

A G E N D A

For meeting of the Council to be held in the
Council Chambers, October ~~18~~, 1955 at 7:30 p.m.

Present:

1. Confirmation of the minutes of the regular meeting of October 3, 1955

2. Unfinished Business:

1. Re: Lanes in Henderson-Tillitson.

3. Correspondence:

O.K. 1. J. Cardinal

Re: Entrance to Cardinal Cabins.

2. G. H. Allan

Re: Application to purchase L. 4 - 7 - 616H

O.K. 3. Telephone Lines 2

By-laws:

1. 1851 - Sewer extensions - 2nd and 3rd readings.

2. 1852 - Waterworks extensions - 2nd and 3rd readings.

3. 1844 (a) Amendment to by-law 1844 - traffic by-law - 3 readings.

4. 1854 - land sales - 3 readings.

MAYNE, G. E. L. 15, Blk. 10 Pl. 5162 H.W.. \$780.00 850 sq. ft.

5. Reports:

1. Re: Labor Negotiations

2. Minutes of Regular Police Committee meeting Oct. 4, 1955

3. Special meeting of Police Committee - Oct. 5, 1955

4. Summary of Activities of Recreation Commission - Sept. 1955

6. New Business:

1. Payment of accounts.

56 St - curbing

39 St - after Ross St.

Park - ~~adviser~~

By-Law

Private Parking By-Law 2 License By-Law

Road Contract

City Engineer

Additional Agenda -

Loans - see last year's agenda
Bumpers - at Safety Council.

475 + 248 Ave -
Trees on Corners

UNFINISHED BUSINESS:

Re: Lanes in Henderson-Tillitson

Although no decision was arrived at in connection with the above mentioned lanes at the last meeting of Council, I instructed the City Engineer to go ahead with construction of the above mentioned lanes and much of the work is now complete. Using the new lanes, all home owners now have reasonable access.

J.A.B.

CORRESPONDENCE:

Mr. J. Beveridge,
City Commissioner

3421 - 50 Ave.,
Red Deer, Alta.
Oct 4, 1955

Dear Sir:

Seven weeks ago I received a letter from the city advising that our drive-way leading in from #2 highway was to be closed and a new entrance to 50 Ave. would be built to the south of Parker's residence entering 34th St.

You will probably recall that I was opposed to closing our drive-way when you called on me to get my opinion prior to the council meeting. However, since the council made the change I was perfectly willing to give it a trial.

We depend almost entirely on the business from the south. This entrance is too far south of our office to do us any good. The tourists will slow down opposite our office, looking for an entrance then will continue north. By the time they have reached the north entrance they have passed the place and continue on down the hill.

This experience has cost us between \$1,000.00 and \$1,500.00 anywhere from \$30.00 to \$70.00 per day for the past 6 or 7 weeks. I have put up signs at our north entrance to try and direct them in. Even our steady customers complain and tell us it is detrimental to our business.

I have been to both Edmonton and Calgary and checked on the entrances to all the motels on #2 highway. Each motel has its own entrance opposite to the office. You simply cannot detour tourists into your place, they will continue to the next place. Anyone who has travelled to any extent can verify this.

I am not asking the city to go to the expense of building a new drive-way. We did that some years ago also maintained and gravelled the drive way and 50 Ave. in front of our property in order to keep it passable for 3 years. The drive-way is O.K. only needs a little dressing down to the new grade.

When we purchased this property five years ago the south boundary of our property was the south city limits. I was assured that the entrance would remain where it was. Our plans were drawn and buildings erected accordingly. Some time later three more lots were added to the block and which are now owned by Charlie Parker.

We have too much money invested to be cut off this way. Other motels in Red Deer for e.g. the Blue Jay - The Hill and the Red Deer Auto Court all have entrances to the main thoroughfare opposite their offices, therefore, I cannot see any reason why we should not have the same privilege. I trust you will take action on this immediately as the contractors are now about to build the curb on the west side.

Yours truly,
"J. Cardinal"

I am strongly in favour of Mr. Cardinal's request to leave old drive way open. It would be much handier for me also.

"C. R. Parker"

C. E. Ross,
City Assessor,
RED DEER, Alta.

930 Crescent Road,
CALGARY, Alta.
October 5, 1955.

Dear Sir:

Kindly accept this as my application to purchase Lot 4, Blk. 7, Plan 616 H.W.

I propose to build a warehouse of cement block valued in the range of \$60,000.00 to \$80,000.00, size 234' by whatever width the property will allow.

This idea is only pending providing I could buy this property for the sum of \$500.00.

Trusting you will give this proposal your consideration.

Yours truly,
"G. H. Allan"

Oct. 5/55

Mr. Allan owns Lot 3, but it is of insufficient length for the size of warehouse which he proposes constructing. He therefore must acquire Lot 4 before he can consider building. The 2 lots combined give him an overall length of 234 ft. along the C.P.R. spur. Actually he wanted 250 ft. The selling price of Lot 4, Blk. 7, Plan 616 H.W. is \$1,040.00.

C.E.R.

Do not recommend a relaxation of our land sale policy at this time.

Commissioners

NEW BUSINESS:

Re: Mercury - Vapor Lights on Ross St. from 50 Ave. to 51 Ave.

Some of the store owners in the above mentioned block have requested mercury-vapor lighting this year. They feel, rightly and wrongly, that they are being by-passed. It was explained to them that early this year we did not know who would want this new lighting and further, that it was to the city's advantage to have the lighting improved in their particular block.

Since this matter is not as urgent as some others and since we have not completed the lighting program approved by Council earlier this year, that we agree to undertake this work next year subject to advertising and approval by the new council.

Estimated Cost \$2,727.

J.A.B.

Lower Cost -

Price \$380

Price Cost -

*25
14
100
25
360*

*100 | 2727
40/44*

100

20

\$2.00

October 6, 1955

To Mayor and Members of Council:

Re: Labour Negotiations

Attached hereto is a confidential letter received from the City of Calgary which we thought might be of interest to you since it shows that we are not alone with our labor problems. One way we can come close to meeting the unions on an equal footing at negotiation time is to keep abreast of what is happening in other centres. This is now being done. All information about the other cities is available at the City Office.

One major problem is that being Public Corporations we never seem to be strong enough at the bargaining table because of differences in opinion between the city members doing the bargaining. It is suggested that next year we should reduce the number of persons on our negotiating committee to one or two persons who have full authority to conclude an agreement.

J.A.B.

Mr. J. A. Beveridge,
City Commissioner,
City of Red Deer,
RED DEER, Alta.

Re: 1955 City of Calgary Union Negotiations

No new agreements have been signed to date this year with the exception of the adoption of a new schedule for Professional Engineers which is listed below. Due to considerable unemployment and a minor local recession as well as the very unsatisfactory nature of the present formula for calculating provincial grants, we began the year with the expectation that the City would be short of money and that even if staff were not cut, at least wages would have to be held down. Accordingly, we embarked upon a planned policy of adjustments only. With the advent of the provincial election, reasonable grants did come through and the budget was adjusted for the continuation of our major works programme. In the meantime the winter recession melted under the continuing construction boom. However, as we are, perhaps unfortunately, committed to a "retroactive to January 1st" principle, both sides dragged out negotiations. Both were apparently in the hope that time would work in their favour.

Our commitment to the paying of community rates as nearly as could be identified has, in the past, led to Calgary Civic rates which exceeded those of other cities in the Prairie area. This was based largely upon Calgary's leading place in the current boom. However, not only have comparative community rates levelled out, but, in addition, Calgary's once-favoured financial position as a City has disappeared. This has made us increasingly reluctant to set any new precedents in Civic wages this year. Accordingly the several agreements that are near completion have all been from trends set by other Cities' agreements.

In this way our offers of 4% for 1955 with an additional 3% for 1956 to our Police and Fire Departments were directly preceded by the City of Edmonton settlement. It would have been idle for us to go to compulsory arbitration with either group when our sister city, with similar base rates, was committed to 4 and 3%. However, in all fairness, due to the local police situation, the City of Edmonton had what appeared to be good reason for recommending the original increase for their Police Department.

Here we come to the crux of our problem as Prairie Cities' Personnel Managers. It is fitting that we should plan our negotiating campaigns. It is also appropriate that we should report back to one another concerning progress. However, the critical phase is that we cannot control either our own collective bargaining as closely as we would like, nor can we properly even suggest controlling the collective bargaining

of another city. If the Prairie Cities collective bargaining had been run from one headquarters it might have been thought appropriate that the City of Edmonton not extend their Police offer to the Fire Department without a compulsory arbitration award forcing them to do so. Thus the problem remains of how to bring the situation under control. Under the present economic boom and our full employment, and due to our labor laws which are patterned after the Wagner Act, it becomes increasingly plain that labor relations is not simply another "problem". Rather we are witnessing a major social movement in the rise to control of the balance of economic and political power of the labor union as a major (and monopoly controlled in many cases) ingredient of production. This must be assessed as a major shifting of our whole social axis.

Our City of Calgary wage increases over the last fifteen years have approximated those of the labor force throughout the nation, i.e., about 2% per year. We do not intend to imply by this that our technical work on labor relations is of no consequence. On the contrary, it is quite obvious that individual agencies' increases could easily surpass the general average if constant pressure against them was not maintained through normal bargaining processes. However, the major point does remain that the means of bringing the labor relations in municipal service under control does not presently lie within our power. It would almost appear that, short of a revolutionary reversal of public opinion and policy we cannot anticipate the political support which would be necessary to even change the present 'ground rules'.

Accordingly, we do not think that any Personnel Manager (or Commissioner, for that matter) should reproach himself unduly if he has been unable to carry out our simply phrased commission of "holding the wage line". Until public opinion mobilizes, it appears likely that we will have only the resources required to manage strategic retreats. Further, recent rapidly moving events have surpassed the span of available special knowledge of wage theory as it applies to our present day full employment conditions. More research at top University levels is required to guide us.

Against this background and within these boundaries our progress to date has been:-

1. Civic Federation - In accordance with our attempt to limit wage increases through adjustments we have thoroughly investigated a number of requests for general fringe changes. A major investigation of Sick Leave has brought us to the stage of being able to recommend a revision of our present jointly-contributory Sickness and Non-Occupational Accident up to a limited budget. Similarly, although seniority pay has been rejected, we would have leaned favourably towards an extra step for classified jobs after the incumbents had served in the one position for, let us say, ten years. This would have relieved several pressure points on the present evaluation system. In a similar way we have definitely committed ourselves to an extension of annual vacations to four weeks for twenty years service. However, as negotiations have developed and the Unions are becoming more insistent upon the local community pattern of a minimum of 5¢ across the board (rather than adjustments) the probability increases that we will not extend fringes if forced into general increases.

2. Local 38 city Hall Clerical Workers - It appears that settlement of this group is possible through adjustments. Those are basically derived from our intention of modifying City wage policy through increasing the pay of work leaders. The intent being of course to improve supervisory performance and attitudes and increase their feeling of identification with the purposes of organization. Numerous discussions with Local 38 officials have resulted in recommendations being prepared for the Commissioners which extend to approximately 1/3 of the personnel of Local 38 with increases of 5% and in a few cases higher. These recommendations are all based upon in-service evaluations as a comparison of key jobs at this level with the community is difficult. We have also increased some junior stenographic rates due to recruitment difficulties.

3. Local 37 Civic Employees (outside Workers) Attempts to adjust the City of Calgary's present leading position as regards Outside Civic Workers' wages is meeting considerable resistance from this

group. Present offers have been approximately 3¢ for Laborers I, II, III, Truck Driver I, II and similar large-numbered classes affecting approximately 2/3 of the peak staff and over half of the winter staff. These moves have gone about as far as practical without distorting the evaluation plan. Local 37 is expected to go to conciliation on the basis of across-the-board community settlement trends.

4. Carpenters - Carpenters City rate has been traditionally at a 4¢ differential from the contract trade rate. This year they have been offered 4¢ increase effective 1st of January, 1955. This amounts to an average of 5¢ as three months of the current year were actually covered by the old agreement.

5. Firefighters - Firefighters have been offered 4% for 1955 and 3% for 1956. For example, 5th year Firemen - 1954 rate \$301., proposed 1955 rate - \$313., proposed 1956 rate - \$322. This offer marks our return to the use of the ranks of Lieutenant and Captain in place of the former Captains and Station Captains. It has been accepted but no agreement has been drawn due to lack of settlement of the General Preamble.

6. Police Protective - Have been offered 4% for 1955 and 3% for 1956, very similar to the above mentioned firemen.

7. Transit (Amalgamated) Division 583 - Operators have been offered 5¢ per hour for 1955 and 5¢ for 1956, with adjustments only for other classes. This offer has been turned down by the Union who are demanding an across board increase for all maintenance personnel. However, it is thought that the pending clerical settlement adjustments can be satisfactorily extended to the Transit office staff.

8. Electrical Workers 348 IBEW - Have been through conciliation and agreement reached on the basis of 3¢ for 1955 and 2¢ for 1956 for tradesmen only. Groundmen were reclassified into three groups (depending upon equipment handled) as the best alternative to moving them along the industry pattern closer to the tradesmen. No agreement has been signed and the IBEW have recently returned to negotiate for Linemen, asking \$2.38 effective 1st of November and \$2.48 per hour effective 1st of January 1956. The Commissioners have replied that their understanding is that agreement has been reached in point of law and that they will not move from their previous understanding. We have been partially successful this year in securing the separation of the Electrical Supervisors, for example Supervisor Overhead Lines, Supervisor Underground, etc., from the bargaining of the men, in that the Board of Industrial Relations has decided that they should have a separate agreement.

9. General Hospital Workers - This group is being reviewed as to classification and evaluation by a Personnel Department team headed by Director Rees and assisted by Technician Cleeve. At the present stage allocations have just been issued with appeals to be heard before negotiating proceeds further.

10. City Health Department - Has agreed to accept the City's offer of adjustments only with no change for Public Health Nurses I (presently maximum \$276.) but with 5% for Sanitary Inspectors I to a new maximum of \$335. Change-over from a male to a female Departmental Secretary can be considered as satisfactorily completed with the offer of the City of a maximum of \$263. per month for this position. This offer is 5% in excess of top Civic Secretary-Stenographer rates.

11. Professional Engineers - Professional Engineers have split off for the first time this year from the general Administrative group and have settled for:-

Engineer I up 5% to new maximum \$388. per mo.

Engineer II up 10% to new maximum of \$449. per mo.

Engineer III up 10% to new maximum of \$520. per mo.

Engineer IV up 10% to new maximum of \$602. per mo.

This rate was struck as paralleling APEA recommendations and coinciding with actual going rates in the Province. Identification of our classes with APEA grades may be described as 'closely drawn'.

Administrative, Professional and Technical Association negotiations have made no progress to date.

PMT for D.R. Rees, Director.

MINUTES OF REGULAR POLICE COMMITTEE MEETING

October 4, 1955

Present:

Chairman J.A. Lampard
Mayor Halladay
Alderman E.C. Fletcher

Staff Sgt. Amy
John A. Stephenson, Secretary

1. Moved by Alderman Lampard and seconded by Mayor Halladay that minutes of previous meeting be adopted as written.
2. Mr. Jones of Builders Hardware appeared before the committee in regard to their previous request for setting up their parking lot. After some discussion a sub-committee consisting of Alderman Fletcher and Mayor Halladay was set up. The sub-committee was to meet at 10:00 a.m. October 5, 1955 and give a final decision.
3. Mr. Art Lincoln submitted a letter and appeared in person to object to trucks parking in the alley between 52nd and 54th Street behind Gray Motors etc. This ties in with previous discussion re truck parking on 53 Street which was deferred until Storm Sewer construction is completed. Action by police in the way of warning and fines if necessary was promised in the meantime.
4. The matter of purchasing a sign painting machine was deferred to next meeting.
5. The second half of the Traffic By-law was studied carefully and further revisions asked for. It is expected that the by-law will be finally approved at next meeting.
6. It is recommended that Traffic By-law be amended to insure that speeding fines will come to city and not to province.
7. The letter from O.K. Used Furniture asking for a loading zone in front of their premises was passed to the sub-committee for study and recommendations.
8. The question of a stop sign at Springbett Drive and 37th Street was passed to sub-committee for study and recommendation.
9. The request of the Buffalo Hotel Co. for a drive way into their parking lot and loading platform from 51st Avenue was approved. Work to be done by the City at expense of Buffalo Hotel Co.
10. The safety island at the top of Michener Hill was discussed and left to the sub-committee for recommendations.
11. Letter from Cameron Grant Inc. was to be referred to Council without recommendation.

Meeting adjourned at 7 P.M.

Signed:

John A. Stephenson
Secretary

SPECIAL MEETING OF POLICE COMMITTEE

Sub-Committee, Oct. 5, 1955

Present:

Alderman Fletcher
Mayor Halladay
J.A. Stephenson

The sub-committee met with Mr. Jones and Mr. Kalbflesh at Builders Hardware Parking lot to study the proposition further. Builders Hardware own the property involved and have been paying full taxes on same since they purchased it.

It is recommended by the sub-committee that Builders Hardware be allowed to put into immediate effect the layout for their parking lot as asked by them. This work will be done at their own expense.

It is also recommended by the sub-committee that the sidewalk between Loveseths and Builders Hardware as per our written agreement of October 1949, should be laid at the earliest possible opportunity.

It is also recommended that the area lying behind Loveseth should be properly laid out for public parking with proper access being provided to the rear of Loveseths Building. This work is to be done as soon as possible.

The sub-committee next proceeded to O.K. Used Furniture to inspect building and access. The committee made the following recommendation. "That the parking space immediately south of the driveway into Red Deer Motors Body Shop be reserved as a loading zone between the hours of 8 a.m. and 6 p.m. This space to be properly marked and the costs charged to O.K. Used Furniture.

The sub-committee then proceed to Springbett Drive and made the following recommendation: "That a stop sign be immediately put in place on Springbett Drive at the intersection with 37th Street."

The sub-committee then inspected the location for the safety island at the top of Michener Hill. The following recommendation is made: "That the old wooden safety island (at present lying in ditch) be immediately repaired, painted and put back in place, until such time as the permanent one is established.

The sub-committee adjourned at 11:00 a.m.

Signed:

John A. Stephenson
Secretary

Summary of Activities - September, 1955

Baseball & Softball:

Red Deer Minor Baseball Association held "wind-up" night on Sept. 23. About 200 youngsters and parents turned out for an interesting evening which included brief speeches, presentations, films and eats. Most equipment from this operation has now been turned in and placed in storage for the winter.

Twelve to fourteen year group played one ball game against the RCAF but return game was cancelled owing to rain.

Red Deer and Carstairs won semi-finals in C.A.B.L. but owing to lateness of season it is doubtful if final series will be played.

Swimming:

Pool attendance of 1208 from September 1 - 5. Record attendance of 26407 for the summer. Wading pool attendance of 3384 for the months of July & August.

Crests and buttons have been received for 22 swimmers of Red Deer who completed Red Cross courses of proficiency.

Football:

Central Alberta High School League reorganized with two teams from Composite High, Lacombe, Ponoka, Wetaskiwin, Camrose High and Camrose Lutheran for a total of seven teams. Six games for each team with schedule to finish on October 26th to be followed by four-team playoff for the Buffalo Trophy. To date both Red Deer teams are unbeaten in league play.

Arrangements made for six-man football in Junior High. Unfortunately the wet weather has cut down considerably on attendance for this venture. Sufficient equipment is on hand to outfit four teams. Mr. Youmans in charge of practices.

Miscellaneous:

Quarters obtained in Central School Gym for Boxing Club. Arrangements for classes will be made at the October meeting of the Commission.

Arts & Crafts Centre started operations middle of September with classes in weaving - eighteen registered. Woodworking classes will start the first week in October. Queries would indicate a large enrollment for this season.

Arena opened for season on September 29th for hockey game between Calgary Stampede and New York Rangers - paid attendance of 3187 with a goodly number turned away. Several other exhibition games are planned before the start of the league season. Skating started on September 30th - the earliest date on record. Local Indians hockey team will be holding hockey school early in October. Referee and coaches school being arranged for Remembrance Day week-end. C.A.H.L. to reorganize in

*Mayor
2nd division -
Hockey Club
Anderson*

Lacombe on October 9th. Rumour had it that league will be cut to four teams this year - Ponoka, Lacombe, Red Deer and Olds. Nothing further will be done on south-east concession in Arena until set-up of league is definitely known.

Considerable gravel spread in front of arena - should alleviate the mud situation until next spring. Parking is still a problem when large crowds are present.

Alberta Speed Skating Association to meet in Red Deer on October 16th.

Broomball League and "2-11" Hockey League will be holding reorganization meetings the latter part of October.

Recreation Classis will start the latter part of October.

Players lists for minor hockey teams will be sent to local schools around the middle of October.

Five meetings in Recreation office during the month.

Respectfully submitted:

"C. Jarvis Miller"

October 4, 1955

CANADA WIRE AND CABLE COMPANY

MONTREAL - OTTAWA - SMITHS FALLS - TORONTO - HAMILTON - WINDSOR
WINNIPEG - REGINA - CALGARY - EDMONTON - VANCOUVER - VICTORIA

EVERY TYPE OF ELECTRICAL CONDUCTOR
STEEL WIRE ROPE FOR ALL PURPOSES

TO OUR CUSTOMERS

October 6, 1955.

At 7:00 a.m. Friday, September the Thirtieth the United Electrical Workers Union called a Strike at our Main Plant at Leaside. This is the only plant of ours that is affected.

The strike was called by the Union despite the fact -

- (1) Canada Wire and Cable Company Limited pays appreciably the highest wages in its industry.
- (2) A Conciliation Board's report supported the company's position.
- (3) Canada Wire and Cable Company Limited has for some time had one of the best Welfare Packages available to employees in this country (Non-Contributory Pension Plan; Sickness and Accident Insurance Plan; Group Life Insurance; Comprehensive Blue Cross Hospital Plan; Surgical Insurance Plan for Employees, and their dependents).
- (4) The company's offer of a 4% wage increase to its hourly rated employees (average 6-1/2¢ per hour) plus one-half the cost of Physicians Services Incorporated Plan for Medical care on the condition that the 10 minute rest period for each shift be discontinued, exceeded the Conciliation Board's recommendations. If the company's offer had been accepted it would have further enlarged the gap in wages between ourselves and our competitors.
- (5) The company, in addition to the above mentioned rest period, pays its hourly rated employees for a 30-minute lunch period and a 5-minute wash-up period, which means that our hourly rated employees are paid for 8 hours work but actually work for 7 hours and 15 minutes per shift.

In requesting that the rest period be abolished the company is only seeking to have the operators refrain from stopping their machines, thus avoiding loss of production and unnecessary scrap caused by the starting up and stopping of the machines.

The workers are allowed to smoke and can obtain Coffee and Soft Drinks at vending machines which are available to employees at all times.

- continued -

TO OUR CUSTOMERS

-2-

C.W.&C.Co.Ltd.,
Toronto


The company is well aware of the many hardships that a strike can work on its customers, its employees and itself. In making our offer we took these facts into consideration and even exceeded the point beyond which we felt we should go.

We sincerely regret any inconvenience which may be caused you by this strike, and when the matter is settled we hope to again serve you to the fullest of our facilities.

Yours sincerely,

CANADA WIRE AND CABLE COMPANY LIMITED.

LGL/DS.


L.G. Lumbers
Vice-President.

A by-law for the regulation and control of pedestrian and highway traffic within the City of Red Deer.

This by-law may be cited as "THE TRAFFIC BY-LAW"

THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

INTERPRETATIONS

1. In this by-law, unless the context otherwise requires:
 - (a) "City means the City of Red Deer.
 - (b) "Highway" means every road, street, lane, alley, avenue, park, city parking lot, parkway and public place.
 - (c) "Central traffic zone" shall mean that area within the City bounded on the South by the South boundary of 43rd Street, on the North by the North boundary of 55th Street, on the East by the East boundary of 47th Avenue, and on the West by the West boundary of 52nd Avenue.
 - (d) "City parking lot" means a place designated by the City for the parking of motor vehicles.
 - (e) "Curb" shall mean the division point of the highway between that part of the highway intended for the use of pedestrians and that part of the highway intended for the use of vehicles, whether or not it exists as an actual change in level from one to the other.
 - (f) "Explosive" shall mean any gunpowder, blasting powder, fulminate or mercury or other substance or substances whether of chemical compound or mechanical mixture, used or manufactured with a view to producing a violent explosion or incendiary effect, and shall include a percussion caps or detonators.
 - (g) "Motor Vehicle" means every vehicle propelled by any power other than muscular power, except aircraft, whether equipped with rubber tires or not, traction engines and such motor vehicles as run only upon rails or tracks.
 - (h) "Park" or "Parking" means the leaving of a vehicle at a standstill on any highway, whether attended or unattended.

- (i) "Angle Parking" means parking a vehicle at an angle of forty-five degrees to the curb with the righthand front wheel nearest to the curb.
- (j) "Pedestrian" means any person making use of public highways for foot passage.
- (k) "U-turn" means the complete reversal of direction of any vehicle at an intersection.
- (l) "School Zone" means an area within the City designated and marked as a school zone.
- (m) "Vehicle" means a motor vehicle, trailer, traction engine and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include the cars of electric or steam railways running only upon rails.

PART I

RIGHTS AND DUTIES OF PEDESTRIANS

- 2. Every pedestrian meeting another shall pass to the right and every pedestrian overtaking another shall pass to the left.
- 3. No person shall run or race on any highway or sidewalk or crowd or jostle other pedestrians so as to create discomfort, disturbance or confusion.
- 4. Three or more persons shall not stand in a group or near each other on any highway or sidewalk in such a manner as to obstruct a free passage to pedestrians after a request to move on has been made by a constable or other person duly authorized, nor shall any person remain standing on the highway in such a way as to obstruct vehicular traffic, except as herein provided, nor shall any proprietor of a business allow or permit an assembly of persons on any sidewalk in front of his premises to obstruct free passage to pedestrians.
- 5. The next preceding paragraph shall not be construed so as to prohibit the congregating or assembling of individuals to attend and listen to street preachings or public speaking providing such proceedings are peaceable and orderly and the sidewalks or highway at or near such assembly are not so obstructed so as to impede ordinary traffic.
- 6. No pedestrian shall cross any street or Avenue within the City of Red Deer except at intersections of streets and avenue.

7. At any intersection within the City where traffic control lights have been installed it shall be unlawful for any pedestrian to enter such intersection for the purpose of crossing the same while the traffic control light facing him or diagonally opposite to him is illuminated red or amber.

PART II

VEHICLES AND HIGHWAY TRAFFIC

Rate of Speed

8. (a) No person shall drive a vehicle on any highway within the City at a rate of speed greater than twenty-five miles per hour.
- (b) No person shall drive a vehicle on any highway within the City at a rate of speed greater than ten miles per hour when approaching any intersection or curve that does not afford a clear and unobstructed view of approaching traffic.
- (c) No person shall drive a vehicle within any of the marked school zones within the City as set forth in Schedule "A" of this by-law, at a rate of speed greater than fifteen miles per hour at any time between the hours of eight o'clock in the morning and five o'clock in the afternoon on any day upon which the school is held.
- (d) No person shall drive a vehicle within any of the marked playground zones within the City as set forth in Schedule "B" of this by-law, at a rate of speed greater than fifteen miles per hour.

Parking of vehicles

9. No person shall park any vehicle on any highway within the City at a place that is -
- (a) Within twenty feet of any hydrant; or
- (b) within twenty feet of the point of intersection of that highway with any other highway; or
- (c) more than one foot from the curb; or
- (d) on a highway or part of a highway where angle parking is required and that is within thirty feet of the point of intersection of that highway with any other highway; or
- (e) at the curb surrounding the War Memorial on Ross Street; or
- (f) in such a position as to interfere with the free passage or operation of any other vehicle.

10. No person shall angle park any vehicle on any highway within the City except on those highways or portions of highways where angle parking is permitted as set out in Schedule "C" of this by-law. Provided that no person shall angle park any vehicle having an overall length of more than twenty feet on any highway within the City.
11. No person shall park any vehicle on any highway within the City at any place that is designated a "no parking" area either by sign or by the curb being painted yellow and, without restricting the generality of the foregoing, at any of the places set out in Schedule "D" of this by-law.
12. No person shall park any vehicle on those portions of highways within the City that are set forth in Schedule "E" of this by-law for a period of time longer than stipulated in the said Schedule "E".
13. No person shall park any vehicle on any highway within the City for a period of time longer than twenty-four hours.
14. No person shall park any vehicle on any hard surfaced highway within the City between the hours of 2 a.m. and 6 a.m.
15. No person shall park any vehicle containing explosives within the City.
16. No person shall park any truck of over one-half ton capacity on any highway within the City except in those areas set forth in Schedule "F" of this by-law.
17. No person shall park any vehicle or leave any animal or any object on any highway, sidewalk or public place within the City in such a position as to obstruct the free passage of traffic or in any way hinder the free use of such highways, sidewalks or public places.
18. No person shall leave any vehicle standing on any street so as to obstruct the driveway to any private residence or business premises or building.
19. No person shall park any vehicle or permit the standing or parking of any vehicle in any lane in the City of Red Deer in such a manner as to obstruct the passage of other vehicles properly using the lane or lanes.
20. No person shall stand or park any vehicle or cause or permit the standing or parking of any vehicle at any time in any lane in the Central Traffic Zone of the City of Red Deer except when such standing or parking is reasonably necessary for the loading or unloading

of merchandise into or from such parked or standing vehicles.

21. In case any vehicle or trailer is parked in violation of any of the provisions of this by-law, the Chief of Police or any police officer may cause such vehicle or trailer to be removed to a place **which the** Chief of Police may designate. The owner of any vehicle moved by the Police under the foregoing provisions of this section shall pay to the Chief of Police or his agents, upon demand, the cost of removing such vehicle or trailer and any reasonable storage or other charges incurred in respect thereof. Such costs or charges shall be in addition to any fine or penalty imposed in respect of any such violation, or to any payment made in lieu of prosecution.
22. The City may from time to time establish parking lots which shall be available for the parking of motor vehicles other than trucks in excess of one-half ton in size.
23. All other vehicles are prohibited from being parked on City Parking Lots.
24. Motor vehicles shall not be parked in a City parking lot for a continuous period in excess of twenty-four hours.
25. The City, through its authorized agents, and/ or its employees, may in its absolute discretion, remove any vehicle prohibited by this by-law from being parked in a City parking lot and may in its discretion put it in an area where such vehicle may be properly parked or may remove it to a public garage. In either case, the cost of removing the said vehicle and the penalties provided by this by-law shall be levied against the owner or driver of the said vehicle.
26. The City, through its authorized agents, and/or employees also may in its absolute discretion move any motor vehicle improperly parked anywhere in the City, or blocking or obstructing an exit or entrance and may move or remove any vehicle parked in a City parking lot in the case of fire, storm or other emergency. In the case of a motor vehicle being improperly parked, but not in the latter case, the City may assess the owner or driver of the said vehicle with the cost of the move or removal and with the penalties provided in this by-law.
27. The City shall not be responsible in the case of a motor vehicle parked in a City parking lot for the theft of such motor vehicle

or of any part thereof or of its contents; for any damage caused to a vehicle through the act of any employee or agent of the City carry-out the provisions of this by-law or for any other damage done to a motor vehicle as a result of fire, storm, emergency or through any other cause whatsoever.

28. The provisions of this by-law may also be extended to parking lots on private property provided the owner thereof places suitable signs marking the property as private parking and requests the City to place the parking lot under the provisions of this by-law. In that case, anyone who parks his car on the said private parking lot without the consent of the owner shall be guilty of an offence under this by-law.

RULES OF OPERATION

29. Every vehicle being about to enter any highway within the City from a private road or driveway or from any alleyway or lane shall be brought to a stop at a point not less than ten feet nor more than fifty feet from such highway.
30. No person shall drive a vehicle through or beside or in any manner so as to interrupt any funeral or authorized procession within the City.
31. No person shall ride, operate or use a sleigh, wagon, toboggan, skis, or other such vehicle or contrivance not being propelled by power including muscular power, and not equipped with a braking system, on any highway within the City.
32. No person shall operate a vehicle so as to tow a sleigh, wagon, toboggan, skis or other such contrivance not properly constructed as a vehicle intended to be towed within the City.
33. No person shall ride on the exterior of any vehicle on any highway within the City unless it is reasonably necessary and no person being the driver of a vehicle shall knowingly permit any person to ride on the exterior of such vehicle.
34. A driver of a vehicle shall not make a "U" turn within the City at any of the intersections set out in Schedule "G".

35. At any intersection within the City where traffic control lights have been installed no operator of any vehicle shall enter any such intersection, either for the purpose of turning left, right, or of crossing the same, while the traffic control light facing him is illuminated red or amber.
36. At any intersection within the City where traffic control lights have been installed or other corners where left turns are prohibited, no operator of any vehicle shall enter such intersection for the purpose of turning left.

Stop Street

37. All vehicles shall stop at any of the intersections marked as stop streets by the City and set forth in Schedule "H" of this by-law.

PART III

OFFENCES AND PENALTIES

38. Any person violating any of the provisions of sections two to seven inclusive, sections nine to twenty-eight inclusive, and sections thirty-four, thirty-five and thirty-six of this by-law shall be guilty of an offence and shall be served with a notice of such violation set out as follows:

CITY OF RED DEER
R.C.M. Police

Vehicle License No.
Province Time
Date Place
Details of Infraction of by-law No. 1630
.....
.....
Please report within 24 hours to the office of the RCMP,
4909 Ross Street, Red Deer, with your vehicle.

Provided that such notice shall be sufficiently served if served personally, by double registered mail, or by placing the notice in or upon the vehicle in respect of which the offence has been committed, if there be one, and any person served with such a notice shall within twenty-four hours from the time served, shall pay the sum of \$2.00 as a fine for any violation under Sections 2 to 7 inclusive, Sections 22 to 29 inclusive, and Sections 34 to 36 inclusive, and the sum of \$1.00 for any violation under Sections 9 to 21 inclusive at the office of the R.C.M.P. in the City.

39. Any person who fails to pay the fine as prescribed in Sections 38 of this by-law, and who has been duly served with the notice provided for in the said section, shall be guilty of an offence and liable on summary conviction, -

(a) for a first offence to a penalty of not more than ten dollars and costs.

(b) for a second or subsequent offence to a penalty of not more than twenty-five dollars and costs.

and may further be ordered to pay the fine or fines due as a result of any violation of the said Section 38, and non-compliance with such an order may constitute a further breach of this section.

40. Any person violating any of the provisions of sections twenty-nine to thirty-three, shall be guilty of an offence and liable on summary conviction, -

(a) for a first offence to a penalty of not more than twenty-five dollars and costs.

(b) for a second offence to a penalty of not more than fifty dollars and costs.

(c) for a third or subsequent offence to a penalty of not more than one hundred dollars and costs.

PART IV

ADMINISTRATION

41. All members of the Royal Canadian Mounted Police are hereby authorized and empowered to carry out and enforce the provisions of this by-law.

42. By-laws 1694, 1742, 1743, 1795 and 1813 are hereby repealed as are any other by-laws or parts thereof that are inconsistent or in conflict with this by-law. This by-law shall come into force on the passing thereof.

SCHEDULE "A"

The following areas shall be designated as school zones within the City: -

1. 48th Avenue from the south side of Ross Street to the lane North of 43rd Street.
2. 51st Street from 49th Avenue to 48th Avenue.
3. 52nd Street from 49th Avenue to 48th Avenue.
4. 53rd Street from 49th Avenue to 47th Avenue.
5. 48th Avenue from C.N.R. tracks to 46th Street.
6. 45th Street from 49th Avenue to 47 A Avenue.
7. 44th Street from 45th Street to 48th Avenue.
8. 43rd Avenue from 58th Street to 59th Street.
9. 60th Street from 56th Avenue to 58th Avenue.
10. 57th Avenue from C.P.R. tracks to 61st Street.
11. 58th Street from 43rd Avenue to 45th Avenue.
12. 58th Street from 43rd Avenue to 45th Avenue.
13. 46th Street from 43 Avenue to 41st Avenue.
14. 43rd Avenue from 47th Street to 44th Street.
15. 34th Street from 43rd Avenue to 44 A Avenue.
16. 35th Street from 48th Avenue to 49th Avenue.
17. 48th Avenue from 34th Street to 35th Street.
18. 49th Avenue from 34th Street to 35th Street.
19. 34th Street from 48th Avenue to 49th Avenue.

SCHEDULE "B"

The following areas shall be designated as playground zones within the City: -

1. 60th Street between 51st Avenue and 52nd Avenue.
2. 51st Avenue from 60th Street to lane north of 60th Street.
3. 52nd Avenue from 60th Street to lane north of 60th Street.
4. 58th Street from 44th to 45th Avenue.
5. 44th Avenue from lane south of 58th Street to 58th Street.
6. 45th Avenue from lane south of 58th Street to 58th Street.
7. 55th Street from lane east of 42nd Avenue to bottom of Hill.

8. 40th Avenue from 50th Street to 51st Street.
9. 51st Street from 40th Avenue to 41st Avenue.
10. 50th Street from 40th Avenue to 41st Avenue.
11. 34th Street from 43 Avenue to 44 A Avenue.
12. 34th Street from 51st Avenue to 52nd Avenue.
13. 51st A Avenue from 34th Street South.
14. 39th Street from 55th Avenue to 56th Avenue.
15. 38th Street from 55th Avenue to 56th Avenue.
16. 55th Street from 38th Street to 39th Street.
17. 56th Avenue from 38th Street to 39th Street.
18. 48th Avenue from Armouries to Ross Street.
19. Gaetz Avenue from City Hall to 48th Avenue.

SCHEDULE "C"

Angle parking of a motor vehicle shall be permitted only in the following areas in the City: -

- (a) Between 47th Avenue and 51st Avenue on Ross Street; and
- (b) Between 47th Street and Ross Street on 51st Avenue.

SCHEDULE "D"

No parking of any vehicle shall be permitted in the following area in the City: -

- (a) For a distance of twenty feet on each side of the centre line of the entrance to any theatre in the City.
- (b) within six feet of the driveway leading from the Fire Hall and City scales to Ross Street.
- (c) at the entrance of any lane within the City.
- (d) on ~~the~~ South side of Ross Street for a distance of seventy-five feet West of Gaetz Avenue, and on the North side of Ross Street for a distance of seventy-five feet East of Gaetz Avenue.
- (e) on the West side of 48th Avenue from Waskasoo Creek Bridge to Ross Street.
- (f) on the East side of Gaetz Avenue for a distance of seventy-five feet south of 55th Street.

(g) on the West side of Gaetz Avenue for a distance of thirty-eight feet South of 49th Street.

(h) on the East side of Gaetz Avenue for a distance of four hundred fifty feet South of the river bridge.

(i) on Gaetz Avenue between 49th Street and 51st Street.

(j) on Gaetz Avenue north of the Highway Traffic Bridge

(k) on the East side of Gaetz Avenue South of 43rd Street to the City Limits.

(l) on the West side of Gaetz Avenue south of 42nd Street to the City Limits.

SCHEDULE "E"

Parking of any vehicle shall be permitted in the following areas within the City only for the period of time set forth: -

(a) For a period of one hour, between the hours of 9 a.m. and 6 p.m. except on Sundays and holidays, on Gaetz Avenue between 46th Street and 49th Street, and 51st Street to 53rd Street, and on the South side of 51st Street from 49th Avenue to the lane between 49th Avenue and 50th Avenue, and on the North side of 51st Street from 49th Avenue to Gaetz Avenue and on Ross Street from 49th Avenue to 51st Avenue and on the North side of 48th Street from 49th Avenue to 51st Avenue, and on Gaetz Avenue between 46th Street and 48th Street.

(b) For a period of ten minutes, between the hours of 9 a.m. and 6 p.m. except Sundays and holidays, on the South side of 51st Street from Gaetz Avenue to the lane between Gaetz Avenue and 49th Avenue, and on the South side of 49th Street opposite Lot 16, Block 19, Plan H., being the premises of the A.M.A., and on the South side of Ross Street at the four designated parking spaces in front of the post office.

SCHEDULE "F"

Parking of trucks of over one-half ton capacity within the City is permitted only in the following areas: -

(a) on 52nd Avenue between 43rd Street and 49th Street.

(b) on 51st Avenue between 47th Street and 49th Street.

(c) on 47th Street between 51st Avenue and 52nd Avenue.

SCHEDULE "G"

"U" turns shall not be permitted at any intersection on Gaetz Avenue within the City.

SCHEDULE "H"

Vehicles shall be required to stop and the City shall erect stop signs at the following places within the City: -

- (a) on 49th Avenue on the south side of its intersection with 55th Street.
- (b) on 49th Avenue on the north side of its intersection with Ross Street.
- (c) on 49th Avenue on both sides of its intersection with 49th Street.
- (d) on 48th Avenue on the north side of its intersection with Ross Street.
- (e) on 48th Avenue on the South side of its intersection with 55th Street.
- (f) on 48th Avenue on both sides of its intersection with 49th Street.
- (g) on 47th Avenue on the south side of its intersection with Ross Street.
- (h) on 47th Avenue on the north side of its intersection with 49th Street
- (i) on all streets and lanes on both sides of its intersection with Gaetz Avenue.
- (j) on 45th Avenue on both sides of its intersection with 55th Street.
- (k) on 45th Avenue on both legs of its intersection with the North side of Ross Street.
- (l) on all streets leading into Gaetz Avenue.