes of the Commission and also the City Engineer's Dept.,

AND WHEREAS there is a difference in the cost of a 5 foot contour map sufficient for the purposes of this Commission and a 2 foot contour map amounting to \$3,900.00.

AND WHEREAS the total cost of a 2 foot contour map is \$11,500.00,

THEREFORE IT IS RESOLVED:

(1) That the City Council of Red Deer be requested to pay the difference in the cost of the said maps amounting to \$3,900.00.

(2) That on the assumption by the City of the said difference in cost, a tentative order be placed with Aero Surveys Ltd. for the completion of the 2 foot contour maps, at a total cost for photography and maps not to exceed \$11,500.00."

Commissioners Gillespie and Beveridge, Mayor Crawford and Alderman Sim attended this meeting. They will no doubt explain to you in detail the text of the resolution.

Yours very truly,
C. Jarvis Miller,
Secretary-Treasurer.

Approved.

LETTER NO. 14

City Council,
Red Deer.

Dear Sirs:-

May I offer the suggestion that a snow fence be erected on my place to protect this section of road from snow drifting, as it usually does in winter. Now the new sidewalk is at a lower level it will surely fill up with snow and therefore defeat the purpose for which it was built. A snow fence would only take a short while to set up, but would save a great deal of plowing and money,

Yours truly,
John Donohue.

Agree

MEMO: Would not advise erecting a snow fence on Mr. Donohue's property.

The road along 43 Ave. is to be cut down below the level of the sidewalk by Mr. Layden's earth movers this month. Further, a snow fence is to be placed on the property immediately west of Mr. Donohue's. J.A.B.

LETTER NO. 15

Lacombe, Alta.
Nov. 20/52.

The Mayor and Council,
City of Red Deer.

Gentlemen:-

RE: N13' of lot 3, all 4, Blk 13, Plan H,
and the N $\frac{1}{2}$ of lot 7, all 8, Blk 15, Plan K.

I would like to purchase one of the above properties. My first choice is the one between Grey Motors and the Red Deer Bakery. The second one is the land immediately north of the Brown and Johnson Funeral Home.

I propose to erect a building on one of these properties for the purpose of operating a dry cleaning plant. The value of the building will be around \$15,000.00.

Kindly give me your reaction to the proposal and advise the price in each case.

Yours very truly,
K.L. Crowe.

MEMO:

S.P. of N 13' - 3, all 4, Blk 13, - \$1175.00
N $\frac{1}{2}$ 7, all 8, Blk 15 - 2303.20 R.S.G.

Grey lot

OK

Mr. Brown & Johnson

LETTER NO. 16

City Council,
City of Red Deer.

Board of Trade,
4832-55 St. Nov. 20/52.

Gentlemen:-

At the last meeting of the Red Deer Board of Trade, it was expressed with of the Board, that they respectfully suggest that all Christmas decorations for the streets, be put up the first week in December, also that the street lights be turned on one hour earlier during December, in this way giving the City a brighter appearance during the holiday season.

Yours very truly,
K.D. Porter, Secretary.

MEMO:

Est. Cost - 82K.M. K 31 days X 1 hr. X 2 1/2 -- \$63.55.

LETTER NO. 17

Mr. R.S. Gillespie,
City Commissioner.

Board of Trade,
4832-55 St. Nov. 20/52.

Dear Sir:-

Your letter of Oct. 29th, granting waiving of the by-law on Early Closing on Dec. 24th, 1952 was read at the regular monthly meeting of the Board of Trade, Monday evening, Nov. 17th last.

The Board of Trade is grateful to you for extending this courtesy to the business places of Red Deer.

Yours very truly,
K.D. Porter, Secretary.

LETTER NO. 18

Mr. G.A. Nechkin,
City Clerk, City of Red Deer.

Board of Trade,
4832-55 St. Nov. 20/52.

Dear Sir:-

Your letter of November 13th, asking the Red Deer Board of Trade for a definite expression of opinion on a highway by-passing the City, to eliminate noise and hazard of heavy traffic on the main street, was read at the last meeting of the Board of Trade on Monday night, Nov. 17th. Some discussion of the subject took place and this will be continued at the December meeting. A notice of motion for the December meeting reads as follows: "That this Board believes it would be a decided advantage to make it possible for heavy traffic and other vehicles, that so desire to pass the City without being forced to travel on Gartz Ave."

Yours truly,
K.D. Porter, Secretary.

LETTER NO. 19

The Council,
City of Red Deer.

Box 4, Red Deer.
Nov. 21/52.

Gentlemen:-

Re: Block B, Plan 2126 E.T. City of Red Deer.

I hereby make application to purchase the above property, at your regular upset price.

For your information, I would advise that I need an area of approximately this size in order to carry out my present plans for installing a garage for my private use for trucks, tractors, etc. as well as a warehouse for the housing of oil field supplies.

At the present moment I have six trucks and automotive units as well as 2 crawler tractors. However I anticipate increasing this number by next spring.

If allotted this property, I anticipate the following buildings to be on the property within the next 12 months:

Warehouse.....	\$2,500.00 - 30'x30'
Garage.....	3,000.00 (as large or larger)
Dwelling for help.....	4,500.00 or better
	10,000.00

No doubt my building program, over a period of a few years will be much greater than this. Upon being advised that I can have the property, I will be pleased to forward my certified check to cover the amount. WM. M. CRANDELL

MEMO: Land would have to be zoned to commercial. R.S.G.

LETTER NO. 20

- 9 -

5306-42 Ave.
Red Deer, Alta. Oct. 24/52.

The Commissioner,
City of Red Deer.

Dear Sir:-

In line with our policy of planning for a forthcoming year of housing development early in the proceeding autumn and to take care of the quota of loans that we expect from the Mutual Life Assurance Co. and the Sun Life Assurance Co., we would like to request permission to buy such lots as may be available and such as would satisfy the companies named.

For loans through the Mutual we would like to buy 10 lots preferably north of Ross St. and east of 40 Ave. On Michener Hill or any within that general area that may be available. These would not necessarily have to be in a solid block.

For the Sun Life, we would like to purchase an additional 10 lots in the area north of Ross St. and east of 40 Ave., if this section should be opened or 10 in any other section that might be opened that might be acceptable to the Sun Life Assurance Co.

Building on these lots would commence immediately upon the arrival of spring and proceed with all possible speed consistent with good housing construction.

Yours sincerely,

N.C. Alton for Alton Bros.

MEMO:

The area diagonally across from Pixley is being traded to the City by the Prov. Gov't. There will be 20 sites in it. Suggest that this be sold to Altons.

R.S.G.

LETTER NO. 21

McGavin Ltd., Calgary
November 14, 1952.

City Commissioner,
Red Deer.

Dear Sir:-

Re: Lots 29 and 30, Blk 16, Plan 7604S.

We acknowledge your letter of Oct. 29.

There seems to be some confusion at least on our part, in regard to this property. Originally we were told that the price of the 2 lots would be \$216.00. Later when we went into the matter further, we were advised that the property would have to be rezoned. We understood at that time that after the property was rezoned that the price would be \$360.00 plus \$5.00 for survey. We also understood that at this price, if and when we built, that we would not build a shack or a cheap building but would put up a building of decent appearance and fair value. We did not understand, however, that it was necessary to make guarantee as to dates of starting the building or value of the building.

It appears from your letter that the above mentioned price is not stable and that the price of the property would be determined after we made guarantees as to the date of building and the cost of the building that we would propose to erect.

At this time our plans are not mature enough to be able to give you these guarantees. We can only repeat the paragraph that was in our letter of Oct. 21. "At the moment we do not have a very accurate idea of the amount of money that would be spent in putting up a suitable building. However when we do build, it will require a building large enough to accommodate 4 or 5 trucks, as well as warehouse space for storing our products and office accommodation. It will be our intention to erect a building that would meet our needs and of course it would be neat and respectable in appearance. We have no intention of putting up a shack or make-shift building of any description."

The property in question, as you probably know, would require a large quantity of fill in order to make it suitable for our purpose. This would increase the expense to us to a point where the actual lots, when prepared for building, would prove to be rather expensive.

We do feel that unless your Council is willing to sell us the property at a flat price with no strings attached other than the assurance made herewith, that we will be unable to consider the purchase any further at this particular time.

May we thank you for your courtesies in dealing with this matter. We would also be glad to have your final decision.

Yours truly,
McGAVIN LIMITED,
Per S.D. Comp.

Assessment value - \$360.

LETTER NO. 22

Red Deer, Alta.
Nov. 21, 1952.

City of Red Deer.
Red Deer.

Gentlemen:-

Re: Lots 29 & 30, Blk 9, Plan 3586AE

While we are prepared to carry out our agreement in connection with building of residences on the above property, we understand that Mr. Hugh Shipley is anxious to obtain this site and we are prepared to surrender it to him provided of course that no penalty is placed on us by reason of the change.

Under these circumstances we are prepared to release, and we hereby do release the City from the Agreement in connection with the above property.

Yours truly,
Western Builders.

P.S. Since we paid the City for this land we will collect the purchase price, namely, \$360.00 from Mr. Shipley.

LETTER NO. 23

C.M. Dean,
Nov. 14/52.

The Council,
City of Red Deer.

Your Worship and Gentlemen:-

Your favorable consideration is hereby requested in granting me the opportunity of purchasing from the City of Red Deer, 11 building sites which I understand will be available for domestic construction in 1953.

These sites are located in blocks IX and X and are located on Michener Hill on 51A St. The dwellings I propose to erect on these sites will be commenced as soon as the spring weather will permit and will all be completed during the year 1953. All dwellings will comply with minimum size and cost regulations.

Thanking you in advance for the attention I know you will afford me with regard to the foregoing, I remain,

Yours truly,
C.M. Dean, Contractor.

MEMO:

There are 4 sites available in Blk 10 and 6 sites in Blk 9. Of these, Harry Goodacre has made application for 2 and A.F. Gregg for 1, leaving a balance of only 3 sites.

C.M.D.

COMMISSIONER'S REPORT

November 21, 1952.

The Mayor and Council,
City of Red Deer.

Gentlemen:-

The Red Deer Board of Trade has submitted a proposed courtesy
cart as requested by Council.

The plan calls for these cards to be kept in a booklet. On the
inside of the booklet the police would note the date of each infraction, together
with the license number of the car and state it was from.

Respectfully submitted,
J.A. Beveridge,
Asst. City Commissioner.

MEMO:

Would suggest the questions on the back of cards should be limited to 1 or
2 such as: How long did you stay in Red Deer? Have you any suggestions which would
increase our tourist trade? What feature of the city impressed you most?

This car should also be made more attractive by printing it in the shape of
a figure such as a deer or by superimposing some picture such as a combine cutting
wheat or an aerial picture of the City. J.A.B.

COMMISSIONER'S REPORT

November 21, 1952.

The Mayor and Council,
City of Red Deer.

Gentlemen:-

Re: Waskasoo Protection Wall.

The above wall is going to cost somewhat more than expected
because the river bank outside the piling will have to be rip-rapped.

This change of plan is necessary because the piling is striking a
rock bed as shown below.

Plan:

Piling

Rip Rap

River Bed

Rock

November 14, 1952.

The Mayor and Council,
City of Red Deer.

Gentlemen:-

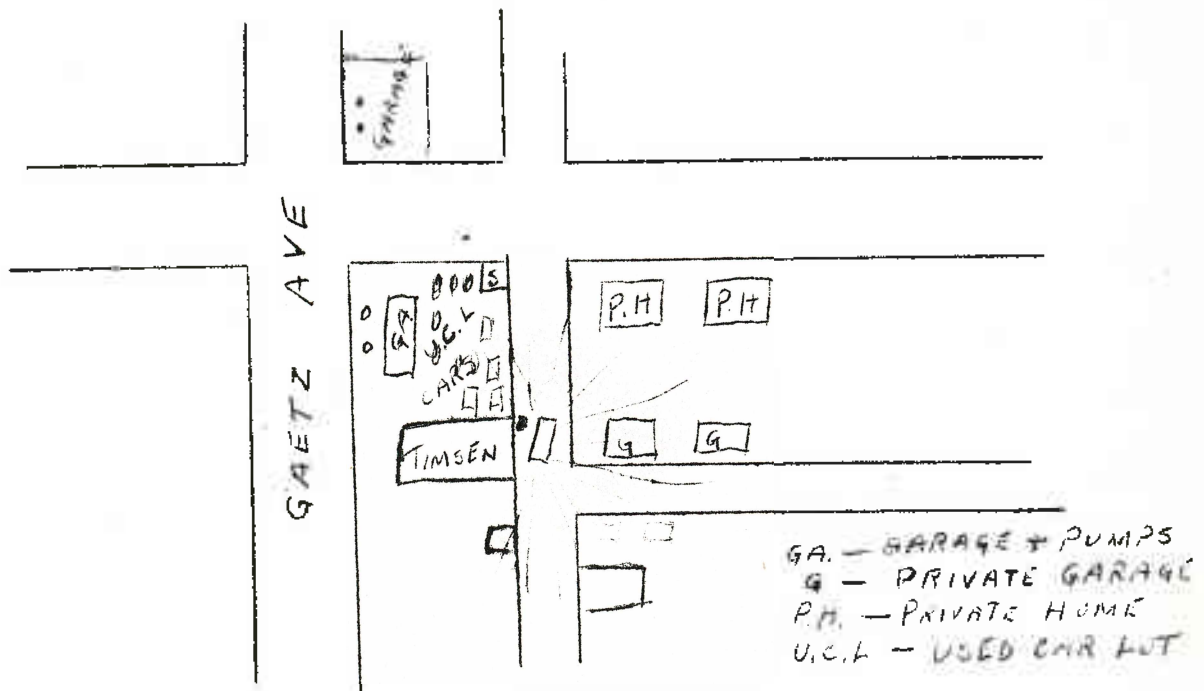
I wish to make a report on a Sturdie gas propane truck fire we had on November 13th, at 3:55 p.m.

This truck had pulled into the lane behind Tinsen Machine Shop to be repaired (the repairs being a new connection put on). As Mr. Hopp of Tinsen's got an electric drill ready, the driver of the truck released all the pressure on both tanks, approximately 150 lbs. of vapor. This vapor being heavier than air fanned out in a circle around the truck and when Mr. Hopp started to drill it ignited and caused a flash fire that covered a circle of 102 feet in radius. It set fire to grass, bushes and blistered the paint on a private garage door and of course set the propane truck on fire (drawing of area and position of truck is below. This report together with the sketch has been sent to the Fire Commissioner, Edmonton.

Respectfully submitted,
Wm. N. Thorlison,
Fire Chief.

MEMO:

1. Repairing truck in lane is illegal.
2. Plugging lane is illegal.
3. Releasing inflammable vapor in a public lane in "A" class fire zone endangering lives and property of other people.



13

RED DEER DISTRICT PLANNING COMMISSION
MINUTES - Nov. 17, 1952.

Minutes of the regular meeting of the Red Deer District Planning Commission held in the City Hall on November 17, 1952.

Present: Chairman F.P. Galbraith, Commissioner R.S. Gillespie, Asst. Commissioner J.A. Beveridge, Councillor A. Bickford, Mr. H.N. Lash, Councillor G. Roth, Mr. W.H. Stringer, Mayor Paul Crawford, Mr. R.H. Edgar, Mr. D.C. Dandell, Alderman A. Sin, Mr. J.C. Eaglesham, Sec. Jarvis Miller.

The meeting opened at 3:10 p.m. with Chairman Galbraith presiding. The minutes of the previous meeting were adopted with a correction re fact that three lots in Plan 1554H.W. being approved subject to a 30 foot lane being supplied on south side.

Mr. Neilson's application for a Golf Driving Range was referred to the H.D. of Lacombe as coming within their boundaries.

A lengthy discussion took place re the completion of the aerial survey and the following resolution was passed on the motion of Mr. Stringer, and seconded by Mr. Edgar:

"WHEREAS it is desirable to obtain aerial survey maps of the City of Red Deer and environs,

AND WHEREAS a 2 foot contour map will serve the purposes of the Commission and also the City Engineer's Dept.,

AND WHEREAS there is a difference in the cost of a 5 foot contour map, sufficient for the purposes of this Commission, and a 2 foot contour map amounting to \$3,900.00,

AND WHEREAS the total cost of a 2 foot contour map is \$11,500.00,
THEREFORE IT IS RESOLVED:

(1) That the City Council of Red Deer be requested to pay the difference in the cost of the said maps, amounting to \$3,900.00.

(2) That on the assumption by the City of the said difference in cost, a tentative order be placed with Aero Surveys Ltd. for the completion of the 2 foot contour maps, at a total cost for photography and maps not to exceed \$11,500.00".

Messrs. Galbraith and Eaglesham were retained as committee to finalize work on mapping.

It was recommended that the Planning Commission assume the whole cost of Mr. Lawson's salary from June 1, 1952 until March 31, 1953.
Motion of Eaglesham and Sin. CARRIED.

Mr. C.H. Snell's letter re further development of Block M was ordered filed with a copy of same to City Council.

The Commission gave further approval to subdivision of lot 8, Plan 2901H.W. (Pistawka property). A letter is to be forwarded to Mr. Lawson explaining the Commission's action on this.

It was recommended that plans for the proposed "Drive-In" Restaurant (N.E. 1/4 Sec. 32-38-27-4) be forwarded to the M.D. of Red Deer for further information re zoning and entrances. It was also suggested that the Commission obtain a sketch of the area for Mr. Lawson, showing the necessary information re driveways and entrances.

Transfer of property from J.C. Heidebrecht to the M.D. of Red Deer #55 was approved on the motion of Roth and Dandell.

Alderman Sim was appointed a committee of one to report on the proposed Tourist Camp on the Medicine River west of Innisfail. This report to be forwarded to the M.D. of Red Deer for further information.

The Secretary was instructed to purchase fifteen (15) copies of "Neighborhood Design and Control" for commission members.

The proposed transfer for one acre of land by H.S. Card to his son (15-38-27-4) was turned down by the Commission. The Secretary was instructed to inform Mr. Card that such a transfer would be considered should the said parcel contain five acres or more.

A sketch of the Mountview subdivision, showing brow of hill is to be forwarded to Mr. Lawson to see if proposed roads, etc. can be incorporated along the brow of the hill.

Letters and maps from Commissioner Gillespie to the Planning Commission were referred to Mr. Lawson for further study.

Bills to Fletcher Printing - \$6.45 and Dept. of Mines and Technical Surveys - .50¢ were approved for payment.

The next monthly meeting will convene at 2:00 p.m. rather than 3:00 p.m.

The meeting adjourned at 6:10 p.m.

Chairman

Secretary

POLICE COMMITTEE MINUTES
November 18, 1952

Minutes of the regular meeting of the Police Committee held in the Commissioner's Office on Tuesday, November 18th, 1952. The meeting opened at 1:40 p.m. with Chairman A. Sim presiding. Others present were: Alderman Anderson, Commissioner Gillespie, Sgt. Johns, Cpl. MacDonald, G.A. Nechkin and J.A. Beveridge for part of the meeting.

The minutes of the last meeting were read and approved on the motion of Sgt. Johns, seconded by Alderman Anderson.

It was again recommended that the matter of hedges at intersections be checked into and it was agreed that Commissioner Gillespie study the problem and prepare a draft amendment as authorized by the City Act.

It was stressed that "No parking after 2:00 p.m." signs will have to be placed on the meters in front of the theatres at once or else the meter heads removed. Mr. Beveridge thought that signs could be placed immediately.

It was decided that the blinking light on the north hill should be at the top of the hill rather than part way down as is at present. It was the opinion of Sgt. Johns that although the visibility of the present blinker is good, the normal location for such a warning should be before the trouble begins rather than after, and the present location is somewhat down the hill and therefore is not serving its purpose properly. It was suggested that when the light is moved up on top of the hill the light itself be placed not any higher on the pole than is necessary so as to give good visibility to on-coming traffic.

It was moved by Alderman Anderson, seconded by Mr. Gillespie that the stop signs at the intersection of 54 Avenue and 59 Street be removed and that a stop sign be installed at 56 St. onto Burnt Lake Road. CARRIED.

It was decided to place some signs in such a way that the exit from the lane in block 13 onto the parking lot south of the Post Office be not blocked as at present by cars parking there. It was also decided to turn the "do not enter" signs at the Post Office parking lot to face south.

It was decided to experiment with more "no left Turn" signs at the Gaetz-Ross intersection by placing them on the near-side posts facing the traffic.

It was recommended that the Commissioners prepare an amendment to the traffic by-law to make the following fines payable at the R.C.M.P. office:

"No left turn" violation.....	2.00
"Stop" sign violation.....	2.00
Parking regulation violation.....	1.00
"No U turn" violation.....	2.00

It was felt that the speeding fines should be levied by a court rather than by a ticket method.

It was also decided to ask that the parking by-law be so amended that unauthorized parking on private property be made subject to a penalty. In order to enable the police to enforce this regulation, private parking lots must be designated by proper signs erected by the owner and prosecution in this connection will be only on owner's complaint. It was thought the owners of private parking lots should be notified of the necessity of signs, possibly by way of advertising in the press. The Commissioners were asked to look into the matter.

It was recommended that parking meters be placed in front of the Red Deer Creamery and in front of the extension to the Park Hotel if that is found feasible. There was some doubt whether many meters could be put there because of the private exit from the Creamery.

It was moved by Mr. Gillespie, seconded by Alderman Anderson that official complaint be made to the R.C.M.P. regarding the Halloween night fire on Michener Hill.

The temporary traffic regulations dated September 30th are to be brought up again for further discussion after study by the members of the Police Committee.

Courtesy traffic tickets for visiting offenders are to be discussed again after a report has been received from the Board of Trade.

The meeting adjourned at 4:35 p.m.

GEO. A. NECHKIN,
Acting Secretary.

15th November, 1952

TO: The Mayor and Members of the Council

Re: The Council's Previous Decision to Investigate
Ways and Means of Making More Homes Possible for Red Deer.

Gentlemen:

As Dr. W. B. Parsons, convenor of this committee was unable to go to Calgary to interview the Honorable George S. Prudham, the writer as a member of this committee acted in his stead. The arrangement for the meeting with the Honorable Mr. Prudham was done by Mr. Fred Bowler to whom this committee wishes to express their thanks. It was a joint committee interview as it included the Board of Trade. Neither Mr. C. M. McPhee, President, nor Mr. Frank McKee, Vice-President, could attend but in their stead were Mr. J.M. McPhee, Mr. Marshall Lees and Mr. Lloyd Quinton. Mr. J. A. Beveridge, Assistant City Commissioner assisted the Committee and was present at this interview.

There were four points brought up at the meeting:-

- (1) More money definitely was needed for loaning purposes in Red Deer.
- (2) Would it not be possible to have the Government institute a plan similar to the previous home improvement plan where the banks and the Government co-operated in making money available for the improving of homes. These improvements ranging from small items to substantial improvements. The present minimum size is 800 square feet.
- (3) Scale down or enlarge the specifications and/or requirements of the present National Housing Act to make possible fitting loans to people who wish to own a home but whose ideas were for a lower, finished cost unit.
- (4) On the matter of inspection of these loans it was suggested that an inspector should be located in Central Alberta or arrangements made that some individual or firm be appointed here by the Government to make these inspections for Central Mortgage and Housing Corporation.

Out of the discussion of the above items the following was developed:-

- (1) That the Government will loan direct in any district where the loan company will not or cannot make money available for N.H.A. loans.
- (2) There is a possibility that Red Deer could be declared a defence area. If that were so then loans would be available up to 90% of the C.M.H.C. appraisal value of any home coming in that category. Mr. Prudham suggested that we write the Honorable Robert H. Winters, Minister of Resources and Development, sending him a copy.
- (3) To possibly better take care of the balance of our requirement the City Administration should write him stating in that letter the condition as it exists here and our suggestions whereby the Government might assist in improving the situation.

(4) That as a possibility of providing additional homes that we should investigate the Government Guaranteed Rental Insurance Plan. In that connection the Minister advised of a new type of construction in the building of apartments that save a solid 10% on cost. Mr. F. R. Lount of Winnipeg, apparently has the rights of this particular type of construction for Canada. Further it is Mr. Prudham's opinion that the C.M.H.C. will give the maximum in the way of loans on a contract of this type. It is apparently a fire proof building and is greatly favoured by the C.M.H.C.

We were given a set of figures that on a \$32,000.00 apartment if properly constructed, \$8,000.00 would be required by the builders and the balance of the money could be supplied by the C.M.H.C. At the conclusion of the meeting with the Honorable Mr. Prudham our party broke up and the writer paid a visit to Mr. E. H. Hoover of the Central Mortgage and Housing Corporation at 214 - 5th Avenue East, Calgary. Mr. Hoover advised the writer that the formula used by the C.M.H.C. for Red Deer is exactly the same as is used by their Corporation in Calgary and/or Edmonton. Putting it this way this is the form that they follow. When a contractor meets the C.M.H.C.'s estimate of cost there can be an 80% loan on any dwelling up to the maximum of \$8,500.00 for a 5-room house. On a 6-room house the maximum is increased to \$10,300.00.

Here is an example. There is a 5-room house and the builders estimate of cost is \$11,000.00
The C.M.H.C. estimate \$10,800.00
Difference \$ 200.00 This difference in estimate of cost is less than the 5% therefore the C.M.H.C. gives a loan up to 80% of the \$10,800.00. 80% of \$10,800.00 is \$8,640.00. This is \$140.00 of their maximum for loan on a 5-room dwelling. Therefore the maximum loan of \$8,500.00 is certified. In that type of dwelling the approximate down payment is \$2300.00. The balance is covered by C.M.H.C. loan. Now we can take the same house.

The builders estimate of cost	\$11,000.00
Applicant's cost	<u>\$10,000.00</u>
Difference	\$ 1,000.00

which is more than the 5% difference therefore on that house the loan would be at a rate of 66-2/3% of \$10,000.00 on a Government loan of \$6,666.00. In that connection the down payment would be \$4,334.00.

Mr. Hoover had also in his files actual particulars of several houses built in Red Deer. For example here is one. The applicant's contract estimate of cost on the dwelling in Red Deer was \$9,100.00
C.M.H.C. \$8,650.00
Difference \$ 450.00

You will note that the \$450.00 is slightly more than the 5% however, C.M.H.C. approved an 80% loan for this dwelling. The 80% loan would come to \$6,920.00 leaving a down payment based on the C.M.H.C. estimate of \$1,730.00 or \$2,180.00. when you add this difference by the C.M.H.C. estimate and the applicant's actual cost. Mr. Hoover had several other similar actual samples right in the Red Deer file.

Here is another actual case. In this instance the applicant's estimate of cost was \$10,100.00

C.M.H.C. \$ 9,300.00

Difference \$ 800.00

You will note that the \$800.00 is more than the 5% allowable. Accordingly the C.M.H.C. could only approve a loan of 66-2/3% of the C.M.H.C. estimate of cost. The applicant therefore asked that this application be cancelled. The applicant then got a new estimate from a contractor and it was submitted. The applicant's new estimated cost was \$8,985.00 on the same building. The C.M.H.C.'s estimate was \$9,300.00. The C.M.H.C. estimate was higher than the applicant's estimated cost. This application accordingly received an 80% loan on the \$9,300.00 or \$7,440.00.

Mr. Hoover also advised that there were four insurance companies lending money in Red Deer. The Manufacturers Life from Calgary and the Sun and Mutual Life and Canada Life from Edmonton. He seemed to agree that there was not enough money available for loans in Red Deer and he suggested that we do the following. Write the companies asking that they allocate more money for these loans for the Red Deer area in 1953. He was of the opinion that if we wrote these companies now, perhaps more money would be available for us next year.

We are anticipating that Mr. Beveridge will report also on our meeting with Mr. Prudham. We have undoubtedly omitted some points that were also developed at the first meeting.

For the Council Committee
E. A. Johnstone.

TEMPORARY TRAFFIC REGULATIONS

September 30, 1922.

The following temporary traffic regulations are hereby authorized:

1. All vehicles shall stop before crossing the south edge of the road allowance of Ross Street when entering Ross Street from the south on 48th or 49th Avenues.
2. No vehicle shall be parked on 49 Ave. within 20 feet north of the north side of the road allowance of Ross Street on east or west side of 49 Ave.
3. No vehicle shall be parked on Ross Street:
 - (a) Within 35 feet west of the east boundary of Block 17.
 - (b) Between 71 feet and 100 feet west of the east boundary of Block 17.
 - (c) Within 65 feet east of the west boundary of Block 17.
 - (d) Within 40 feet west of the east boundary of Block 11.
 - (e) Within 34 feet east of the west boundary of Block 11.
 - (f) Within 30 feet west of the east boundary of Block 18.
 - (g) Between 180 feet and 230 feet west of the east boundary of Block 18.
 - (h) Within 35 feet east of the west boundary of Block 18.
 - (i) Within 70 feet west of the east boundary of Block 10.
 - (j) Within 40 feet east of the west boundary of Block 10.
4. No vehicle shall be parked on Gaetz Avenue:
 - (a) Within 20 feet north of the south boundary of Block 19.
 - (b) Within 27 feet south of the north boundary of Block 19.
 - (c) Between north and south boundaries of Block 16.
 - (d) Within 157 feet north of the south boundary of Block 17.
 - (e) Within 27 feet south of the north boundary of Block 17.
 - (f) Within 25 feet north of the south boundary of Block 16.
 - (g) Within 20 feet south of the north boundary of Block 16.
 - (h) Within 93 feet north of the south boundary of Block 9.
 - (i) Within 26 feet south of the north boundary of Block 9.
 - (j) Between north and south boundaries of Block 10.
 - (k) Within 253 feet north of the south boundary of Block 11, except for the purpose of fueling at the gasoline pumps of Northwest Motors.
 - (l) Between 271 feet and 294 feet north of the south boundary of Blk 11.
 - (m) Between 330 feet and 353 feet north of the south boundary of Blk 11.
 - (n) Within 56 feet south of the north boundary of block 11.
5. No vehicle shall be parked on 49th street:
 - (a) Between 130 feet and 118 feet east of the west boundary of Block 18.
 - (b) Between 82 feet and 48 feet east of the west boundary of Block 18.
 - (c) Within 20 feet east of the west boundary of Block 18.
 - (d) Within 49 feet west of the east boundary of Block 10.
 - (e) Between 153 feet and 241 feet east of the west boundary of Block 10.
 - (f) Between 162 feet and 114 feet east of the west boundary of Block 19.
 - (g) Within 30 feet east of the west boundary of Block 19.
 - (h) Within 23 feet west of the east boundary of Block 9.
 - (i) Between 153 feet and 197 feet east of the west boundary of Block 9.
6. There shall be no parking at the corners adjoining those areas designated in Sections 2, 3, 4 and 5 above.
7. No vehicle shall be parked for more than ten (10) minutes in the two parking stalls located between 156 feet and 180 feet west of the east boundary of Block 16 on Ross Street.
8. No vehicle shall be parked for more than ten (10) minutes in the parking stall located between 44 feet and 26 feet south of the north boundary of Block 9 on Gaetz Avenue.

unloading zone
CITY COMMISSIONERS.