

A G E N D A

For the Regular Meeting of Council of the City of Red Deer to be held in Council Chambers, City Hall, Red Deer, Alberta, commencing at 5:00 P.M., Monday, June 23rd, 1969.

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1. Alderman R. N. McGregor - RE: Prosecution of Parking Ticket Violations

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UNFINISHED BUSINESSNO. 1.

DEPARTMENT OF MINES AND MINERALS

ALBERTA

OFFICE OF THE MINISTER

207 Legislative Building
EDMONTON 6, Alberta

June 13th, 1969

Dear Sir:

I wish to acknowledge receipt of your letter of June 11 and to advise that the Honourable Mr. Patrick is at present absent from the Province until on or about July 5.

I am therefore taking the liberty of referring your letter to the Attorney General, Honourable E. H. Gerhart, who already has the brief you mention. You will probably be hearing from Mr. Gerhart on this matter in due course.

Yours very truly,

Secretary
Minister of Mines & Minerals

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The above letter is in reference to Council's inquiry as to action taken on the submission to the Cabinet Ministers (October 1968) re: Detention Facilities for Juveniles.

We anticipate a further reply in the near future.

F. A. AMY,
City Clerk

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NO. 2.

June 20th, 1969

TO: Mayor and Council

FROM: Recreation Supt.

RE: Leisure Time Study

The majority of the data was delivered by Mr. Rehill from the Research Branch of the Department of Youth on Tuesday, June 10th, 1969.

In discussing the material with Mr. Rehill he was able to give us sufficient information so that we could interpret much of it for day to day use and a Committee of the Recreation Board has been formed to review the material along with a draft of the Lethbridge Report, in order to give direction, prior to the preparation of the Red Deer report, to answer specific questions relevant to our specific situation when the Department does the Red Deer Report.

They are also forwarding the Facility Inventory which the staff expect to make good use of in assisting in the preparation of the "Terms of Reference" for the Parks Study.

In my opinion, we now have sufficient material to work with between now and the date that the complete report has been promised.

Respectfully submitted,

D. MOORE,
Recreation Supt.

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As the majority of the data was received and accepted on June 10th, does Council wish to rescind its resolution of April 28th, 1969.

R. E. BARRETT,
Mayor

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REPORTSNO. 1.

June 10th, 1969

TO: City Council

RE: Progress Report - E. L. & P.

Attached is progress report of E. L. & P. Dept. to end of May 1969.

1. Streetlights on 32nd Street west of Gaetz Avenue and on 55th Avenue from 32nd to 35th Street are complete except for minor cleanup work, cost \$11,729.00.

Streetlights on Gaetz Avenue south are about 80% complete, with cost to date of \$13,863.00.

2. Wire replacement to Chrysler Plant and east side of Gaetz Avenue is now complete at a cost of \$4,564.00.

3. 45 KVA transformer and secondary lines for same installed on 62nd Street, 4700 block at cost of \$1,514.00.

4. Line to serve new section of the Hermary Subdivision, 52nd Avenue, from 67th to 71st Street complete at cost of \$3,430.00. Transformers will be added here as required.

5. Conductor on east side of Gaetz Avenue north of 67th Street enlarged to accommodate increasing load in the area at cost of \$1,935.00

6.. Transformer and service to the Kinex Building is about 80% complete at cost of \$2,662.00. Temporary transformer only installed here as delivery on permanent one is scheduled for delivery about the third week in July.

7. Line extension and transformer installed for Lo-Rose Apartment, 55th Street 4800 Block, but service not installed. Cost to date \$1,034.00.

8. Seven underground services installed during the period, five in Morrisroe and two in Oriole Park. Cost \$900.43.

DENIS COLE,
City Commissioner

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NO. 2.

June 17th, 1969

TO: City Council

RE: Medicare - Alberta Health Plan

M.S.I. will terminate coverage on June 30th, 1969. Thereafter all Alberta citizens must register with the Alberta Health Plan.

M.S.I. monthly rates for groups are -

One person	\$ 5.70
Family of two persons	11.40
Family of three persons or more	15.20

Alberta Health Plan monthly rates are -

Single	\$ 5.00
Family	10.00

The City contributed 50% of the cost of M.S.I. coverage for permanent employees, after 3 months service.

It is recommended that the City contribute 50% of the cost of Alberta Health Plan coverage for all employees from date of employment, because all employees must now be covered. This will of course, exclude any employee who is exempt because they are already covered by their spouse.

It is estimated that the cost to the City, at the reduced rates, of covering all employees from date of employment will be approximately the same as the partial coverage under M.S.I.

Attached is the report of the City Treasurer recommending this procedure.

DENIS COLE,
City Commissioner

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June 12th, 1969

TO: City Commissioner

FROM: City Treasurer

SUBJECT: Alberta Medicare Plan

It is now certain that the M.S.I. group coverage currently available to City employees will no longer be available with the commencement of the Alberta Medicare Plan effective July 1st, 1969. The City currently shares in the cost of M.S.I. coverage on a 50% basis as established by Council By-law of May 9th, 1949.

The three major differences that exist between the two plans are as follows:

1. M.S.I. was a voluntary scheme; Alberta Medicare Plan will be compulsory.

2. Alberta Medicare Plan is partially subsidized by higher levels of government while M.S.I. was not.
3. The Alberta Medicare Plan gives a slightly broader coverage in that it includes chiropractic services not previously covered by M.S.I.

It is estimated that although there will be a greater percentage of City employees participating in the Alberta Medicare Plan, the lower rates will, in all probability, compensate for this increased participation so that if the City were to continue its contribution on a 50% basis under the new plan, the overall budget costs would remain relatively unchanged.

The M.S.I. group plan deliberately discouraged participation of new employees until after a three month probationary period. The purpose of this postponed registration, as I understand it, was to eliminate as much as possible the book work involved in registering casual, part-time, and temporary employees. Under the Alberta Medicare plan, it will be necessary for us to register and begin deductions immediately we employ an eligible person whether it be on a temporary basis or not. Because of this procedural change, it is recommended that the City share on a 50% basis all health plan costs from date of employment rather than from three months after employment.

Because first deductions for the Alberta Medicare Plan must be made on the last pay in June, it is imperative that Council make an early decision as to what percentage of participation the City should make in sponsoring the new plan.

It is recommended that the City continue on a 50% basis beginning at employment date for all eligible employees.

K. R. BALL,
City Treasurer

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NO. 3.

June 16th, 1969

TO: City Commissioners

FROM: City Engineer

RE: 1969 Road Construction

One bid was received for this work. This bid was submitted by Border Paving Limited in the amount of \$298,884.00. The bid was checked by our consultants and they recommend that we award the contract to Border Paving Limited. I agree with their recommendation.

The bid reflected a slight increase in unit prices over 1968.

However, we anticipated the increase and allowed for it in our financing. Most of the work under this contract is on the North Hill, Oriole Park and Morrisroe.

N. J. DECK, P. Eng.
City Engineer

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Concur with recommendation.

DENIS COLE,
City Commissioner

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NO. 4.

June 18th, 1969

TO: City Commissioner

RE: Purchase of Air Compressor

In response to our request for tenders on an air compressor, twenty different proposals were received from thirteen different vendors. Because the value of this purchase exceeds \$2,000 and we cannot accept the lowest tender, it will be necessary for Council to approve our recommendations.

The basic requirements of an air compressor for City use are as follows:

1. Must have the capacity to operate both a 80 and 60 lb. hammer simultaneously and on a continuous basis.
2. As a result of past experience and all available information, superior performance and durability will be received from a rotary screw design rather than from either a rotary vain or piston type of machine.

The lowest tender which we feel is acceptable for City purposes is a Gardner-Denver S.P. 150 G at a cost of \$5,057.81. This bid is the 7th lowest bid. Of the lower bids, five of the machines did not have the capacity to meet our requirements. The 6th bid has the "rated" capacity, however, it is of a rotary vain design. A demo was requested to compare this machine with the recommended machine. This firm arrived for the demo with one of their "superior" rotary screw type machines which was bid at a higher price than the recommended machine. Even this superior unit did not operate as well as the recommended machine in that the air pressure drop was greater under our operating requirements. This demo and the comments of the supplier lead us to believe that the smaller rotary vain machine would not satisfy our minimum requirements.

This demonstration coupled with the proven performance of our present Gardner-Denver machine prompts a recommendation from the Public Works Operational Superintendent, the Garage Foreman, the Purchasing Agent and the City Treasurer to purchase the Gardner-Denver SP 150 G at a net cost of \$5,057.81 from G. M. Philpott Ltd.

Respectfully submitted,

City Treasurer, K. R. Ball

Purchasing Agent, A. S. Krause

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Concur with recommendations.

DENIS COLE,
City Commissioner

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NO. 5.

June 20th, 1969

TO: City Council

RE: Progress on Public Works Projects

Hereunder is the report submitted by the City Engineer in respect of works in progress.

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|-----|---|------------|
| "1. | 1968 Road Contract
Contractor - Border Paving Limited
Work complete except for minor clean-up | \$ 214,900 |
| 2. | 67 Street Underpass
Contractor - Burns & Dutton Limited
Work Complete | \$ 530,900 |
| 3. | 60 Street Underpass
Contractor - Alta-West Construction Limited
Work complete. Some deficiencies to attend to. | \$ 345,000 |
| 4. | Chrysler Area Sewer
Contractor - McLeod Construction Company
Work complete except for some corrective work
under 32nd Street in Kin Canyon | \$ 79,700 |
| 5. | C.N.R. Industrial Area Water Supply
Contractor - Patrick Pipelines Limited
Work Complete | \$ 128,100 |

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|-----|--|------------|
| 6. | Morrisroe Utilities
Borger Construction Limited
Work has commenced in past week | \$ 180,800 |
| 7. | 1969 Road Contract (60th Street, Morrisroe &
Oriole Park)
Should be awarded at the next City Council Meeting | \$ 198,900 |
| 8. | Hermary Subdivision
City crews
Water, sewer and road construction - 95% complete | \$ 102,000 |
| 9. | Sewer East of A. & W, Dog & Suds, etc.
City Crews
Work 20% complete | \$ 24,400 |
| 10. | C.G.T.X. Road
City crews and subcontractors
Work 75% complete | \$ 15,600 |
| 11. | South End of Gaetz Avenue
City crews and subcontractors
Work 40% complete | \$ 66,000 |

With the ideal construction weather we have made good progress on all projects."

Submitted for information.

DENIS COLE,
City Commissioner

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NO. 6.

June 20th, 1969

TO: City Council

RE: Transit System - Safety Awards

Arrangements have been made for Mayor Barrett to present two Safety Awards to Transit Supt. P. Prior at 5:00 P.M., Monday, June 23rd, 1969.

One of these awards has been issued by the Canadian Highway Safety Council and the other by the Canadian Transit Association.

F. A. AMY,
City Clerk

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NO. 7.

June 20th, 1969

TO: City Council

FROM: City Commissioner

RE: Use of City Trucks

Council will recall that during the budget discussions, the City Engineer agreed to cancel the arrangements under which staff using City trucks were permitted to use these vehicles to drive home at noon and in the evenings. This cancellation was to be on a trial period for two months.

The City Engineer now reports that while some minor inconveniences have been brought about by this cancellation and there is some lost time due to the fact that staff cannot proceed directly to work from their homes but must now collect their vehicle from the City yards, these disadvantages appear to be more than offset by the reduction in complaints regarding the alleged abuse of City trucks.

The City Engineer recommends that the trial period be extended for a further 10 months so that we can test this policy over a full year's cycle. Of course the two "call" trucks must still be taken home so as to be available for emergencies.

It is proposed to extend this policy to all other departments except where there are overwhelming reasons to the contrary. For example, there are some unusual situations in the Transit Department where various drivers are required to take their vehicles home in the lunch hour due to the scheduling of the runs.

DENIS COLE,
City Commissioner

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WRITTEN INQUIRIESNO. 1.

June 11th, 1969

TO: City Commissioner

FROM: City Clerk

The following Written Inquiry was submitted by Alderman McGregor June 9th, 1969.

HOODING OF METERS

"I am advised that hooding costs have been increased within the last six months -

I do not recall this being discussed by Council or the Parking Commission, however it is possible this was not required under our present legislation. I feel that Council should be aware of changes where levies are increased to our citizens and for that reason I would like to know the following:-

(1) What are the new rates and the rate of increase - when was last increase and how much.

(2) Why the increase and how do our present charges compare with other centres.

(3) Do we have any provision for seasonal or annual parking passes - if not, why not, and do other cities provide this service.

Any other pertinent information in connection with this service to our citizens."

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TO: City Council

FROM: City Commissioner

RE: Written Inquiry on Hooding of Meters

The Traffic By-law No. 2282 was carefully reviewed by the By-laws Committee in 1968 and was finally passed by Council on the 9th of September, 1968, repealing the earlier By-laws.

Section 1123 deals with the matter of hooding meters and authorizes the Commissioners to set rates and charges.

(1)(a) The new rates, as specified in the Order of the Commissioners (Mayor & City Commissioner) dated December 10th, 1968,

provides for a \$5.00 fee for hooding one or more meters with a single application, plus \$1.00 per meter per day.

(b) The old rates were \$2.00 plus 50¢

(c) We have been unable to establish when the old rates were established, but as far as we can ascertain it was a considerable time ago.

(2)(a) The increase was authorized by the Commissioners when it was drawn to our attention that the old fee did not cover the costs. i.e. A trip to hood the meters, a trip to remove the hoods, loss of revenue from the meter, together with administrative and billing costs.

(b) We do not have a record of the charges in other Cities, we can obtain them if required. It was, and is the view of the Commissioners that the charges should be adequate to cover costs, with some margin to allow for public inconvenience, and the charges of other Cities is not pertinent.

(3) The City does not have seasonal or annual parking passes. Applications have been received by some Government Departments, and tradesmen. This matter has been considered by the Police Committee which is of the view that once this door is opened it will be difficult to limit the issue of passes. Passes are readily abused and defeat the purpose of meters which is to make the maximum parking spaces available for the shopping customer.

In general we believe that the shopping customer is now well served by

- (a) Curb parking and off street parking at 10¢ per hour in the Central Business District.
- (b) Curb parking and off street parking at 5¢ per hour on the perimeter of the Central Business District, and
- (c) Three lots (to be increased to four) at 25¢ per day.

It is submitted that 25¢ per day is a very modest charge for employee parking within 2-3 blocks of all businesses in the Central Business District. It is not recommended that passes be made available to enable employees (non-shoppers) to park all day in areas where we wish to encourage shoppers to park.

DENIS COLE,
City Commissioner

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CORRESPONDENCENO. 1.

EDWARDS Trucking & Welding Ltd.

P. O. Box 57
Red Deer, Alberta

June 18th, 1969

City Clerk
City Hall, Red Deer

Dear Sir:

Some months ago we approached the City Engineer's Department regarding the possibility of getting an opening in the median strip in front of our place on 67th Street to alleviate the almost impossible access situation. Apparently the Provincial Highways Department is "diametrically opposed" to any such change in the median design.

Consequently we must ask that the City Council review our position in relation to the construction of 67th Street as it relates to accessibility and other subsequent factors such as depreciated values and loss of business. It would seem that no consideration was given to our particular position in the middle of the block, when the roadway was designed. I would like to appear in person at Council on Monday, June 23rd, to present my case in this serious matter.

Yours truly,

D. M. EDWARDS

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TO: City Commissioner

FROM: City Engineer

RE: Edwards Trucking & Welding Request for Better
Access to 67th Street

Mr. Edwards brought this matter to our attention last year and again in February of this year. Our Mr. McGhee interviewed him on March 4th. The request was then reviewed by the City Commissioner and City Engineer. As a result of our deliberations we wrote to the Department of Highways. The following letters are attached:

- (a) Our letter to the D.O.H. dated March 20th, 1969 together with a plan.
- (b) Their reply of April 25th, 1969
- (c) Our letter to Mr. Edwards dated April 30th, 1969.

There is one solution that may satisfy all parties and that is to construct an east west lane from the new 52nd Avenue across Lot 6 (Civic Tire) to the Edward's property. This has been mentioned previously to Mr. Edwards. It may seem more viable now that 52nd Avenue is properly constructed.

N. J. DECK, P. Eng.
City Engineer

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Concur with recommendation that we negotiate for a driveway through to 52nd Avenue.

DENIS COLE,
City Commissioner

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March 20th, 1969

Department of Highways
Government of the Province of Alberta
Highways Building
97 Avenue and 196 Street
EDMONTON, Alberta

ATTENTION: Mr. M. J. Dolinsky, P. Eng.
Chief Planning Engineer

Dear Sir:

RE: 67th Street - RD:03

The City of Red Deer has received a strong request from the owner of Lot 5, Block 1, Plan 2241 K.S. for an opening in the existing median on 67th Street.

The owner's major business is a truck terminal and he finds the existing roadway features are making it difficult for access to and from his lot. Trucks proceeding out of the lot are making a U-turn at 52nd Avenue in order to go east. Trucks proceeding east on 67th Street are making a U-turn on the west side of Gaetz Avenue to enter Lot 5. The owner has also noted some vehicles that are proceeding east on 67th Street will divert to the north side of 67th Street east of 52nd Avenue, against traffic flow, to enter the lot.

We would be sympathetic to an opening in the median opposite the lane, which exists on the east side of Lot 5. We can see no added traffic hazard for this opening to what is now taking place and it may be an improvement. Attached is a plan indicating the proposed median opening.

In accordance with our agreement, your views on this request would be appreciated.

N. J. DECK, P. Eng.
City Engineer

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GOVERNMENT OF THE PROVINCE OF ALBERTA

DEPARTMENT OF HIGHWAYS

Room 379
Highways Building
97th Avenue & 106th Street
EDMONTON 6, Alberta

April 25th, 1969

ATTENTION: Mr. N. J. Deck, P. Eng.

Dear Sir:

67th Street -- Median Opening Request
City of Red Deer

Reference to your recent letter concerning a request from Edward's Trucking Depot for a median opening on 67th Street, between 52nd and Gaetz Avenues, the Department is diametrically opposed to any such opening being permitted for the following reasons:

- (1) The proposed opening would be within 300 feet of a major intersection which is further complicated by the existing introduction of the Gaetz Avenue Service Road.
- (2) Approval of the construction plans and specifications on the Cost Sharing of the 67th Street Project was based upon the condition that land access to the abutting properties would be accommodated by other means.
- (3) Upon reviewing the situation it is apparent that other alternate routings, though admittedly longer, are available to the truckers concerned i.e., via the lane and 68th Street and later this year 52nd Avenue.

I trust this satisfactorily answers your inquiry.

Yours very truly,

M. J. DOLINSKY, P. Eng.,
Chief Planning Engineer

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April 30th, 1969

Mr. M. Edwards
Edwards Trucking & Welding Limited
P. O. Box 57
RED DEER, Alberta

Dear Sir:

Please find attached a copy of a letter received from the Provincial Department of Highways concerning your request for a median opening on 67th Street between Gaetz Avenue and 52nd Avenue. As noted in the letter, they are opposed to such a median opening.

We would be pleased to discuss with you any other possibilities, in which the City could assist, on the routing of traffic in this area.

Yours very truly,

N. J. DECK, P. Eng.,
City Engineer

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NO. 2.

BLUE JAY MOTEL

3301 - 50th Avenue
Red Deer, Alberta

June 10th, 1969

Honourable Mayor, Commissioner & Councillors,
City Council,
Red Deer, Alberta

Dear Sirs:

We are writing to you in regards to street lights in this block between 33rd Street and 34th Street on the South Hill on 50th Avenue in the access road. It is very dark here in front of our motel. We were one of the first businesses in this area for about 17 years and have paid taxes up to date and still have no street lights. All the rest of the blocks up and around us are all lighted up. We can not see any reason for this.

Will you please discuss this at your next meeting and consider putting up street lights in this block. We would appreciate hearing from you in the near future. We remain,

Yours truly,

BLUE JAY MOTEL

Mah Suey (Prop.)

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TO: City Council

This area is in the 7-Year Plan, scheduled for next year (1970). It has been scheduled for this time for the past several years, so would recommend it remain in this position, and in view of this petition we should make sure it is not re-scheduled for a later date.

The entrance to the Motel seems reasonably lighted with existing lights so could not recommend any urgent action at this time. It appears there has been an increase in traffic in the area which appears mainly due to increased activity at the Peacock Drive-In. This problem should be improved when full lighting is installed in 1970.

(O.C. Mills)
Electrical Supt.

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PETITIONS & DELEGATIONSNO. 1.

Mr. Dave Thomas representing the Canada Games Society wishes to appear before Council for the purpose of speaking on the possibility of certain National Game Competitions being held in Red Deer.

F. A. AMY,
City Clerk

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NOTICES OF MOTIONNO. 1.

The following Notice of Motion was submitted by Alderman R. N. McGregor.

"WHEREAS the present procedure regarding Prosecution of Parking Ticket Violations provides for a radius of 100 miles,

AND WHEREAS, City Council is endeavouring to create improved public relations with visitors to our City,

AND WHEREAS it is my understanding that the major cities of Calgary & Edmonton do not prosecute beyond a forty mile radius.

BE IT THEREFORE RESOLVED that the Council of the City of Red Deer request the administration to study our present procedure with a view of reducing the radius applicable to prosecution."

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BY-LAW NO. 2322

Being a By-law of the City of Red Deer for the Purpose of Instituting a Scheme of Insurance for the Purpose of Insuring all of its Employees Against Sickness.

COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

1. The City of Red Deer shall contribute one-half (1/2) of the cost of each of its employees under the Alberta Medicare Plan and the remaining one-half (1/2) of such cost shall be deducted from the salaries or wages of each of its employees monthly.
2. This By-law shall be effective as of and from July 1st, 1969.
3. By-law No. 1443 is hereby repealed.

READ FOR A FIRST TIME IN OPEN COUNCIL this _____ day of _____
A.D., 1969.

READ FOR A SECOND TIME IN OPEN COUNCIL this _____ day of _____
A.D., 1969.

READ FOR A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this _____
day of _____ A.D., 1969.

MAYOR

CITY CLERK

BY-LAW NO. 2011/2-K

Being a By-law to Amend By-law No. 2011 of the
City of Red Deer as amended being the Zoning
By-law.

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COUNCIL OF THE CITY OF RED DEER 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 Map A-95, 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.
2. This By-law shall come into force on the final passing thereof.

READ A FIRST TIME IN OPEN COUNCIL this _____ day of _____
_____ A.D., 1969.

READ A SECOND TIME IN OPEN COUNCIL this _____ day of _____
_____ A.D., 1969.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this _____
day of _____ A.D., 1969.

MAYOR

CITY CLERK

ADDITIONAL AGENDA

For the Regular Meeting of Council of the City
of Red Deer to be held in Council Chambers, City
Hall, Red Deer, Alberta, commencing at 5:00 P.M.,
Monday, June 23rd, 1969.

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NO. 1.

June 20th, 1969

TO: City Commissioner

FROM: City Treasurer

RE: Repair of Prevost Bus Engine

Attached is a report on the above subject as compiled by the
Financial Accountant outlining four alternative solutions to the above
problem.

According to the economics involved, Alternative 3 (purchase of
new gas engine) would not seem to be the most economical alternative.
However, after consideration of the other factors involved it is highly
recommended that we purchase this new gas engine for installation in the
Prevost at a total cost of \$2,600. The main additional factor in this
regard is that the engine will be interchangeable with our Loader, Winch
Truck and two Flushers trucks.

Because of the high frequency of motor failures during the
first half of 1969, it will be necessary to provide the funds from the
Council Contingency account to cover this major repair no matter which
alternative we choose to follow. Mr. Prior is concerned that approval of
this expenditure from the Council Contingency fund be received prior to
his departure on holidays so that the matter of motor replacement procedure
can be fully organized for as early a completion as possible. Mr. Prior
is in full agreement with our report and requests that this matter be con-
sidered, if at all possible, by Council on Monday, June 23, 1969.

K. R. BALL,
City Treasurer

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COMMISSIONER'S COMMENTS:

Alternative 1 - a guaranteed repair job	\$ 3507.22
2 - purchase of used engine (installed)	2450.00
3 - purchase of new gas engine (installed)	2600.00
4 - modify rebuilt engine & transmission from stock	2545.00

In view of the advantages of adopting Alternative 3, it is
recommended that Council approve this alternative.

DENIS COLE,
City Commissioner

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June 20th, 1969

TO: City Treasurer
FROM: Financial Accountant

RE: Repair of Prevost Bus Engine

Early in June, our 1950 Prevost diesel bus had an engine failure. On inspection of the engine, our Garage Foreman determined that the City Garage did not have the equipment to repair the engine. The repair required magnafluxing equipment to determine the extent of small cracks to the cylinder liners and block.

Two verbal quotations were obtained on the cost to tear down the engine and determine the extent of the repairs required. Union Tractor was the low bidder at an estimated cost of \$350.00. The actual cost to tear down the engine is \$251.73 plus shipping costs estimated at \$20.00.

The engine was removed and shipped to Union Tractor's Red Deer Shop who in turn shipped it to their Edmonton shop. Union Tractor were instructed to tear down the engine and submit firm quotations to repair the engine under two alternatives:

1. A quotation of repairs to put the engine in a guaranteed condition
2. A quotation to weld the cracks in the liners and/or block which would be determined by a magnaflux inspection

Union Tractor have submitted a quotation of \$3,507.22 for alternative 1. Discussion by telephone with Union indicate that the engine damage cannot be repaired for alternative 2. They pointed out that they would not recommend this alternative for the following reasons:

1. Cast iron welding is normally not successful on the internal parts of an engine. Within a short period of time the weld breaks loose. Two factors contribute to the weld breaking loose. The weld material is a softer metal which expands faster than cast iron and the weld will be under pressure (oil) when the engine is operating.
2. The area surrounding the weld must be preheated. The heat to the block during the welding operation could warp and weaken areas near the weld.

Other Alternatives Available

(2) Purchase of Used Engine (International 4-71 Diesel)

A used engine is available from Diamond Bus Lines, the previous owner of the bus. Mr. McLeod indicated that he would sell this engine for \$2,200.00. No guarantee will be given with this engine.

(3)

The engine will have to be installed by the City Garage. Installation costs are estimated at \$ 250.00 which brings the total cost of this alternative to \$2,450.00.

The Garage Foreman does not recommend this installation because the speed of this engine cannot be controlled properly. The engine has an extra heavy flywheel which holds speeds for a long period of time. Because of the excessive engine speed, the transmission is prone to a burn-out.

(3) Purchase of New Model 4-50 International Gas Engine

A new gasoline engine is available from Brand Equipment in Red Deer. This engine is fully guaranteed and can be purchased for \$2,400.00

The engine will fit the Prevost bus without modification. Installation costs are estimated at \$200.00 for a total cost of \$2,600.00.

The engine will also fit our Huff Loader, Winch truck and Flusher truck. When the Prevost bus is taken out of service in 1970, the engine will be removed and returned to stock as spare for re-use in one of the above units.

(4) Modify Drive Shaft and Install Model 4-78 Toroflow Engine and Allison Transmission

The engine and transmission for this installation are available from stores inventory. Both items are rebuilt units. The installation will require a shorter drive shaft and a modification to the accelerator and shift linkage.

The latter modifications are necessary because of the difference in size of buses. The Allison transmission is normally installed in a smaller bus. The modification will change the speed range of the transmission to eliminate heating or burn-out of the transmission.

The installation and modifications can be performed at the City Garage. Estimated cost for this alternative could be \$2,545.00. The installation will be performed during July and August. The bus is used on school service and will not be required until school opening in September.

This bus is scheduled for replacement in 1970. When it is taken out of service, the engine and transmission will be removed and returned to stock.

If this alternative is adopted, it will leave us without a spare Allison transmission. The present unit that is in stock is an old rebuilt unit with an inventory value of \$205.00. A new Allison transmission will cost \$2,200.00. If one of our other buses has a transmission failure before the Prevost unit is taken out of service, the City will have to purchase an Allison transmission at an expenditure of \$2,200.00.

Recommendation

We purchase the Model 4-50 International gasoline engine at a cost of \$2,400.00 and that this engine is removed and returned to stock as a spare when the Prevost bus is taken out of service.

C. N. SCHILBERG
Financial Accountant

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NO. 2.

June 23rd, 1969

TO: City Council
FROM: City Treasurer

RE: City Treasurer's Report

Attached for your information is the May 1969 Treasurer's Report and Summary.

This report will be submitted monthly as a Regular Agenda item beginning in June.

K. R. BALL
City Treasurer

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NO. 3.

RE: Paving of Cronquist Drive

City Council requested this matter to be brought forward for re-consideration when the road tenders are considered.

Council has approved By-laws (based on tenders) for borrowing \$918,000 and a further By-law for \$30,000 (or thereabouts) will be submitted in the near future to finance the balance of the capital projects authorized by Council for the Recreation Department. (See attached Schedule)

The City Engineer had hoped to lay pavement on the existing base of Cronquist Drive, but due to the number of failures this Spring it is not recommended that such work be undertaken this year, (see attached memo).

The Commissioners therefore recommend that we do not proceed with this work in 1969 both on financial and technical grounds.

DENIS COLE,
City Commissioner

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CATEGORY	ESTIMATE	BY-LAW AUTHORISATION	<u>SCHEDULE</u>
			BORROWED or APPLICA- TION SUBMITTED
Roads	\$ 368,000	\$ 368,000*	\$ 368,000
Water	100,000	164,000 (28,000 higher bid) (36,000 hydrants)	164,000
Sanitary Sewer	99,000	99,000	99,000
Storm Sewer	35,000	45,300 (extra cost 53rd St.- \$10,300)	45,300
Structures	55,000	45,800 (\$8,000 trade and lower tender)	45,800
Street Lights	66,000	66,000*	66,000
Recreation	50,000	20,000 (\$30,000 pending)	20,000
Lanes & Side- walks	30,000	30,000	30,000
Crown Surfacing	70,000	80,000	80,000
	873,000	918,000**	918,000**

* Part of this work was authorised under 1968 By-laws.

** A further \$30,000 borrowing for Recreation has been authorised by Council but the By-law has not yet been submitted.

* * *

June 20th, 1969

TO: City Commissioners

FROM: City Engineer

RE: Paving of Cronquist Drive

During the review of the 1969 Capital Works Programme we considered the possibility of placing an asphalt surface on the existing base. This method of construction is much cheaper than total reconstruction but has some risk. City Council decided to table this matter until the 1969 road tenders were received.

During the spring road break-up, Cronquist Drive had more base failures than usual. It was obvious that it could not be paved in 1969. I therefore arranged for its repair. We then oiled it.

N. J. DECK, P. Eng.
City Engineer

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June 23rd, 1969

TO: City Commissioners
FROM: City Engineer
RE: Sewage Treatment - Red Deer

I feel it is incumbent on me to respond to the statements made in the Red Deer Advocate on June 20th and June 21st.

The headline in the June 20th edition stated "City Blamed for Pollution". This statement is false. At the present time the Department of Health has not been able to determine the reason for the low dissolved oxygen content in the river.

The editorial on June 21st states, "we (the City) have been welching on our responsibilities". This is false. The City has been very responsive to the requests of the Department of Health. In a telephone conversation with Mr. Eugene Kupchanko, Head of Water & Pollution Control, on this date, Mr. Kupchanko confirmed that he was quite satisfied with the co-operation that he had received from the City of Red Deer. Furthermore there was absolutely no intent to indicate that the City of Red Deer was acting irresponsibly.

Since 1961 the City of Red Deer has spent in excess of \$700,000 on a sewage outfall and sewage treatment. As our sewage load grows we will continue to meet our obligations.

N. J. DECK, P. Eng.,
City Engineer

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