

*File & Store*

A G E N D A

For the meeting of Council to be held in the Council  
Chambers on Monday, December 3, 1956, at 7:30 p.m.

Present:

1. Confirmation of the minutes of the regular meeting of November 26, 1956.
2. Unfinished Business:
  1. Re: Proposed Service Station in Mountview.
3. Correspondence:
  1. Canadian Legion Letter of Thanks
  2. Western Carriers CONFIDENTIAL Re: Quotations on Supplies
4. By-Laws:
  - ✓ 1. 1893 - to authorize the extension of the Storm Sewer System - City  
(one reading)
  2. No. 1341 (B) - Amendment to Zoning By-law.
5. Aldermen's New Business:
6. Reports:
  1. Re: Public Works Program for 1957
  2. Re: Proposed Airstrip - Red Deer.
  3. Re: Insurance Coverage for City of Red Deer
  - ✓ 4. Re: 1957 Road Paving Programme. *will be held #. 3*
  5. Re: Garbage Disposal; Downtown Area.
  6. Re: Houses in West Park School Site.
  7. Re: Organization Chart
  8. Building Permits for November, 1956.
  9. Minutes of Recreation Commission Meeting, Nov. 7, 1956.
8. New Business:
  1. Payment of Accounts

Re: Mountview Store Location.

In addition to the correspondence in connection with the above, the following is brought to your attention as it may have had some bearing on why this lot was not rezoned in 1949.

There is also a further petition in connection with same.

Commissioners.

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July 5th, 1949.

Department of Veterans' Affairs,  
4920 - 50th Avenue,  
RED DEER, Alberta.

Dear Sirs:

We have had an application for a lot to be developed as a local commercial area in the Glover division. In looking over the map it appears that Lot 6, Block 8, Plan 8148 E.T. would be the most suitable location for a small store and coffee shop such as is contemplated. If you agree that a local commercial area should be started in this general area and if you further agree that the above lot is suitable for that purpose, kindly give some thought to the method by which this proposal may be arranged.

My suggestion is that this property would be bought from you by the City and sold in turn by them to the prospective purchaser or purchasers. Since this lot is one-half acre in area, it would be quite feasible to have more than one store as time goes by.

Kindly, therefore, advise your reaction to the above and if you see fit, the price at which the property may be purchased.

Yours truly,  
"R.S. Gillespie"  
CITY COMMISSIONER

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22nd July, 1949.

Mr. George Horn,  
President,  
Mountview Small Holds Association,  
3719 - 44th Avenue,  
Red Deer, Alberta.

Dear Sir:

We have been advised by the City of Red Deer to the effect that they are interested in acquiring Lot 6 - Block 8, plan 8148 E.T., to be developed as a suitable location for a commercial area.

I would further advise they have received an application from a party who is desirous of erecting a small store and coffee shop should a commercial area be set aside in the Sub-Division.

However, before we take any steps in this matter I am desirous of knowing the feeling of the veterans who reside on the Sub-Division. I would, therefore, appreciate you taking this matter up with them through your association and letting us know by letter of their reactions.

I am withholding any further action in this matter until I hear from you and I would appreciate an early reply.

Yours very sincerely,  
"W.C.M.",  
W. Clinton Miller  
Regional Supervisor.

Mr. W. Clinton Miller,  
Regional Supervisor,  
Department of Veterans Affairs,  
4920 - 50th Avenue,  
RED DEER, Alberta.

Dear Sir:

We thank you for your letter dated July 22nd with reference to the development of a commercial area with small store and coffee shop in our sub-division.

We have discussed with all residents contents of your letter and find almost unanimous approval, so as far as small holders are concerned, we are in favor.

Yours very truly,  
" R.C. Lindsay"  
Secretary,  
Mountview Small Holders Assoc-  
iation.

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Red Deer, Alta.,  
November 28, 1956.

City Commissioner,  
City of Red Deer,  
RED DEER, Alberta.

Dear Sir:

It has come to our notice in the press that it has been proposed that the East 86 feet of lot 6, block 8, plan 8148 E.T. be re-zoned as commercial property to enable a Service Station to be built on this property and the W $\frac{1}{2}$  of the said lot.

As you are aware we, the adjacent property owners have vigorously protested the application for such a service station on many occasions in the past by repeated petitions. As you are also aware one of these petitions was taken by a City official in order to secure an unbiased opinion among the immediate neighbours. You will have this petition on file, the results of which we are aware. We are also aware that the Town Planning Commission does not favour a service station on this site and that these views have been made known to Council.

It is our intention to protest any attempt to permit a service station on this site and we will also vigorously protest any re-zoning of any part of the E $\frac{1}{2}$  of Lot 6 to commercial property.

Therefore, before any action is taken in regard to the above we desire the opportunity to wait on City Council and present our views in a similar manner as has been given the applicant for the property.

We trust, therefore, that you will undertake to advise us as to the date and time that this matter will again be discussed by Council.

Signed,

|               |                |
|---------------|----------------|
| G. Heemeryck  | 3742 - 43 Ave. |
| R. Simpson    | 3746 - 43 Ave. |
| L.D. Hirsche  | 3741 - 43 Ave. |
| K. Smethurst  | 3750 - 43 Ave. |
| R.F. McGregor | 3730 - 43 Ave. |
| A.R. Hilman   | 3744 - 43 Ave. |
| C.A. Head     | 3722 - 43 Ave. |
| R.A. Baptie   | 3743 - 43 Ave. |

CORRESPONDENCE:LETTER NO. 1

November 23, 1956

Mr. E. Newman  
City Commissioner  
Red Deer

Re: Remembrance Parade

Dear Sir:

I would like to take this opportunity to express my warm appreciation for the fine co-operation which I received from His Worship the Mayor, Commissioner and Council, on the occasions of the Remembrance Day Ceremony.

I would also place on record the thanks of the President and Members of this Branch to the men of the Parks and Public Works Departments for the work done in the immediate vicinity of the Cenotaph and along the Parade route.

I am, Sir,

Yours truly,

"H. Gourley"  
2nd. Vice President  
Canadian Legion

LETTER NO. 2

November 26, 1956

CONFIDENTIAL

The City Engineer  
City of Red Deer

Dear Sir:

This is to advise you that as of December 31st, 1956 we are cancelling any previous commitments we have made with the City of Red Deer in regard to quotation on the supply of asphaltic hot mix for your own use, or to be mixed, placed and laid by this company.

The above is merely to advise you that it will be necessary for us to revise our prices before accepting any further work in the supply of asphalt or mixing and laying for the City.

Please be assured that it has been a pleasure to supply the City of Red Deer with our asphaltic paving service, and we trust that we may be privileged to serve you in the future.

As you are probably aware our plant is still located in Red Deer with Mr. John Heinzlmeir in charge.

The reason that we have taken the above action is that we foresee a substantial increase in labour costs for the coming year and gravel costs have also risen since the beginning of 1956.

Yours truly,

WESTERN CARRIERS LIMITED.

NOTE:

The above letter is another indication of the price increase we can expect in 1957.

COMMISSIONERS



REPORTS:

4.

To City Commissioners:

Re: 1957 Public Works Program

Some thought is presently being given to the 1957 program. In this connection one matter arises which requires very early attention.

The ideal position for a City regarding the availability of building lots is such that enough private and city owned lots are available so that the selling price of private lots is not inflated excessively. On the other hand if too many lots are made available the City will be spending money on servicing lots that may not be required for some time. Therefore there is a need for controlled development. At present it would seem that the City has exhibited excellent judgment and in 1957 controlled development will be a simple matter. The City has sufficient number of low priced serviced lots in West Park. The Card property can be serviced to provide medium and medium high priced lots. Sufficient high priced lots are held by private owners.

The great danger of controlled development is the possibility that the demand for serviced lots exceed the supply or that servicing lags building. You will recall that at the meeting with the local Builders Association the Builders were content with the possibility of obtaining lots in the Card property. They did point out that it was very important that they should be able to purchase their lots no later than February 15th. (this would make it possible for them to obtain the maximum amount of Builders Loans for the Red Deer District). No doubt it is very important that a number of their lots should be fully serviced say by August 1st.

Summing up I would like to point out that it is very unlikely that our engineering staff can prepare plans for water, sewer, storm sewer, roads etc., early enough to satisfy the builder. Therefore I would suggest that this work be given to consulting Engineers. When the plans are all prepared we can re-appraise the amount of work remaining from our 1956 program and proposed work for 1957 to be done by City crews. There is a very good possibility that part or all of the work on the Card property may then have to be done by contractors.

This is being brought to your attention at this time because it is considered to be extremely urgent and important.

N. Deck  
Asst. City Engineer

City Commissioner for consideration.  
Denis Cole

NOTE:

- (1) Number of lots required in Card property is 100 to 130.
- (2) The attached plan shows the uncompleted work, not including Gaetz Ave. (storm sewer connections, etc.), which will keep our crews busy for some months. As far as the Card property is concerned, we would like to have a private corporation purchase and develop this property but with the curtailment of loans plus high interest rates, it is almost impossible to interest such a group. In view of this, we recommend that all engineering in connection with the Card property be contracted and that all construction other than that which can be completed by our crews this winter be contracted.

COMMISSIONERS

### AIRSTRIP COMMITTEE MINUTES

Minutes of the meeting of the Airstrip Committee held in the City Council Chambers at 8 p.m. on Tuesday, June 26, 1956.

Present: Alderman E.A. Johnstone, Chairman, Mr. C. Doan; Mr. A. Scott; Mr. J. McKay; Mr. R. Choquette, Mr. K. Bissell and Mr. W. Bolze.

The following points were established:

#### Land Requirements:

Size of land required should not be less than 3 to 4 thousand feet long by 300 feet wide and preferably a half section running north and south.

#### Location:

Land should not be more than five miles from City limits, but must be more than ten miles from Penhold Airport.

The following committee was set up to investigate suitable sites and they have been asked to submit three alternative sites together with prices and locations, etc. C. Doan; C. McKay; R. Choquette

#### Need of Airport:

- (1) Oil Development would benefit.
- (2) A business service between Calgary and Edmonton.
- (3) Air ambulance.
- (4) Air freight service.
- (5) Flying club facilities for persons wishing <sup>to</sup> obtain their pilot's license who now have to spend their time and money in Calgary or Edmonton to obtain same.
- (6) Training planes would be available.
- (7) The recognition of the fast growth of the air industry.
- (8) From the information received from other towns and cities it does not appear to be an expense to the municipalities.
- (9) It would be an attraction and a service to tourists from the States who come up for hunting.
- (10) Some consideration should be given to the idea from the recreational angle.
- (11) It can be considered a form of education for graduate pilots.

#### Management:

If the city could provide the land, a local club would form a company to manage it and also provide the facilities thereon. The Municipal District might also be interested in participation in such a project.

The meeting adjourned at 9:10 p.m.

### AIRSTRIP COMMITTEE MINUTES

Minutes of the meeting of the Airstrip Committee held in Council Chambers City Hall, Red Deer, Alta. 8:00 p.m., Friday July 6th, 1956.

Present: Chairman Alderman E.A. Johnstone, Ald. J. McRobbie, Mr. C. McKay Mr. W. Bolze, Mr. R. Choquette, Mr. C. Doan.

Report of "Location Committee" consisting of Mr. C. Doan, Mr. R. Choquette, and Mr. C. McKay was given verbally by Mr. C. Doan to effect that committee had examined four prospective land locations presently owned by Mr. Ed. Stohschein, Mr. Dave Larsch, Mr Edgar Boyce and Mr. Hermary.

Stohschein Property - Location and elevation - excellent; Availability to City - good; No interference from surrounding terrain, power lines, etc., Possibility of conversion to airstrip - good; Property is eight miles as crow flies from Penhold Airport RCAF in north east direction; Property consists of 315 acres in length north and south. Price requested \$30,000 with taxes paid for year 1956. Land carries no mineral rights. Improvements include one brick veneer house, barn, outbuildings and granaries.

Equipped with electricity by Calgary Power Co. "Location Committee estimates value of improvement at \$6,000.00. Owner would accept 50% of purchase price on making deal, and 50% in next fiscal year.

Larsch Property - Location and elevation - good; Availability to City - good; Surrounding terrain, rolling and power line in near vicinity. To obtain sufficient length and clearance for airstrip would possibly entail considerable expense. Owner does not wish to sell, but would consider leasing to air strip at cash rental of \$2,000.00 per year.

Boyce Property - Committee reported that owner of this property is not desirous of selling, land is part of well established and improved dairy farm, and if same were purchased no doubt price would be very high.

Hermerv Property - Locations and elevation - good; Availability to City - good; Convertibility to airstrip, possible but would be expensive, general terrain not as suitable for conversion to airstrip as other properties examined. Owner required \$100.00 per acre for the 299 acres involved.

Discussion of merits of the various parcels of land noted took place and committee at large decided that the Stohscheim property was the most suitable from all angles.

Chairman directed Mr. Choquette to interview owner Stohscheim with view of having him give a "first refusal" at price stated, to airstrip committee for period of two weeks.

If this is obtained, chairman will instruct secretary to contact Dept. of Transport with view of having them examine property in question, as to their approval of same as airstrip.

Chairman instructed Alderman McRobbie to explain steps taken to City Council and obtain their reaction to same.

Above steps being taken, and found agreeable, Mr. Doan to take matter before Municipal Council with view of obtaining their participation in the scheme.

Meeting adjourned at 9:15 p.m.

F.A. Amy  
Secretary

November 21, 1956

City Commissioners  
City of Red Deer  
City Hall

Dear Sirs:

The following is a recount of the principal points of a phone conversation with Mr. G.R. Robertson, Superintendent of Airways, Department of Transport at Ottawa. Date of conversation: 9:30 a.m. our time, Wednesday, November 21, 1956.

Following a wire advice from Mr. Robertson that the R.C.A.F. still objected to the location of our proposed airstrip and a letter that supported that wire, it was decided that the writer of this report, because of his personal visit at Ottawa and previous association with the Airstrip Committee of the City Council, should call Mr. Robertson on the phone, anticipating that we might get some information from Mr. Robertson that he would not be able to put in a letter. It is our own personal opinion that we have now secured this information, which we think is of interest and use to our City, and, of course, this Committee.

Mr. Robertson reports as follows:

1. Re Penhold Airport

Penhold is now considered a permanent Air Force base and will likely be further developed as time progresses.



2. As the Air Force is switching more and more to jet propelled planes there is a possibility in the near future Penhold will have at its Base jet trainers.

Because of these points the Airport could not agree to reconsider previous decision and withdraw their objection to the location of our proposed Airstrip.

Now for some excerpts from Mr. Robertson's own statements:

1. Mr. Robertson, speaking on behalf of his Department, feels that our request for approval by the Air Force of the location of our Airstrip is a reasonable one.

2. However, in face of the R.C.A.F.'s objection to the location of the Airstrip, his Department had no alternative but to wire and to write as they did.

We then asked Mr. Robertson what he thought about it and what, in his opinion, would be the next approach. And this was his reply. In view of the fact that his Department feels that our request is a reasonable one and he realizes as well as we do that no matter where an airstrip is located around Red Deer, if it is within twenty-five miles of Penhold there is going to be some objection and particularly if it is within ten or twelve miles. That being the case, the Air Force would prefer us not to have an airstrip close to Penhold at all. This Mr. Robertson thinks is not right, particularly because of the fact that the location of the particular strip that runs in the general direction of our airstrip is one that is the least used - as a matter of fact, in some air-fields this particular direction strip is being abandoned because it is so little used that it is not worth while for the owners of the air-field to keep in condition. Mr. Robertson therefore suggests that we approach the Minister of National Defence, putting up to him our case, and he feels that the Minister could very well influence the thinking in Ottawa, that would reduce the objections which the Air Force has to the location. Mr. Robertson also agrees that, in our approach to the Department of National Defence, we could say in that letter that the Department of Transport feels our request is a reasonable one and that the Air Force should not, under the circumstances, object to the location of our proposed airstrip.

Some further points that came out in our conversation. As you know, we have told Mr. Robertson that we have had this land tied up under option and for an unduly long time, and therefore the City has in many respects a moral obligation to go through with the deal. In the event that the City did go through with the deal and buy the land, we asked Mr. Robertson if the City could get a license for our airstrip. He said, most likely we could get a license from his Department. However, if the Air Force's objection still stays on the records then this license would likely carry a qualification that perhaps the license at some later date might have to be withdrawn. He further states that the Air Force cannot stop us but are capable of throwing up some formidable roadblocks.

For your information we will just recite below some of the points we used in discussing this item with Mr. Robertson. Previous to the time of our visit with him in Ottawa on behalf of the City the Department of Transport, of course, just automatically had been on the side of the R.C.A.F. Following our visit and a reconsideration of the attendant features thereto the Department of Transport did change over to our side, and we believe that they did do what they could to persuade the R.C.A.F. to reconsider their previous stand, namely, that they didn't want an airstrip in that particular location.

1. Ours a local airport only.

2. Nine miles from Penhold.

3. That as our proposed strip is approximately ten miles away, in our thinking, and based on the information we have received on the item, R.C.A.F. planes at that distance from their landing strip would be out of the ordinary danger range by reason of the height they would be at, when over or near our landing strip.



4. Even if they use the northeasterly sout-west strip at Penhold that danger of contact with planes on our strip is no greater or even less by being closed in line of flight, as planes landing are always lower in altitude.
5. Looked for another location and couldn't get one that was close enough and in other ways suitable re cost, etc.
6. Our option is from a farmer and we should, and are obligated to advise him right away.

Yours sincerely,

E.A. Johnstone

Minutes of "Air Strip Committee" meeting held at board room, Central Alberta Dairy Pool Building, 4:30 p.m. Monday, November 26, 1956.

Present: E.A. Johnstone, chairman, Messrs W. Bolze, C.L. Doan, C. McKay, Ald. J. McRobbie, K. Bissell, R. Choquette, and secretary F.A. Amy.

Minutes of meeting of July 6th, 1956 were read and confirmed on motion of R. Choquette, seconded by K. Bissell.

Chairman, E.A. Johnstone gave a verbal report of happenings in connection with proposed airstrip since date of last committee meeting, to effect that the land proposed to purchase, had received approval as a suitable site for an airstrip by the Department of Transport governing body of all civilian aviation.

An objection by the R.C.A.F. had been registered to having the proposed airstrip located at point in question, in view of its proximity to the Penhold R.C.A.F. Station, that this station might be expanded to facilitate training with jet planes which would require extension of existing landing facilities at that station, and they objected to proposed Red Deer airstrip on grounds it would be too close to Penhold Station R.C.A.F.

Mr. Johnstone informed meeting that whilst in Ottawa on other business on October 12, 1956 he had personally interviewed Mr. J.R. Robertson, Superintendent of Airways, Department of Transport, and had fully discussed the matter with him, with the result that Mr. Robertson had assured Mr. Johnstone that his department was favorable to proposed airstrip and would take necessary action to have the R.C.A.F. review this matter with view of having the objection registered by them withdrawn.

Under date of November 13, 1956 advice was received from Department of Transport that on review by the R.C.A.F. that Force did not wish to withdraw the objections previously made by them.

Mr. Robertson, in telephone conversation with Mr. Johnstone on November 21, 1956 had re-iterated that his department (Dept. of Transport) were still favorable to having proposed airstrip installed, and this his Department would give favourable consideration to issuing a license for the proposed airstrip at Red Deer. He stated however, that a possibility existed that the license, if issued, would have a clause providing for its cancellation should developments at the R.C.A.F. station Penhold be such as to require same. It's to be noted that the proposed airstrip is so situated as to be in direction from the Penhold station that little possibility exists that a runway would be extended in this direction from the R.C.A.F. station, and a large possibility that the present landing strip in this direction from the R.C.A.F. station would be dismantled, as same is very seldom used owing to prevalent wind directions.

Following full discussion by Committee, a motion was made by C.L. Doan seconded by R. Choquette that "recommendation be made to City Council, Red Deer, to consummate present option held on land in question, and purchase same on terms provided, i.e. \$15,000.00 on exercising option, and remaining \$15,000.00 in early 1957" - CARRIED.

Chairman requested that Alderman McRobbie notify City Council verbally at Council meeting to be held same date, that Air Strip Committee recommend completion of land deal and would like to have City move quickly on this matter.

Meeting adjourned at 5:45 p.m. on motion of Ald. McRobbie, seconded by W. Bolze.

F.A. Amy  
Secretary - Air Strip Committee

## REPORT OF INSURANCE COVERAGE

The following is a comparison of the renewals arranged by Osler, Hammond & Nanton Ltd. and the renewal contracts arranged by the Royle Liverpool Co.

### Burglary Insurance

Royal - covered against the hazards of Burglary and Theft at the City Yards location on 43 Street with an annual premium of \$105.50. This coverage has one drawback inasmuch as any claim made for theft the City would have to provide the necessary proof of the Theft. In the case of a claim of Burglary proof of Forceable Entry would have to be given which may be impossible to do in the case of Materials laying in the yards.

O.H. & N. - contract is an All Risk form of Policy covering stock at the yard location and extending to cover insured property while temporarily located at any other location within the City. The O.H. & N. form has a \$25.00 deductible on losses other than loss caused by Fire, Lightning, supplemental additional perils usual to a Fire contract, Burglary, and Transportation at an annual premium of \$50.00. The deductible could be deleted for an additional premium (approx. \$50.00) but this is not recommended.

### Fire Insurance

Royal - the policy issued by Royal was an exact duplication of the O.H. & N. renewal with the exception that the Royal policy a subscription policy which had five companies absorbing a proportion of the insurance. A subscription policy is a better alternative than five separate policies but is not as satisfactory as one contract due to the fact that any one of the companies can at anytime withdraw their coverage and a replacement might be hard to obtain which would leave a gap in the coverage.

### Automobile

Royal - issued two policies to duplicate the O.H. & N. policy, one covering liability and a second covering collision, fire and theft with a total premium of \$1,503.91 annually.

O.H. & N. - issued one policy providing liability, collision, fire and theft at an annual premium of \$1,405.50. The only explanation for the variance in premium would appear to be due to O.H. & N's more intimate knowledge of risk which allowed them to obtain a more equitable and advantageous rate from the Underwriters.

### Equipment Floater

Both contracts were arranged on an All Risk basis and appear comparable in form with the Royal premium being \$1,504.42 and the O.H. & N. premium being \$1,353.98. The Royal policy contains a catastrophe limit of \$50,000.00 in any one claim.

### Employee Dishonesty & Burglary

It is difficult to draw a proper comparison between the two forms provided although it would appear the O.H. & N. contract takes a more realistic view of the risk involved. The Royal policy covered a limit of \$10,000.00 for Infidelity and \$20,000.00 on monies and securities against loss by Dishonesty, Destruction or Disappearance. The O.H. & N. contract provides \$10,000.00 coverage for Employee Dishonesty, \$2000.00 coverage at the Arena against safe burglary, \$5000.00 coverage against safe burglary at the City Hall and \$5000.00 against Dishonesty, destruction and disappearance. In addition, the O.H. & N. policy provides \$30,000.00 coverage for the period April 1st to 15th for the aforementioned hazards to cover tax period.

Boiler Insurance

The two contracts are identical.

## NOTE:

With regard to the above report, it is almost impossible to give a fair comparison on the alternate insurance coverage because Osler, Hammond and Nanton have worked with us on the City insurance for a number of years whereas Royal Liverpool made their survey mainly on the basis of what their agent recommended plus a copy of the O.H. & N. policies in effect. The main point is that no major changes were proposed by Royal Liverpool after they reviewed O.H. & N.'s coverage. However, we do appreciate the survey by Royal Liverpool as it brought out a few new points and confirmed that the coverage now in effect with O.H. & N. is reasonable.

COMMISSIONERS

To: City Commissioners

From: Assistant City Engineer per City Engineer

Re: 1957 Road Paving Programme

Council has mentioned that the City should call for tenders early in order to get more bids and more competitive bids. With this in mind it is our intention to set up the programme as quickly as possible. One of the first things that must be done is to advertise in order to obtain petitions. It is customary to show in the advertisement the charges to the property owner. Since costs of paved roads have risen considerably Council may wish to consider an increased charge before any other steps are taken.

In 1954 and 1955 the City Engineer submitted to Council two comprehensive reports on road construction. The reports covered types of construction, costs of construction, charges to the property owner, and financing of construction. Council accepted these reports. On this basis road construction and financing has continued.

In his reports the City Engineer estimated the cost of building paved roads. He then set up a charge which in an area which was 100% assessable and where the roads were type "C" (residential), the charges covered about 85% of the cost of construction, including flankage. If roads were to be wider and/or heavier the additional cost was to be paid out of general revenue. Or if roads fronted on areas which were not assessable (i.e. parks) playgrounds, schools, etc.) the difference was to be derived from general revenue. All things being equal it was expected, over a period of years, that about 40% of road paving costs should be derived from general revenue. Summing up, there are four ways in which this percentage can increase.

- (i) if the ratio of flankage to frontage is high,
- (ii) if the ratio of non-assessable frontage to total frontage is high.
- (iii) if the ratio of wider and/or heavier roads to total roads is high.
- (iv) if the cost of construction increases.

The first three items can be made to bear a favourable ratio, if not in one year certainly they can be averaged over a period of two or three years. However, if the fourth item increases the total increase must be absorbed by general revenue unless charges are increased.

The City Engineer's estimate (on which the existing charges were based) was very close to the actual costs when compared to General Construction contract which was received some three or four months later. However Pooles contract in 1956 showed a definite increase in costs. We have a very good reason to believe that there will be a further increase in 1957. Therefore we have a situation where the Council agreed that the portion of cost to be derived from general revenue should average about 40% and this was true for



the first year, but since then the percentage has increased rapidly.

Following is a table exhibiting the increase of construction costs. The unit prices for 1955 and 1956 were taken from General and Pooles contracts respectively. The source of the 1957 unit prices are confidential. The representative quantities were taken from the 1956 road contract.

| ITEM  | UNIT PRICES |       |      | REPRESENTATIVE<br>QUANTITIES |
|---|-------------|-------|------|------------------------------|
|   | 1955        | 1956  | 1957 |                              |
| 1. Excavation from streets -cu. yds.                                    | 0.45        | 0.66  | 0.66 | 50,000                       |
| 2. Excavation from borrow pits<br>cu. yds.                              | 0.45        | 0.77  | 1.10 | 15,000                       |
| 3. Preparation of sub-grade sq. yds.                                    | 0.06        | 0.066 | 0.11 | 96,000                       |
| 4. Pit-run gravel base - course in-<br>cluding supply of material -tons | 1.04        | 1.67  | 1.80 | 30,000                       |
| 5. Crushed gravel - tons  | 1.45        | 1.84  | 1.96 | 17,000                       |
| 6. Prime Coat   | 0.07        | 0.077 | 0.09 | 96,000                       |
| 7. Two inch asphalt   | 0.70        | 0.83  | 1.14 | 96,000                       |

Using the representative quantities the comparative contract prices would be:

|      |   |           |
|------|---|-----------|
| 1955 | - | \$166,100 |
| 1956 | - | 219,338   |
| 1957 | - | 265,460   |

The cost in 1956 would therefore be 132% of 1955.

The cost in 1957 may therefore be 160% of 1955.

In 1955 the City Engineer estimated that the City could ordinarily expect to pay out of general revenue 40% of the cost of road construction. The percentage was derived from estimated costs and a set charge. Since 1955 the charge to the property owner has remained the same but costs have risen. Therefore a greater percentage of the total cost would theoretically be paid out of general revenue.

From the costs previously calculated the split would be as shown.

Money derived from charges to Frontage:

|         |   |                |   |          |
|---------|---|----------------|---|----------|
| in 1955 | = | 60% of 166,100 | = | \$99,960 |
| in 1956 | = | " " "          | = | 99,960   |
| in 1957 | = | " " "          | = | 99,960   |

Money contributed from general revenue:

|         |   |           |   |          |   |          |
|---------|---|-----------|---|----------|---|----------|
| in 1955 | = | \$166,100 | - | \$99,960 | = | \$66,140 |
| in 1956 | = | 219,338   | - | 99,960   | = | 119,378  |
| in 1957 | = | 265,460   | - | 99,960   | = | 165,000  |

Percentage paid from general revenue:

|         |   |     |
|---------|---|-----|
| in 1955 | - | 40% |
| in 1956 | - | 54% |
| in 1957 | - | 62% |

Therefore it may be seen that the costs out of general revenue in 1956 are 35% greater than in 1955 and in 1957 may be 55% greater than in 1955.

Summing up, it has been noted that construction costs in 1957 may well be 60% greater than 1955 and if the City wishes to retain the percentage paid from general revenue at 40% the charge to the property owner would increase by 60%. The prepaid charge on a paved road would rise from \$5.80 per front foot to \$9.28 per front foot. For comparisons sake Edmonton 1955 charges \$5.97 per front foot based on a 26' road. This is equivalent to a charge of \$8.25. Calgary (1956) charges \$6.50 based on a 32' road this is equivalent to \$7.30 per front foot. From the foregoing comparison it is obvious that it would be unreasonable for the City to increase charges to this extent. There are many reasons why a City should encourage paving one of the main reasons being the saving on road maintenance. In connection with this I would like to cite an example used by the City Engineer in his 1955 report.

|   |           |
|---|-----------|
| Estimated cost of road programme        | \$263,039 |
| Estimated recoveries                    | 158,962   |
| Amount to be met out of general revenue | 104,000   |

The annual debenture debt on a 20 year loan of the \$140,000 = \$7,150

Expected saving on 1954 Road Maintenance cost of \$60,000 = \$5,000

Therefore this meant a net cost to the City in general of \$2,150 per annum which amounted to 1/5 of a mill.

The above example will serve to illustrate that though costs have increased 60% and charges have remained constant the increased deficit in fact is not as serious as one may expect on first thought.

Following is a list of present charges with recommendations for new charges shown in brackets.

| Item                      | Annual Charge<br>per front foot<br>including interest | Years<br>Due | Cash<br>Payment |
|---------------------------|---|--------------|-----------------|
| Paved Road                | 40 (50)   | 20           | 5.80 (7.25)     |
| Paving on Existing Gravel | 16½ (26½)   | 20           | 2.40 (3.85)     |
| Paved Lane                | 20 (25)   | 20           | 2.82 (3.60)     |
| Gravel Lane               | 15 (20)   | 5            | 0.70 (0.93)     |

NOTE:

Paving on existing deep base gravel roads. The present charge of 40¢ for 10 years would have to be changed to 50¢ for 20 years less credit for payments already made. This could mean a charge of say 47¢ for 20 years in a debentured area. This may prove awkward for assessment purposes however only a small area of the City is involved namely the V.L.A. area and Moore and Waskasoo Crecents.

N.J. Deck

Re: Above Report

As you can see the increase in 1957 construction costs over those in 1955 will be some 60% and the proposed increase in frontage charges is only around 25% except for paving on existing gravel which has been increased 60%.

In addition the increased annual frontage charges do not include the expected increase in interest rates from 3½% to 4½% (Federal Govt. paid 4 1/3% yield on a one year issue put out recently).

In presenting the engineer's report it was assumed that the cost of building sidewalks, water mains and sewers will be somewhat the same as in 1956.

In view of the increase in construction costs your commissioners recommend the increase in frontage charges outlined in the engineer's report. Further, as in past years a full report will be given at a later date to Council on the 1957 program outlining the estimated cost and the expected recoveries from frontage and general benefit.

COMMISSIONERS

Dear Sirs:

RE: Garbage Disposal , Downtown area.

I have accompanied Mr. Perlick's garbage truck on his downtown run. The first trip was one of the thrice weekly general runs covering the area between 47th Street and 51st Street and 49th Avenue to 51st Avenue. Some of this area was again visited on the daily pick-up service which was the second trip made. Regarding the whole downtown area it is not possible to estimate the cubic capacity of the garbage since it is mostly burnt; even so the pick-up is complicated by the lack of uniformity of both burners and containers. A very large percentage of these do not comply with the by-law.

The two blocks that receive a daily pick-up were visited and an estimation was made of the bulk of garbage to be removed. This was unnecessarily large in a number of cases and involved both Mr. Perlick and his assistant in a good deal of extra work. From this survey (of which details are attached) the following broad trends can be noted:-

Loose Yardage  
Garages: 1½ cubic yards per day.  
Service Stations: ½ to ¾ cubic yards per day.  
Restaurants: Over 2 cubic yards per day.  
Retail Stores: Variable from a half yard low to a four yard high.  
Business Premises (i.e. Banks): Up to half a yard per day.

From the foregoing it can be seen that it is not possible to set an overall rate for each type of business. This leaves the two possibilities of either setting a general classification or making an individual assessment. I feel that the individual assessment is the best system.

In view of these facts I feel that the most economical solution is the rigid enforcement of the by-law with reference to types of burners permitted. Certain areas South of Ross Street appear to share burners of the approved type. This system while cutting the cost of each individual merchant results in a greater capital outlay and consequently a better burner.

The only acceptable alternative is a daily pick-up with individual assessment. Costs of this operation could be kept as low as possible if the merchants keep their garbage in the most compact form possible and correctly placed for pick-up.

At the moment it takes Mr. Perlick about two hours to cover these two blocks and dispose of the garbage. An extension of this service under the present conditions would require the services of two men for about six hours daily. In view of his present commitments and equipment he would be unable to accomplish this without another truck which I understand he is not in a position to finance. At the beginning of the daily pick-up service, businesses were requested to keep their garbage as compressed as possible and although this request was initially complied with, in most cases the situation has since deteriorated.

I enclose an appendix showing the average amount of garbage picked up together with Mr. Perlick's estimate of charges.

Yours very truly,  
"M. Horrocks"

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#### APPENDIX

Suggested basis for charge \$10.00 per month per loose yard daily.  
½ yard variables at \$7.50 due to occasional large increases. Negligible at \$2.50

|                               |   |          |
|-------------------------------|---|----------|
| Result: Mr. Perlick's figures | = | \$295.00 |
| Estimate on yardage           | = | \$237.50 |
| Difference                    |   | \$ 57.50 |

This gives a deficit of \$57.50 per month. The whole downtown area is about 3 (three) times the size which would give a monthly deficit of \$172.50  
or yearly \$2,070.00

N.B. 1. This estimate included a very large one for Maurice Shoes who may have been taken on a bad day. Daily average would probably be 1½ yds. (\$15.00) which adds \$25.00 to monthly deficit or \$300.00 per annum.

2. There is no reason to expect these charges would be much more acceptable to

the business section than Mr. Perlick's.

Rough check on above calculations.

1. Collection.

$1\frac{1}{2}$  hrs. with truck and 2 men - 25 days/month =  $1\frac{1}{2}$  hrs. X \$5.00/ hr. X 25 days = \$187.50

2. Dumping .

$1\frac{1}{2}$  hr. X \$5.00/ hr. X 25 days =

Cost per month -  $\frac{72.50}{\$260.00}$

Note: In actual fact, the cost of collection will depend mainly on the time taken for collection and secondly, the cubic yardage.

|                                | <u>M. Perlick's Estimate</u> | <u>Loose Yardage</u><br><u>Daily Garbage</u> |
|--------------------------------|------------------------------|--|
| Better Housekeeping            | \$8.00                       | (10.00) 1 yd. (using burner)                 |
| Saan Stores                    | 10.00                        | (5.00) $\frac{1}{2}$ yd. variable            |
| Park Hotel                     | 15.00                        | (10.00) 1 yd.                                |
| Town and Country Sales         | 8.00                         | (5.00) $\frac{1}{2}$ yd. variable            |
| Northwestern Utilities         | 10.00                        | (2.50) $\frac{1}{4}$ yd.                     |
| Capital Theatre                | 10.00                        | (2.50) $\frac{1}{4}$ yd.                     |
| Sweet Shoppe                   | 10.00                        | (5.00) $\frac{1}{2}$ yd.                     |
| Innes Mens Wear                | 10.00                        | (10.00) 1 yd.                                |
| Elgin Shoes                    | 10.00                        | (7.50) $\frac{1}{2}$ yd. variable            |
| Ritz Cafe                      | 20.00                        | (20.00) 2 yds.                               |
| Maurice Shoes                  | 20.00                        | (40.00) 4 yds. variable                      |
| Horsley's Drug Store           | 15.00                        | (10.00) 1 yd.                                |
| I.A.C.                         | 10.00                        | (2.50) $\frac{1}{4}$ yd.                     |
| Clays News Stand               | 3.00                         | (2.50) Negligible                            |
| Caustons Photography           | 3.00                         | (2.50) "                                     |
| Rdlis Real Estate              | 3.00                         | (5.00) $\frac{1}{2}$ yd.                     |
| Woolworths                     | 10.00                        | (7.50) $\frac{1}{2}$ yd. variable            |
| Jack's Mens' Wear              | 20.00 *                      | Using Burner.                                |
| North West Meters              | 15.00                        | (15.00) $1\frac{1}{2}$ yds.                  |
| Body Shop                      | 5.00                         |  |
| Botterill & McKee              | 3.00                         | (2.50) negligible                            |
| Singer Sewing Machine          | 10.00                        | (5.00) $\frac{1}{2}$ yd.                     |
| Vogues Shop of Shoes           | 10.00                        | (7.50) $\frac{1}{2}$ yd. variable            |
| Tiny Tots Wear                 | 5.00                         | (2.50) $\frac{1}{4}$ yd.                     |
| Handicraft Shop                | 3.00                         | (2.50) negligible.                           |
| Peacock Inn                    | 25.00                        | (25.00) over 2 yds.                          |
| Cold Storage Lockers           | 20.00                        | (7.50) $\frac{3}{4}$ yd.                     |
| Shantung Restaurant            | 10.00                        | (10.00) over 1 yd.                           |
| North Star Oil Service Station | 8.00                         | (7.50) $\frac{1}{2}$ to $\frac{3}{4}$ yd.    |
| Red Deer Shoe Hospital         | 3.00                         | (2.50) Negligible.                           |
| Steak House                    | 3.00                         | (2.50) "                                     |
| Provincial Government Building | 10.00*                       | using burner                                 |
|                                | \$295.00                     | \$237.50                                     |

\*Omitted.

Re: Houses on West Park School Site

The above will be discussed by Mayor McAfee.

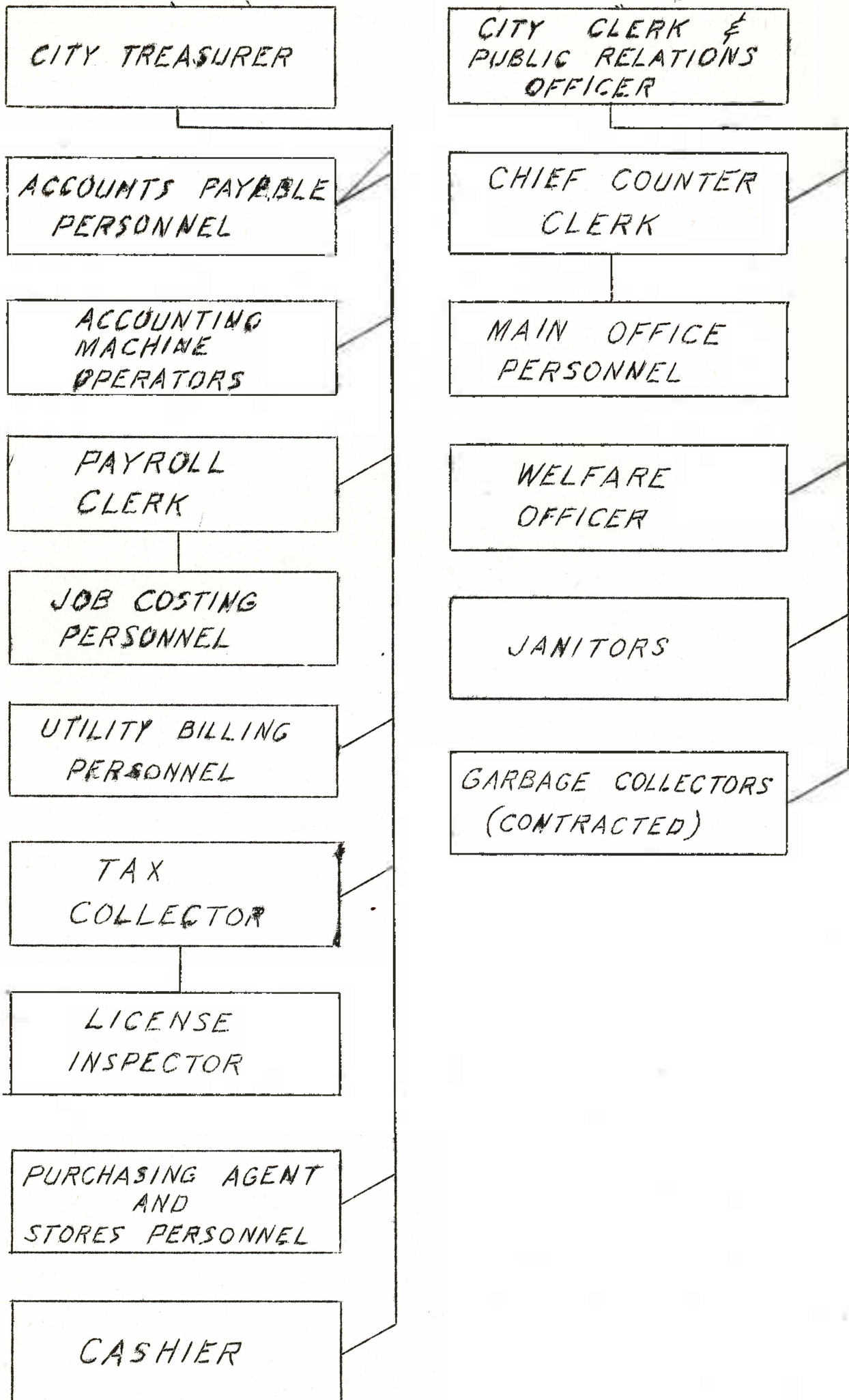


Re: Organization Chart

The following is a portion of the above, and we are asking Council's permission to separate the position of City Clerk - Treasurer. It will give the two parties concerned more time to devote to their own duties and departments. If this is approved we can then complete the chart and present to Council for final approval.

COMMISSIONERS

(see next page)



CITY BUILDING PERMITS FOR NOVEMBER, 1956.

| <u>NAME</u>         | <u>DESCRITPION</u>          | <u>AMOUNT</u>         |
|---------------------|-----------------------------|-----------------------|
| L. M. Greif         | Car port                    | \$ 200.00             |
| E. Siebert          | Dwelling                    | 7,000.00              |
| J. E. Kaurp         | Extension to porch          | 150.00                |
| Hornstrom Bros.     | New Service Station         | 30,000.00             |
| Morris Construction | Dwelling                    | 14,000.00             |
| W. E. McWade        | Dwelling                    | 7,500.00              |
| Eng How             | Basement Room               | 200.00                |
| M. L. Crowe         | Addition (Commercial Bldg.) | 9,000.00              |
| W. R. Belick        | Playhouse                   | 250.00                |
| R. Baird            | Dwelling                    | 9,000.00              |
| J. Hodgson          | Dwelling                    | 9,000.00              |
| L. Barker           | Dwelling                    | 9,000.00              |
| H. Husband          | Dwelling                    | <u>8,500.00</u>       |
|                     |                             | <u>\$103,800.00</u>   |
| No M. D. Permits.   |                             |                       |
|                     | GRAND TOTAL.                | 103,800.00            |
|                     |                             | <u>3,299,890.00</u>   |
|                     |                             | <u>\$3,403,690.00</u> |

Recreation Commission Meeting - Ckty - Nov. 7, 1956

Present: C. Campbell, J. Kennedy, Mrs. G. Hancock, Mrs. T. Foster, R.J. Seater, P. Crawford, Miss A. Olsen, F. Nielsen, Ass't Dir. D. Moore, Sec. C.J. Miller.

W. Martin, D. Holmes, H. Bailes, J. Douglas, Ald. J. McRobbie and Mrs W.B. Parsons were absent from the meeting. The Secretary reported that Mr. H. Gilchrist was on sick leave and would be absent for several meetings.

Meeting opened at 8.10 P.M. with Mr. Seater presiding. Minutes of previous meeting were approved as transcribed on motion of Campbell and Crawford.

Business out of the Minutes:

(a) Director reported that no suitable site could be located for a speed sktaing oval. Secretary was requested to write Lions Club re the matter and state that if interest warranted an effort would be made to locate oval on present rink areas for another year.

(b) Awards Night. No further action was taken awaiting word from Edmonton : to plans followed there.

(c) Building Committee. Mr. Crawford stated that he would try to arrange meeting with Agricultural Society to see if Art Building at Fair Grounds could be made available for use of the Commission. It was reported to the meeting that several draft plans would be received from the Dep't of Economic Affairs for inspection by the building committee. Mr. Moore was authorized to circularize the various clubs and lodges in the City to find their reaction to needs for a recreation building and present same to an early meeting of the Commission,

(d) Boarded Rink. Director reported that a "take Down" rink would be erect on the present site for this winter - such a move will give two boarded rink which will do much to alleviate the crowded conditions in the various hockey leagues.

(e) Hockey Insurance. Proposal as presented by Seager Agencies was accepte by the Commission. The Director reported that registration of players would take place on Nov. 12 and that a deadline of Nov. 30th had been set for receiving of registrations and waiver forms.

(f) Badminton Club. Mr. Moore reported that Club had been organized for th year and that initial attendance pointed to a good season.

(g) Ski Club. Mr. Moore reported that suitable ski hill had been located close to the City and that Club was prepared to go ahead with necessary tow have hill in operation this winter.

New Business:

(a) Rotary Carnival. First Saturday in March was set as date for this event



(b) Referee's School. Mr. Moore stated that it was planned to hold local school for referees on Nov. 18 & 19th. He further stated that necessary publicity would be out a week prior to the school.

(c) Mr. Miller reported that Ladies' "Keep Fit" classes had started on Nov. with initial attendance of 26. Mr. Moore reported that attendance for first Men's Class had been very disappointing but that no other effort would be made to continue the class.

(d) Request from Mountview area for another rink was refused on the grounds that another rink would not alleviate the situation of various groups using the rinks at the same time, the feeling being that some form of supervision would be the better approach. The Secretary was instructed to write the interested parties re this matter with the suggestion that the Commission would be prepared to assist in the setting up of some form of supervision schedule.

Request for rink in Edmund Heights area was acceded to on condition that City do the first flooding with the local group providing maintenance and flooding from then on.

(f) In the matter of hockey age group the Commission went on record as insisting that all players stay in their proper age group.

(g) Hockey selection committee was set up as follows: D. Moore, J. Kennedy, J. Douglas, C. Campbell, R.J. Seater.

(h) Secretary brought to the attention of the meeting that D. Holmes had attended only one meeting of the Commission since his appointment in March. Secretary was instructed to write Mr. Holmes requesting a decision on his part as to attending meetings in the future.

(i) Mr. Moore reported that Booster's Club was operating fairly successfully and hoped to be able to show its members a full complement of films during the winter.

Meeting adjourned at 10.05 P.M.