

File

A G E N D A

For Regular Meeting of Red Deer City Council, held in the Council Chambers, City Hall, Red Deer, on MONDAY, APRIL 5th, 1965 at 7:00 p.m.

=====

1. PRESENT

Confirmation of minutes of Regular meeting of March 22nd, 1965.

2. UNFINISHED BUSINESS

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Windsor, Ontario, May 17-20 1
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NO. 1 Following is latest notification received in respect of the Federation of Mayors and Municipalities Convention at Windsor, Ontario on May 17th to 20th, 1965.

CITY CLERK

"1. WINDSOR CONFERENCE RESOLUTIONS

In response to requests received from several member municipalities the deadline for receipt of resolutions from member municipalities for consideration at the Federation's forthcoming 1965 Windsor Conference has been extended one week. The previous deadline was March 30th. This has been extended to Friday, April 9th. If your municipality is intending to submit resolutions to the Windsor Conference they should be in the hands of the undersigned by April 9th at the very latest - sooner if possible.

2. ADVANCE CONFERENCE REGISTRATIONS

Advance registrations for the Windsor Conference (May 17-20) are higher at this date than in any previous Conference Year. This indicates a possible record attendance at the Windsor Conference. If your municipality has not yet sent in advance registration forms for its delegates you are urged to do so at the earliest possible moment. The sooner the better. Advance hotel/motel reservations will be accepted up until April 24th. After that date the block reservations we are holding for Conference delegates will have to be released. This does not mean that hotel or motel accommodation will not thereafter be available in Windsor. It does mean, however, that preferred accommodation that has been reserved may not be available.

* * * * *

NO. 2

To: City Council

March 31, 1965.

From: Secretary Police Committee

Re: Right turn on red lights

As requested by City Council, the following information has been received from Stanley, Grimble & Roblin Ltd.

This information has been considered by the Police Committee who, together with the Finance Committee, recommend that no action be taken on erecting either signs or arrows in 1965, but that this matter be reviewed prior to the installation of the one-way street system in 1966. This recommendation is partly as an economy measure, but mainly due to the fact that major changes in the light installations will be necessary in 1966 in connection with the new bridge and the one-way street system.

"Stanley, Grimble, Roblin Ltd.
8908-99 St., Edmonton March 12, 1965.

Mr. N.J. Deck, P. Eng.
City Engineer,
City of Red Deer.

Dear Sir:

Re: Right turn on red signal

In accordance with Council's wish regarding the above topic, we have been in contact with the agencies responsible for establishing regulatory controls for traffic in both Canada and the United States. The Canadian Manual of Uniform Control Devices under Section (b) 1.07.02 - "Green Arrow with Red"; states as follows:

"When any legally permitted movement on any approach to an intersection is not allowed during a signal phase or portion thereof, the movement or movements allowed during that phase or portion thereof, shall be indicated by a green arrow or green arrows in conjunction with the red signal. Vehicular traffic facing the signal indication shall enter the intersection only to make the movement indicated by the arrow or arrows but shall yield the right-of-way to pedestrians lawfully within the crosswalk and to other traffic lawfully using the intersection."

I am attaching a copy of a letter received from Mr. Sam Cass, P. Eng., Commissioner of the Traffic Engineering Department of the Municipality of Metropolitan Toronto. Mr. Cass was the chairman of the sub-committee on signals of the Joint Committee on Uniform Traffic Control Devices for Canada. His letter confirms that professional opinion on the merits of right turn on red with a green arrow or a sign is completely divided and it would appear that he is hesitant to recommend either of the two methods.

The American Manual on Uniform Traffic Control Devices prepared by the National Joint Committee on Uniform Traffic Control Devices states as follows under Section 3(b) -- 5:-

"Permitting vehicle operators to make right or left turns during the showing of the red signal without a modifying arrow or sign is not recommended. If turn arrows are shown when through movement is stopped, they should always be illuminated in conjunction with the red signal they modify. Shown alone (except at T intersections where through movement is impossible or over a separate turning lane where continuous movement can be accommodated), they create doubt as to whether further movements are forbidden during the indicated interval. Furthermore, drivers approaching an arrow indication may mistake it for the circular green indication.

When it is intended to permit traffic on a certain lane to make a certain turn or turns and prohibit it from proceeding straight through, the regular circular red lense facing the traffic shall be illuminated together with a green arrow for each permitted turn."

I am attaching a copy of a reply to my enquiry from Mr. Charles W. Prisk, Deputy Director, Office of Highway Safety, Bureau of Public Roads. Mr. Prisk's letter confirms that the Committee on Signals have not indicated a particular preference to either type. However, he did indicate that the green arrow is much more commonly used than the right turn permissible sign.

Chapter 356 of The Vehicles and Highway Traffic Act of Alberta states as follows:

"When a red light alone is exhibited at an intersection by a traffic control signal:

(a) the driver of the vehicle approaching the intersection and facing the red light shall cause the vehicle to stop before entering the marked "crosswalk" on the near side of the intersection, or if there is no such marked crosswalk, then before entering the intersection, and shall not cause the vehicle to proceed until a traffic control signal instructs him he is permitted to do so, or where a traffic sign or device directs or permits a right turn to be made on the red light, he may cause his vehicle to turn and proceed right at the intersection but only after stopping and after yielding the right-of-way to all vehicles and pedestrians in the intersection.

When a green arrow and a red light are exhibited at the same time at an intersection by a traffic control signal,

(a) The driver of the vehicle approaching the intersection and facing the green arrow and red light may cause the vehicle cautiously to enter the intersection and to make only the movement indicated by the green arrow;

(b) The driver of the vehicle shall yield the right-of-way to pedestrians lawfully within the intersection or within an adjacent crosswalk and to other vehicles lawfully within the intersection, and

(c) A pedestrian facing the green arrow and red light shall not enter the roadway unless or until a pedestrian traffic control signal or the exhibition of a green light by a traffic control signal instructs him that he is permitted to do so."

In the opinion of the writer, the green arrow indication is certainly favoured over the red indication with the right turn permissible sign. I am sure that since the traffic control experts cannot establish enough technical requirements to confirm the standardization of one or the other, there will be many arguments for and against each alternative. However, it must be realized one of the basic and most fundamental requirements of a traffic control device is uniformity. I therefore feel that the Joint Committee in both Canada and the United States have a responsibility to establish uniformity and confirm the acceptance of one or the other in order to establish a standard before we have both types of installations throughout the country. This, of course, is evident right here in Alberta (the City of Edmonton and the City of Calgary).

Referring to the legal and technical evaluation of the two alternatives it would seem very logical that the traffic signal light at intersections should be the only control device which at normal intersections fully controls and assigns right-of-way. A motor vehicle driver or a pedestrian need not refer to any other indication than the traffic signal light facing him to legally and safely control his movements. Also, we are becoming more familiar with the green arrow with red indication since many of our traffic control signals are multi-phase and include separate turning indications controlled by a green arrow. Therefore, if there is ever to be uniformity in traffic control signals, the green arrow indication does seem to be the only method of retaining uniformity.

Traffic signs, whether regulatory or warning signs, certainly plays an important role in traffic control. For instance, at an unsignalized intersection, stop signs, yield signs, etc. fully control the traffic movements and this is recognized and respected by the motoring public. However, the placement of a small sign adjacent to traffic signal lights with a word legend permitting right turns on red, does not offer a simple and clear indication which can be understood at a glance. Perhaps commuters and the every day driving public can become familiar with the location of the signs and drive accordingly. However, in this day and age with the inter-travel between different urban centres and widespread parts of the country, the influx of out-of-town drivers is considerable. The sign designation certainly is not desirable for "stranger traffic" and in fact, if not well illuminated at night they are not visible at all. In this age of very high traffic densities and complex interchange type movements, etc. simplicity and uniformity is paramount.

With regard to the applicable installations and costs, it must be realized that the efficiency of an intersection is not generally increased considerably by the operation of a right turn on red signal. It is more the convenience to the travelling public and will only be applicable at intersections where there is a preponderance of right turn movements and a minimum of pedestrian movements. Therefore it will not be necessary to use the right turn green arrow at all locations requiring signal lights.

In summary, I am sorry to report that the Committees in both Canada and the United States have not yet established uniformity in this regard. In consultation with members of the Committee during the writer's attendance at the Highway Research Board Meeting in Washington, D.C. in January it was pointed out that they are continuing to research this phase of signal operations and it is their hope that this special problem will be dealt with. In the opinion of the writer, in the interest of traffic safety, uniformity and simplicity, the green arrow with the red light is favoured over the right turn permissible sign.

We are continuing correspondence and contact with the Committee on Traffic Signals of the Uniform Traffic Control Devices in Washington and will advise if significant findings or decisions are made in the future.

Trusting the above information will enable the Council to evaluate the problem and make a decision.

Yours very truly,
STANLEY, GRIMBLE, ROBLIN LTD.
Per: A. Nawata, P. Eng. "

"U.S. Department of Commerce,
Bureau of Public Roads, Wash., D.C.
Dec. 2, 1964.

Mr. A. Nawata,
Stanley, Grimble, Roblin Ltd.
8908-99 St., Edmonton.

Dear Mr. Nawata:

In reply to your letter of November 26 concerning the preference of the National Joint Committee on Uniform Traffic Control Devices in the matter of green arrows used with red indications, I think it is fair to say that the Committee has not expressed any particular preference for a red indication or a permissive type sign.

The basic legal meanings attached to the red signal in our Uniform Vehicle Code, which we try to follow in prescribing traffic control devices, would suggest that the better arrangement is to show the right turn arrow with the red signal in preference to showing a permissive right turn sign with the red signal.

It seems quite evident from a consideration of the traffic engineering practice in the United States that the green arrow is much more commonly used than the right turn permission sign.

The Technical Committee on Traffic Signals is continuing to study the problems associated with the use of traffic signal arrows and it may be that you will want to pursue this further with Mr. Marble J. Hensley, President, Hensley-Schmidt, Inc., 602 Emerson Building, Chattanooga 2, Tennessee, who is chairman of that committee. I notice that you addressed me as Secretary of the Committee on Signals and maybe you should know that I no longer serve the committee in this capacity since becoming its Vice-Chairman a few years ago.

I hope that this information will be of some value to you.

Sincerely yours,

Charles W. Prisk, Deputy Director
Office of Highway Safety "

"The Municipality of Metropolitan Toronto
Traffic Engineering Department, Dec. 3, 1964.

Mr. A. Nawata, P. Eng.
Stanley, Grimble, Roblin Ltd.
Edmonton, Alta.

Dear Sir:

In reply to your letter of November 26th concerning the policy for indications for a right turn on a red signal, may I advise that the Signal Committee of the Uniform Traffic Manual did not establish any policy with regard to the recommended indication for a right turn on a red signal.

The Committee examined all existing literature and found no definitive studies which permitted a recommendation based on any engineering evaluation or study.

The Committee's opinions on how this problem should be handled were divided, and therefore a specific recommendation was avoided. I understand that the same applies with regard to the Uniform Manual Committee in the United States.

There have been some attempts to evaluate various methods of indicating a right turn on a red signal. To date, I am not aware of any of these studies pointing in a clear cut manner towards any one application.

I regret therefore that I cannot assist you to any greater extent on your problem.

Yours truly,

S. Cass, P. Eng.
Commissioner.

NO. 3

REPORT ON LICENSING OR APPROVAL REGARDING THE OPERATION OF DAY NURSERIES AND KINDERGARTENS AS REQUESTED BY COUNCIL AT THEIR MEETING DATED March 22, 1965.

1. The following kindergartens are operated in premises associated with churches located in the City of Red Deer:

- 1. Red Deer Kindergarten Society
 - (a) St. Leonard's-on-the-hill Anglican Church
 - (b) Mount Calvary Lutheran Church
- 2. Mrs. J. Ruff
 - (a) Alliance Tabernacle Church
 - (b) United Church Hall (Fairview)
- 3. Mrs. G. Dzaman
 - (a) West Park Presbyterian Church
- 4. Mrs. K. Code
 - (a) Knox Presbyterian Church

In addition, there is one day nursery being operated by the Parkland Church of Christ.

These locations have been either approved as conditional use in accordance with Zoning By-law 2011, or were in existence prior to the by-law and are considered as conforming.

2. The following kindergartens are operated from residential premises as home occupation which requires annual review for home occupation approval by Council:

- 1. Mrs. M. Craig
 - (a) Kiddie Korner Kindergarten - 5509-35 St.
- 2. Mrs. M.J. Barber
 - (a) Musical Stairs Kindergarten - 3663-41 Ave.

3. The following kindergarten is operated from premises in a residential area as a conforming use approved prior to passing of Zoning By-law 2011:

- 1. Mrs. B. Dane
 - (a) Wonderland Kindergarten - 5525-45 Ave.

4. The Kindergartens and Day Nursery, as indicated, are licensed in accordance with Section 60 - Kindergartens and Day Nurseries of Licensing By-law 2151.

FRED SZASTKIW,
License Inspector.

NO. 1

Appointment of a Weed Inspector

At the meeting of Council June 1, 1964, Council appointed Mr. T. Heydanus as Weed Inspector for The City of Red Deer under Section 7 of the Provincial Noxious Weeds Act.

As Mr. Heydanus is no longer an employee of the City, it is necessary to rescind his appointment and appoint someone else.

It is suggested that Council appoint Mr. Gerald Sweda, the Parks Superintendent as City of Red Deer Weed Inspector.

CITY CLERK

NO. 2

March 29, 1965.

To: Mayor

From: Industrial Director

Re: Replacement of W. Yule on Industrial Board.

At the last meeting of the Industrial Development Board it was proposed by W. Yule and seconded by J. Ferris and carried, that Mr. John Martin, Carling's Brewery, should be recommended to Council for appointment to the Board as Mr. Yule's replacement. I was instructed to request you to make this recommendation.

MAYOR'S COMMENT

I have contacted Mr. John Martin, and he would be very happy to accept this appointment if Council agree to the recommendation of the Industrial Board.

Recommend a resolution be passed to confirm this proposal.

NO. 3

REPLOTTING SCHEME
Morrisroe Subdivison

A proposed replotting scheme involving certain lots in the Morrisroe Subdivison, will be available for Council's consideration.

Should Council agree to the proposed scheme, it will be necessary to pass resolutions authorizing, approving and adopting same.

CITY CLERK

NO. 4

March 31, 1965.

7.

To: City Commissioners

From: Building Inspector

Re: Home Occupation Application

The following application meets with the requirements of Zoning By-law 2011 and is submitted for Council approval:

1. John Fuchs 4218-33 Street Excavating

F. Szastkiw,
For: G.K. Jorgenson
Building Inspector.

NO. 5

Red Deer Health Unit,
March 31, 1965.

Mr. F.A. Amy,
City Clerk.

The following report is the result of analyses of milk samples purchased from vendors in Red Deer:

Date	Name of Vendor		Butter fat	Meth. Blue	Sediment	Phosphatase
March 30	Union Milk Co.	Milk	3.4%	Good	Good	Negative
"	"	Cream	34.0%	"	"	"
"	Alpha Jersey Dairy	Milk	3.6%	"	"	"
"	"	Cream	32.0%	"	"	"
"	Purity Dairy	Milk	3.3%	"	"	"
"	"	Cream	34.0%	"	"	"

H. Bownes,
Sanitary Inspector.

NO. 6

Red Deer Health Unit, Red Deer
March 31, 1965.

Mr. F.A. Amy,
City Clerk,
City Hall.
Red Deer, Alta.

Dear Sir:

During the month of March, 1965, samples of water from 24 sampling points in the City distribution system, were tested bacteriologically and found to be "negative". This indicates that the water supply is being properly treated.

Yours truly,

H. Bownes,
Public Health Inspector.

NO. 7

LICENSE DEPARTMENT REPORT
MARCH - 1965

	<u>1964</u>	<u>1965</u>
Business	\$1,949.00	\$2,300.00
Mobile homes	76.21	50.72
Public Accommodation	62.00	nil
Vehicles	380.00	750.00
Machinery	75.00	95.00
Taxis and taxi drivers	6.00	6.00
Vending	102.50	nil
Dogs	82.00	74.25
Dog control tickets	--	--
Bicycles	<u>115.50</u>	<u>60.50</u>
	\$2,848.21	\$3,336.47
	=====	=====
TOTAL FOR PERIOD JANUARY 1-MARCH 31, 1964		\$11,439.04
TOTAL FOR PERIOD JANUARY 1-MARCH 31, 1965		9,052.64

F. Szastkiw,
License Inspector.

NO. 8

DOG CONTROL REPORT
MARCH 1965

Still impounded February 28, 1965	51
Impounded during March, 1965	<u>5</u>
TOTAL	56
Redeemed	31
Euthanized	20
sold	nil
still impounded	<u>5</u>
Total	56
	==

F. Szastkiw,
License Inspector.

NO. 9

April 1, 1965.

To: City Clerk

From: City Treasurer

Re: Finance Committee recommendations
Allocation of funds in connection with E.L. & P.
installation in subdivisions

Upon recommendation of Finance Committee, the hereunder listed resolution dated July 22, 1963 and amended by resolution on March, 1964 is to be rescinded.

"As from January 1, 1963 the difference in cost between overhead and underground wiring in subdivisions for sale, which amount is recoverable from sale of real property, be refunded to the E.L. and P. Revenue Surplus when so recovered."

A new policy covering the matter of electric line installations in new subdivisions has been approved by the Finance Committee. As a result of this change in policy, the passage by Council of the following resolution is hereby recommended by the Finance Committee:

"1. All revenues from 1964 sales of lots in prepaid subdivisions, applicable to the installation of underground power mains and services, shall be credited to E.L. and P. Revenue Surplus in accordance with Council resolutions of March 22nd, 1963 and March 23, 1964.

2. In 1965 E.L. and P. Account 4417 (Capital Expenditures - line extensions) shall be credited and the appropriate subdivision debited at the rate of \$2.50 per assessable foot in respect of all City lots for which underground mains have been installed, but which were unsold as at 1st January, 1965.

3. As from January 1st, 1965, E.L. & P. shall estimate the total cost of new mains and services required for each subdivision and shall budget in Account 4417 for the difference between such cost and the amount chargeable to the subdivision at \$2.50 per foot. The subdivision account shall be debited with this amount as soon as the mains are installed and not as sales take place as is the case at present.

4. In 1965, any under-expenditures of Account 4417 shall be retained as E.L. & P. Revenue Surplus in the usual way, and as from 1966 specific provision shall be made in the budget for increasing the working capital of the E.L. and P. Department to reduce and eventually eliminate demands on non-E.L.&P. funds.

Respectfully submitted,

John J. Grohn,
City Treasurer.

NO. 10

April 1, 1965.

His Worship the Mayor,
and City Council.

Gentlemen:-

I wish to report that during the month of March, 1965, the Fire Department responded to 21 ambulance calls and 9 fire calls. Fire calls as listed:

Fires in buildings - 3; Other outdoor fires - 2; Miscellaneous calls - 1; Rescue or emergency - 1; Smoke investigations - 1; accidental alarms - 1.

FIRES IN BUILDINGS (3)

March 3rd at 23:56 hours. Received alarm from a Mr. Jones stating that there could be a fire in Codes Feed Mill. Engine #6, Ladder #4 and crew responded. On arrival, caught hydrant at 51 St. and 50 Ave. and laid in two lines. The officer radioed headquarters to blow the main siren and sound a general alarm. One man used 1 1/2" line and attacked the fire through bottom west window while two others gained entrance by breaking window. They knocked down the visible fire. The fire was found to be confined to first floor only. There was a large amount of smoldering dust which was removed by the men. Part of the floor section had to be removed in order to gain access to all the dust. After the overhaul was completed, one crew stayed at the scene for an hour as a precautionary measure while the remainder returned to the hall. The fire was presumably caused by a belt slipping off electric motor resulting in friction setting off the fire. The damage was very slight.

March 10th at 16:43 hours. Received call stating garage on fire at 3724-47 St. Engine #5 and crew responded and on arrival caught hydrant but did not use as fire was out. A small portion of the ceiling was still smoldering and men used pump can to extinguish. Caused by car motor catching fire which spread to wall of garage. Slight damage to car and building.

March 12th at 19:45 hours Received alarm stating dog house on fire at #3, Otterbury Avenue. On arrival neighbour had extinguished blaze with garden hose. Small damage to roof and wall of dog house. Caused by electric heating unit in dog house.

OTHER OUTDOOR FIRES (2)

March 11th at 00:40 hours. Received call from lady stating that sparks were falling on building behind her house. One man sent out to investigate. On arrival found Gas Company was thawing ground and the high wind spread some burning embers around the area. One of the Gas Company employees was notified and he remained at the scene to ensure the safety of the fire.

March 31st at 12:43 hours. Received alarm stating house trailer on fire at Frizzell's Trailer Court. Engine #6 and Crew responded and on arrival found fire to be under control except for a few smolderings under trailer. Used 5 gallon pump can to extinguish. Owner had used dry chemical extinguisher to extinguish bulk of the fire. Caused by poor placement of gasoline and carelessness with same. Small damage to underside of trailer floor.

MISCELLANEOUS CALLS (1)

March 18th at 16:39 hours. Received call stating truck had lost a fuel drum of gasoline and that gasoline had spilled on ground. Two men responded in Car #1 and on arrival used owner's pump to pump most of the gasoline back into the drum. The remainder, they covered with dry chemical. Since there was still danger, the truck was towed to the City parking lot.

RESCUE OR EMERGENCY CALLS (1)

March 6th at 11:21 hours Received call stating that fire extinguisher had been knocked off wall and woman had finger stuck in same. Two men responded in Car #1 and remedied the situation. No injury resulted.

SMOKE INVESTIGATIONS (1)

March 7th at 00:22 hours. Received call from Schlumberger stating smoke in building. Engine #6 and crew responded and on arrival found furnace was not cutting in properly. Advised person in charge to call electrician to repair same. No damage.

ACCIDENTAL ALARMS (1)

March 11th at 00:05 hours. Annunciator from Arena dropped and would not re-set. Engine #6 and crew responded. On arrival, found glass in break-glass system had been broken and a knife blade used to hold button down. The blade had worked loose setting off the alarm. Caretaker arrived and said he would have same repaired.

During the month of March, the Volunteer Brigade held five practises. These were on the 2nd, 9th, 16th, 23rd and 30th of the month, with an average attendance of 18 members.

During the month, the Fire Prevention Bureau carried out the following work:

Inspections - commercial buildings	16
Industrial buildings	1
Cafes and restaurants	1
Garages & service stations	1
Apartments	46
Lodging houses	6
Total inspections	<u>71</u>
Recommendations issued (March)	19
Recommendations issued (1965)	42
Re-inspection of recommendations	36
Recommendations completed (1965)	40
Orders issued	2
Orders completed	1
Building plans checked	8
Garbage complaints investigated	1

In addition to the above, the Bureau also:

- Conducted fire drill at Auxiliary Hospital.
- Checked fire alarm system at General Hospital
- Tried to determine ownership of underground storage tanks (still unknown)
- Tested two storage tanks to determine if they were safe for welding.
- Investigated two fires.
- Investigated gasoline spill.
- Attended joint convention of Alberta Fire Chiefs and Fire Protection Ass'n.
- Checked and repaired fire alarm system at Arena.
- Checked proposed Fire By-law and attended By-law Committee meeting.

Respectfully submitted,

W.N. Thomlison,
Fire Chief.

WRITTEN ENQUIRY

NO. 1

The City Engineer requests that enquiry submitted by Alderman Power re: Public Works Contracts, be tabled for a period of two weeks to enable his Department to obtain certain information from the City's Consulting Engineers.

CITY CLERK.

* * * * *

CORRESPONDENCE

NO. 1

Canadian Federation of Mayors & Mun.
Sheraton-Mt. Royal Hotel, Montreal 2
March 29, 1965.

Mr. F.A. Amy,
City Clerk of Red Deer,
City Hall,
Red Deer, Alberta.

Dear Mr. Amy:

This will acknowledge yours of March 25th in which you transmit a resolution, originating with the City of Fort William and endorsed by the City Council of Red Deer, calling upon the Federation to request the Government of Canada to establish a special committee with a view to compiling an Automobile Construction Code similar to the National Building Code.

A resolution to this effect, already endorsed by a number of member municipalities, will be presented at our forthcoming 1965 Conference taking place at Windsor, May 17th to 20th. Following the Conference I will advise you the action taken on it.

Believe me to be

Sincerely yours,

Geo. S. Mooney,
Executive Director.

* * * * *

NO. 2

The Red Deer Golf and Country Club Ltd.
Box 555, Red Deer, Alta. March 30, 1965.

City Clerk,
City of Red Deer.

Dear Sir:

Largely to enhance the appeal to our golfing visitors, we intend adopting a more elaborate and what is considered a more attractive form of golf score card, which will include a map of the holes. This Club however lacks a crest of its own and we request permission to print on the card the official crest of the City of Red Deer.

Yours truly,

D.M. Lundie,
Secretary.

MAYOR'S COMMENTS

If Council agree to this request, it will require a resolution, suggest same be approved. The By-law adopting this crest has received approval of the Lieutenant-Governor in Council and is now our official City Crest.

* * * * *

NO. 3

Government of the Province of Alberta,
Department of the Provincial Secretary,
Office of the Fire Commissioner, Leg. Bldg.
EDMONTON, Alberta. March 25, 1965.

Mr. F.A. Amy,
City Clerk,
City of Red Deer.

Dear Sir:

Re: Fire Prevention Week Awards - 1964

We have received from the N.F.P.A. certificates of merit for winning Alberta communities. Therefore we wish at this time to congratulatethe people of

the City of Red Deer for winning this certificate of merit indicating that Red Deer won 25th place - Canada; Honorable Mention - Canadian Municipal Class C; First Place - Class C - Province of Alberta.

This is an outstanding award and it brings great credit to your community and to all those who have played a part in making this award possible.

In particular we wish at this time to congratulate the Fire Chief and all members of the fire department for the contribution of leadership in this important annual contest. There is a continuing need for this leadership and we trust that plans are now underway in your community for still more fire department and fire prevention activities that will accomplish saving of lives and saving of property to the benefit of all.

Yours truly,

A.E. Bridges,
Fire Commissioner.

NOTE:

The Mayor proposes to formally present the certificate of award to the FireChief at Council meeting, at 7:00 p.m.

CITY CLERK.

NO. 4

Dr. T.J. Parkinson,
4822-51 St., Red Deer
March 31, 1965.

The Mayor and Council,
City of Red Deer.

Your Worship, Madam and Gentlemen:

Re: Lots 8,9, Blk 29, Plan K.

According to the 1965 Assessment Roll, the above Land and Improvements have an assessed value of \$20,520.00. The accompanying notice states that the land is valued at approximately 65% of market value. I am informed by the City Assessor that the improvements are assessed at approximately 65.9% of their value.

Based on these figures, the market value is reckoned to be \$31,575. As I do not feel the value of the property to me is as great as this, I beg to offer it to the City at this price less 5%, the latter representing the commission, which I would have had to pay had such a sale been effected through a realtor.

This offer shall remain open for acceptance by theCity until April 30, midnight, 1965.

Yours truly,

T.J. Parkinson.

MAYOR'S COMMENT

Although the asking price of \$31,575 less 5% = \$29,997, or approximately \$600.00 per front foot, is not out of line with current market values, it is recommended that as the City of Red Deer do not require this land for municipal purposes, the above offer be declined.

NO. 5

Hansum Bros. Construction Ltd.
Red Deer, Alta. March 31, 1965.

The Mayor and Aldermen,
City Hall,
Red Deer, Alberta.

Gentlemen:

We are fortunate to obtain the contract to construct the new Sims Furniture Store on 51 St., Red Deer.

Since there is a large quantity of materials required for a building such as this, we had to place our orders early on account of road bans, etc. in the very near future.

We therefore respectfully request the use of a vacant City owned lot directly located across from the proposed building as a temporary unloading area. The duration of this period will not exceed 5 weeks and will be vacated in a prompt and efficient manner.

By granting this request, the City Council will greatly assist us to avoid unnecessary delays resulting in loss of construction time and manpower.

Respectfully submitted,

Hansum Bros. Construction Ltd.

Per: Bruce Hansum

MAYOR'S COMMENTS

The lot referred to is on the west end of the 51 Street parking lot, a house thereon was demolished in 1964 and the lot levelled, gravelled and is used as an unmetered parking lot.

The Zoning Officer reports this lot was completely filled with parked cars when checked on April 1st. The metered portion of the lot to the east contained six parked cars.

The storage of building materials on sites in a C.1 district is not a permitted use under the Zoning By-law.

As the lot is being actively used as a parking lot, it is recommended this application to store building materials thereon be not granted.

* * * * *

The following Notices of Motion were submitted by Alderman Power at meeting of March 22nd, 1965:

NO. 1 Canadian Federation of Mayors and Municipalities

WHEREAS the Canadian Federation of Mayors and Municipalities Annual Convention will be held at Windsor, Ontario from May 17th to 20th, 1965;

AND WHEREAS Mayor Newman has indicated his intention of retiring from office as of June 1, 1965;

NOW THEREFORE BE IT RESOLVED that in order to economize, the City of Red Deer do not send any representative to the Convention of the Canadian Federation of Mayors and Municipalities.

NO. 2 Proposed procedure to follow to elect an alderman to the post of Mayor in order to replace Mayor Newman.

WHEREAS due to the retirement of Mayor Newman from office in June of 1965, it will be necessary to elect a Mayor from the eight sitting Aldermen;

AND WHEREAS in order to eliminate speculation and to continue to provide the City of Red Deer with the necessary leadership until the Civic Election in October;

NOW THEREFORE BE IT RESOLVED that Council of the City of Red Deer do elect a Mayor from the eight sitting Aldermen at the next regular City Council meeting.

BE IT FURTHER RESOLVED that numbered ballots be prepared with every Alderman's name and that any Alderman receiving less than three votes on the first ballot be dropped from the second ballot. The balloting would then continue until one Alderman has received a majority of votes.

NO. 3 Notification of public of the zoning of particular land in residential areas

WHEREAS in every new residential subdivision in the City of Red Deer there is usually an area zoned for apartments, multiple family dwellings or a local shopping centre;

AND WHEREAS citizens purchasing their new homes do not normally check with the City of Red Deer on the zoning of adjacent land;

NOW THEREFORE BE IT RESOLVED that in all future new residential subdivisions containing apartment sites, multiple family dwellings or local shopping centres, that the City of Red Deer place suitable signs on the site advising the general public that the property is zoned accordingly.

REPORTS:

(a) The Building Inspection Department advise that they can see no problems in posting properties as suggested.

(b) Land Administrator's Comments - we can have no objections to the signing of vacant commercial, apartment or multiple family sites in new subdivisions. It may well be that the two apartment sites in Sunnybrook and the one in Fairview should also be signed for sale, with information pertaining to same to be acquired at the City Hall.

File

BY-LAW NO. 2011/KK
=====

Being a By-law to amend By-law 2011 (The Zoning By-law of
The City of Red Deer.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER DULY ASSEMBLED

ENACTS AS FOLLOWS:

1. The Zoning Map as defined in Section 2(3)(cc) and the Residential Subdistrict Map referred to in Section 5(5) and the Trunk Road Map referred to in Section 1, subsection (1), are hereby amended in accordance with Zoning Maps A-51 and A-52 hereunto attached and forming part of this by-law, and signed by the Mayor and City Clerk, and impressed with the corporate seal of the City of Red Deer.

READ A FIRST TIME IN OPEN COUNCIL this _____ day of _____ A.D. 1965.

READ A SECOND TIME IN OPEN COUNCIL this _____ day of _____ A.D. 1965.

APPROVED BY THE PROVINCIAL PLANNING ADVISORY BOARD this _____ day of _____ A.D. 1965.

READ A THIRD TIME AND FINALLY PASSED IN OPEN COUNCIL THIS _____ day of _____ A.D. 1965.

MAYOR

CITY CLERK

BY-LAW NO. 2135/A

=====

Being a By-law to amend By-law No. 2135
(The Firearms By-law) of the City of Red Deer.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER DULY ASSEMBLED
ENACTS AS FOLLOWS:

By-law No. 2135 is hereby amended as follows:

1. A new section 1 is added to read:

"The definition of 'gun or other firearm' shall include an air or gas rifle or pistol, B.B. gun, or any other device or object capable of projecting a missile or of being projected as a missile that is likely to cause bodily harm to any person or animal or damage to property."

2. Section 1 is re-numbered Section 2, and the following words are inserted between the words "firearm" and "in":

"using an explosive propellant".

3. Section 2 is re-numbered Section 3, and the following words are inserted between the words "firearm" and "in":

"using an explosive propellant".

4. Section 3 is re-numbered Section 4, and all words after the word "By-law" are deleted, and the following words inserted in their place:

"a gun or other firearm not using an explosive propellant".

5. Section 4 is re-numbered Section 5, and the words:
"an air rifle, air pistol, sling shot, catapult, bow and arrow, or crossbow or throw a lance or dart" are deleted and the following words are inserted in their place:

"a gun or other firearm not using an explosive propellant."

6. Section 5 is re-numbered Section 6, and all the words following the word "by-law" where it first appears are deleted, and the following words are inserted in their place:

"warning persons of any of the provisions of this by-law in such language as they deem best."

7. Section 6 is re-numbered Section 7;
Section 7 is re-numbered Section 8;
Section 8 is re-numbered Section 9;
Section 9 is re-numbered Section 10;
Section 10 is re-numbered Section 11;
Section 11 is re-numbered Section 12;
Section 12 is re-numbered Section 13.

READ A FIRST TIME IN OPEN COUNCIL this _____ day of _____ A.D. 1965.

READ A SECOND TIME IN OPEN COUNCIL this _____ day of _____ A.D. 1965.

READ A THIRD TIME AND FINALLY PASSED IN OPEN COUNCIL this _____ day of

_____ A.D. 1965.

MAYOR

CITY CLERK

BY-LAW NO. 2159/A

=====

Being a By-law to amend By-law No. 2159 (a by-law regulating the use of public and private sewers and drains and the disposal of sewage and the discharge of liquids and waste into the Red Deer sewerage system).

WHEREAS it is deemed expedient to amend By-law 2159,

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

1. Section 701(a) of By-law 2159 is amended by adding the words "cents" immediately after the figures 7.50; 0.35; 0.27; and 0.75 where they appear in said section.

READ A FIRST TIME IN OPEN COUNCIL THIS _____ DAY OF _____ A.D. 1965.

READ A SECOND TIME IN OPEN COUNCIL THIS _____ DAY OF _____ A.D. 1965.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED THIS _____ DAY OF

_____ A.D. 1965.

MAYOR

CITY CLERK

BUILDING PERMITS

March 1965

Private	Single Family Dwelling	11,000
Private	Rumpus Room	200
Private	Dwelling Alterations	500
Private	Dwelling Alterations	500
Private	Basement Rooms	300
W.R.Sandquist Cont.	Single Family Dwelling	29,000
Private	Playroom	100
Private	Dwelling Alterations	500
Pedersen Bros.	Single Family Dwelling	10,000
Private	Rumpus Room	600
F.A.Wilson & Sons	Single Family Dwelling	25,000
Private	Basement Rooms	250
Private	Basement Rooms	200
Calgary Power Ltd.	Non Structural Alterations	1,500
Private	Half Bathroom	500
Swell. Investments Ltd.	Warehouse	35,000
King Perry	Warehouse	45,000
Private	Dwelling Alterations	200

March 1965 Total	160,350
March 1964 Total	183,100
3 month Total 1965	591,025
3 month Total 1964	3,483,100

File

ADDITIONAL AGENDA

1.

ITEM NO. 1 For Regular meeting to be held in Council Chambers, Monday, April 5/65.
April 5, 1965.

The Mayor and Council,
City of Red Deer.

Gentlemen:

In response to our request for prices on 8 - 30 foot; 50 - 40 foot and 14 - 45 foot wood power poles, the following aggregate prices were received:

Bond Wood Structures, Edmonton	\$2,961.00
B.J. Carney Co. Ltd., Enderby, B.C.	3,181.00
Canada Creosoting Co., Calgary	3,195.10

We requested that prices be quoted f.o.b. City Stores. Bond Wood Structures quotation was on the basis of f.o.b. rail car Red Deer.

We do not possess the proper equipment for unloading poles from rail cars. The E.L. and P. Foreman estimates our cost for unloading from a rail car would be in excess of the difference between the two lowest prices, and he also advised me that there is a high danger factor in unloading from rail cars, due to height to which they are loaded.

In view of the foregoing, I am recommending we purchase the above mentioned poles from B: J.Carney Co. for \$3,181.00.

Yours truly,

A.S. Krause,
Purchasing Agent.

NOTE:

Concur with recommendations of the Purchasing Agent.
E. Newman,
Mayor.

ITEM NO. 2

April 5, 1965.

The Mayor and Council,
City of Red Deer.

Gentlemen:-

In response to our request for the following quantities of line wires:

- 12,000 ft. #3/0 ACSR bare wire
- 10,000 ft. #4/0 Aluminum weatherproof
- 500 ft. 300 MCM copper wire
- 3,000 ft. #1/0 ACSR weatherproof wire, the

following aggregate costs were received:

Central Electric Wholesale, Red Deer	\$2,992.25
Canadian Gen. Electric, Calgary	3,006.20
Lacal Industries, Edmonton	3,025.28
Phillips Electric, Edmonton	3,031.08
Northern Electric, Edmonton	3,037.52
Canada Wire, Calgary	3,259.55

I would recommend we purchase the abovementioned wire from Central Electric Wholesale Ltd., Red Deer for \$2,992.25.

Yours truly,

A.S. Krause,
Purchasing Agent.

NOTE: Concur with recommendations of the Purchasing Agent.
Mayor E. Newman.

The Mayor and Council,
City of Red Deer.

Gentlemen:

In response to our request for prices on 750 gallons of white and 100 gallons of yellow road marking paints, the following total costs were received:

Canadian Pittsburg Industries, Vancouver	\$2,485.00
Red Deer Home Improvers, Red Deer	2,535.50
Brandram Henderson Co., Edmonton	2,535.50
General Paint Corp., Calgary	2,550.00
British American Paint Co., Calgary	2,684.50
Sherwin-Williams Co., Calgary	2,737.50
Central Equipment Rentals, Red Deer	3,032.50
Western Canada Hardware, Calgary	3,391.50
Canadian Industries Ltd., Calgary	3,447.50
Marshall Wells, Calgary *	2,535.00
Paint Pot, Red Deer	4,806.00

* - incomplete bid - unit price was higher than lowest bids.

Canadian Pittsburg Industries did not stipulate a delivery in their quotation. Red Deer Home Improvers gave a delivery of 10 days, which would meet our requirements.

I would therefore recommend purchase of our road paint requirements from Red Deer Home Improvers for \$2,535.50.

Yours truly,

A.S. Krause,
Purchasing Agent.

NOTE:

Concur with recommendations of the Purchasing Agent.
Mayor E. Newman.

ITEM NO. 4

PUBLIC WORKS COMMITTEE RECOMMENDATIONS
Re: Borrowing under Federal Municipal Development & Loan Act

The Public Works Committee at meeting of April 5th, gave study and consideration to the possibility of the City applying to borrow monies under provision of the Municipal Development and Loan Act, whereby the City may borrow two-thirds of the cost of certain capital projects, providing same are not current projects, and 25% of the money so borrowed is "written off" by the Federal authorities.

In the Council approved Seven Year Capital Works Plan, the construction of a bridge over the Red Deer River at 49th Avenue is scheduled for 1966, and the proposed construction of the 60th Avenue hill road to Oriole Park is also scheduled for 1966. The City's share of the bridge cost is estimated at \$220,000 and the 60th Avenue hill road at \$100,000.

For some time consideration has been given to construction of a pedestrian overpass over Ross Street at 43rd Avenue, and an estimate of cost of this project is \$20,000.

The Public Works Committee recommend that borrowing of monies possible for these projects from the Municipal Development and Loan Board, be approved by Council. The three projects would result in total borrowing of \$340,000., of which two-thirds or roughly \$227,000 could be borrowed from the Municipal Development and Loan Board, the remaining \$113,000 could be borrowed from the Provincial Municipal Finance Corporation.

Of the \$227,000 under the M.D. & L. A. "forgiveness" of 25% is given on work completed prior to April 1st, 1966, thus the City would only be required to repay 75% of the \$227,000 borrowed, or \$170,250, thereby effecting a direct saving to the City of \$56,750.

The City borrowed under the Municipal Development and Loan Act in 1964 and the interest rate charged was 5.1/8% which our borrowing under Provincial Municipal Finance Corp. in 1964 bore interest at 5.3/4%.

The interest rate under M.F. and L. Act would apply only on 75% of the amount borrowed, or in this case, on total borrowing of \$227,000, interest would be payable only on \$170,250.

In order to take advantage of the Municipal Development and Loan Act it would be necessary to borrow the money in 1965 that would normally be borrowed in 1966, thus our borrowings in 1965 would exceed our normal borrowings by the total additional borrowings of \$340,000, which would in turn reduce required borrowings in 1966 by a similar amount, unless the present Municipal Development and Loan Act, which ends on April 1st, 1966, is extended by Federal authorities, in which case the City might wish to make further application in the extended period.

It should be noted that Council approval of applying for the M.D.&L. borrowing does not definitely commit the City to do the work proposed, should for instance, the tenders for the work proposed be in excess of the estimated cost thereof, the City could decide to not proceed with the work, and the borrowing would not be proceeded with.

Secretary,
Public Works Committee.

* * * * *