

1956 File

A G E N D A

For the meeting of the Council to be held in
the Council Chambers on Wednesday, December 28, 1955
at 7:30 p.m.

Present:

1. Confirmation of the minutes of the regular meeting of December 12, 1955

2. Unfinished-Business:

1. Letter from Board of Industrial Relations re: Christmas holidays
2. Letter from J. Beveridge to Provincial Treasurer re Trailers.
3. Letter from Purchasing Agent re: tenders for supply of fuel and oil

3. Correspondence:

1. Minister of Highways Re: No. 2 highway through City
2. Petition re one-family units in Grandview district.
3. Application for license - Fry-Cadbury, Ltd.

4. By-laws:

1. No. 1860 - to amend zoning by-law No. 1341 - 3 readings.
2. No. 1861 - Land sales - 3 readings.

				<u>PUR. PRICE</u>	<u>MIN. VALUE</u>
Cdn. Freightways Ltd.				\$2,340.00	nil
T. Eaton Co.	6	4	5331 H.W.	\$2,605.00	\$25,000
R.D. Public School	6	37	6275 H.W.	\$1.00	nil

5. Reports:

1. Answers to questions asked by councillors.
2. Closing Hours for Sotres - to be discussed (Ald. Hepworth)
3. Winter Lay-Off
4. Report on Service Station by Denis Cole
5. Detailed report on Aldermen's light bills.

6. New Business:

1. Payment of accounts.

UNFINISHED BUSINESS:

C O P Y --

Edmonton, Alta.,
December 20th, 1955.

Mr. E.F. Murphy,
Kirby, Murphy, Armstrong & Beames,
Barristers, Solicitors and Notaries,
Metro Block,
Red Deer, Alberta.

Dear Mr. Murphy:-

I have for acknowledgement and reply your letter under date of December 15th, pertaining to the question of proclaimed statutory holidays following Christmas Day.

On November 15th, the Province made a proclamation declaring that December 26th and 27th were to be observed as public holidays pursuant to the Bill of Exchange Act and, therefore, this proclamation is not of general application.

Whether or not the Cities by by-law order that places of business will be closed on either the 26th or 27th, or both days, is a matter under the jurisdiction of the Council of the respective Cities.

With reference to your particular question regarding the working of employees on such days, there are no provisions in the Alberta Labour Act prohibiting the employment of persons on statutory holidays and if work is performed, there is also no provision requiring the payment of overtime unless, of course, the employees work in excess of 9 hours in a day and 48 hours in a week in their employments in the City of Red Deer.

I trust this will fully answer your letter of the 15th of December.

Yours faithfully,
"K.A. Pugh" Chairman
Board of Industrial Relations.

December 21, 1955

Honorable E. W. Hinman,
Provincial Treasurer,
Government of the Province of Alberta,
Legislative Building,
EDMONTON, Alberta.

Dear Sir: Re: Resolution No. 7, Union of Alberta Municipalities (Trailers

Following our recent meeting between the urban municipalities and the provincial cabinet, we discussed the matter of trailers with the president of the Alberta Motor Courts and Resorts Association who also operates a trailer court. It was agreed by everyone present that those living in trailers do not "pay their way" particularly in connection with the cost of education. It was further agreed that higher taxes on trailers in any one city or town will just force the trailers into the surrounding suburbs. In our particular case the city school district extends outside the city boundaries, therefore we would still have a problem even if the trailers were in the suburbs. It also brought to light the fact that the question is somewhat more complex than that with the mobile equipment operators because those in trailers do not know where the school boundaries are located. Therefore, if asked where they were located during the year could only give the name of the municipality and this would not be sufficient for the purpose of taxation.

The next proposal discussed was to make those living in trailers pay a school tax but this falls down by virtue of the fact that whether or not the fees were paid, the children from trailers must go to school. It might be mentioned at this point, that to our surprise we found most of the children in our trailer courts belong to people who have lived in Red Deer for some time and have either rented their own home or moved out of a rented house into a trailer just to avoid taxes.

Towards the end of our discussion we arrived at what might be a reasonable solution. That is, the province could license trailers at about \$20 per year and each urban or rural municipality would be entitled to requisition the government for say \$150 per year for each child whose parents lived in a trailer provided the child had been in the municipal school for over half a term. This will place the onus for checking the trailers on the municipalities concerned and not work any hardship on particular individuals.

With the tax outlined above, the people living in trailers will automatically be "paying their way" and thereby be given a sense of personal independence and dignity which they do not now enjoy. At the present time many a municipality is looking for a way to extract money from the trailer owners to pay the cost of educating their children and this creates misunderstandings which need not, and should not, exist.

Perhaps the solution given above is not workable but basically it is the same idea as you suggested at our recent meeting and we thought it worthwhile to write.

Yours truly,

"J. A. Beveridge," P. Eng.,
City Commissioner

JAB/ap

c.c.: Mayor Hawrelack, President,
Union of Alta. Municipalities

J. Galbraith, Sec-Treas.
Town of Ponoka

Alderman Hepworth

Mayor

December 23, 1955.

City Commissioners,
Red Deer, Alberta.

Gentlemen:

Upon perusal and study of tenders received for the supply of fuel and oil to the City of Red Deer, it is recommended that the city accept the following tenders:

1. Purple gasoline Grade 2 - Canadian Oil Co. and Imperial Oil Co. to be split equally, subject to their approval.
2. Clear gasoline Grade 2 - Canadian Oil Co. and Imperial Oil Co. to be split equally subject to their approval.
3. Purple Diesel Fuel - Hanson's Service.
4. Lubricating Oils - Canadian Oil Co. Although the bid by Canadian Oil was not the lowest for one type of oil, their prices for the supply of oil as a whole would be lower than any other vendor and it is felt that we should purchase all our lubricants from one source to avoid any possibility of having oils with a different base mixed.
5. Transmission Lubricants - Canadian Oil Co.
6. Kerosene (Lamp) - Canadian Oil Co.

Bids were received from seven different vendors out of the nine distributors which were invited to tender quotations.

Following is a list of prices received from the various suppliers broken down into the different categories. The prices shown are net, that is, with the discount from Dealer Tank Wagon posted prices, having already been deducted.

Item 1 - Purple Gasoline, Grade 2.

Canadian Oil Co.	20.4¢ per gal.
Imperial Oil Co.	20.4¢ per gal.
Anglo American Expl. Co.	21.0¢ per gal.
McColl Frontenac Oil Co.	21.4¢ per gal.
British American Oil Co.	22.4¢ per gal.

Item 2 - Clear Gasoline, Grade 2

Canadian Oil Co.	30.4¢ per gal.
Imperial Oil Co.	30.4¢ per gal.
Anglo American Oil Co.	31.0¢ per gal.
McColl Frontenac Oil Co.	31.4¢ per gal.
British American Oil Co.	32.4¢ per gal.

Item 3 - Purple Diesel Fuel

Hanson's Service	17.0¢ per gal.
Canadian Oil Co.	17.1¢ per gal.
Anglo American Oil Co.	18.1¢ per gal.
Imperial Oil Co.	18.1¢ per gal.
McColl Frontenac Oil Co.	18.1¢ per gal.

Item 4 - Lubricating Oils

Canadian Oil Co. W.R. H.D.	- \$1.064	W.R. Ultra H.D.	- \$1.15	Dursol	- \$1.15
Imperial Oil Co. Marvelube	- \$1.13	Mobiloil	- \$1.37	R.P.M.	- \$1.24
British American Oil		Peerless	- \$1.33		
Anglo American Purity	- \$1.07	Purity H.D.	- \$1.12		
McColl Frontenac D303	- \$1.1195				

Item 5 - Transmission Lubricants

Canadian Oil Co.	17.35/lb
Anglo American Expl. Co.	19.00/lb
British American Oil Co.	19.75/lb
Panther Oil Co.	27.50/lb

Item 6 - Kerosene (Lamp)

Canadian Oil Co.	23.2¢ per gal.
Anglo American Oil Co.	23.8¢ per gal.
Imperial Oil Co.	25.0¢ per gal.
British American Oil Co.	26.2¢ per gal.

Where an equal bid has occurred it is recommended that the business be shared evenly between the lowest vendors subject to their concurrence with this policy.

Your advice and comments on the above matter would be greatly appreciated.

Yours truly,
"A. S. Krause"
Purchasing Agent

CORRESPONDENCE:

LETTER NO. 1.

Edmonton, Alta.,
Dec. 9, 1955.

Mr. J. A. Beveridge, P. Eng.,
City Commissioner,
City of Red Deer.

Dear Sir:

This will acknowledge receipt of your letter dated December 7th, for which I thank you.

The information in your letter to the effect that your City Council, is now prepared to consider the reconstruction of the road used as a Provincial Highway through your City in 1956 is noted. Accordingly, we will arrange for engineers of this Department to meet with you and your officials at the earliest possible date in order to work out the details of our respective share of costs. Once these amounts have been ascertained, then we will arrange our estimates accordingly and pay the money to your City as the work progresses, the full amount being paid upon completion of the project.

If you will let me know what date would be convenient for you, I will endeavor to arrange for our engineers to come to Red Deer at that time.

With kindest regards, I remain,

Sincerely yours,
"Gordon Taylor"
Minister of Highways.

LETTER NO. 2

Dec. 14th, 1955

The City Council,
City of Red Deer.

Dear Sirs:

We the undersigned property owners of the Grandview district would like to see this district continue to be developed as a one family residents, i.e. no suites, apartments, etc.

Yours sincerely,
"T. R. Cornett"
"M. J. MacKenzie"
"Alec L. Sim"
"----" (?)

LETTER NO. 3

December 13, 1955.

Fry-Cadbury Ltd.,
5230 - 54 Ave.,
RED DEER, Alta.

Dear Sir:

We wish to acknowledge receipt of your letter of December 6th with the enclosed License #C560 which was issued to your place of business at 215 - 10th Avenue West, Calgary.

If you are no longer operating a place of business in Calgary, it will be necessary for you to complete the enclosed wholesale Trade application form, and return with the Service Charge fee of One Dollar (\$1.00). It will also be necessary for you to obtain a letter from the City Council in which they express their views and opinions on your business. However, if you have a place of business still operating in Calgary, then the fee that should accompany the application is Ten Dollars (\$10.00)

Yours truly,
"W. H. MacEwen"
Chief Licensing Officer

REPORTS:

Questions asked by Councillors

- (1) Question re: House north of MacLean Granite
(i) What were the taxes on the land and house

Land - 4395 -	\$281.30
Imp - 1505 -	96.30
	<u>\$377.60</u>
Ftge. Tax	18.35
	<u>\$395.95</u>

- (ii) What is tax on land at present time

Land - Same
Business Tax -

Will be on roll shortly, expected to
be \$43.95

Total \$325.25

- (2) Question re: Arts and Crafts & Fencing

Answer:

Fencing and boxing classes are held once weekly at Central School Gym. As this is largely an activity for the youngsters there is no rental involved. In the past the Recreation Commission has given the boxers an annual grant (varying from \$25. - \$50) to assist in purchase of equipment. No assistance has been given (finanically) to the fencers.

Last winter the Rec. Commission assisted Arts and Crafts Group to the extent of paying part of their rental, heating and lighting bills.

I understand that this group has received concessions from the R.D. School Division in matter of rental and heating. If they receive same from City in regard to lighting bills they should be in a solvent position:

From my knowledge of their operations, it would appear that proper accounting was not adhered to in their first year of operation with the result that a considerable amount of materials used (principally in woodworking) were not paid for.

I understand that these errors have now been rectified. If once on its feet this group should be able to finance itself as it is primarily an adult group.

C.J.M.

- (3) Question re: penalties for starting a building without a permit.

Answer:

EXCERPT FROM BY-LAW NO. 1341

Section 16, Sub-Section (3)

"(3) When any building or part of a building or erection has been constructed or placed in contravention of this by-law the Building Inspector after giving reasonable notice to the owner requiring him to pull down or remove the same and mentioning the provisions of the by-law contravened, and after giving the owner an opportunity of being heard by the Council in regard thereto, may with the approval of the council pull down or remove the building or part of the building or erection at the expense of the owner. Any payment of such expenses may be enforced against the said owner by the Municipality in an action in any court of competent jurisdiction; and the said expense shall form a lieu and charge upon the real property whereon or wherefrom the said building or part, or erection, has been pulled down or removed, and if payment thereof is not enforced as aforesaid the said expense shall be collected with the interest at the like rate and in the same manner and with the like remedies as ordinary taxes upon lands or improvements are collected under the by-law of the Municipality.

PENALTIES

17.

- (1) Any person convicted of a breach of any of the provisions of the

by-law or who suffers or permits any act or thing to be done in contravention or violation of any provision hereof or who neglects or fails to do any act or thing herein required to be done shall pay at the discretion of the convicting magistrate a penalty not exceeding \$100.00 for each offence exclusive of costs, and in default of payment of the said penalty and costs forthwith, the said penalty and costs, or costs only may be levied by distress and sale of goods and chattels of the offender, and in case there be no distress found out of which such penalty and costs, or costs only as the case may be, can be levied the convicting magistrate may commit the offender to imprisonment in any lock-up house in the City or in the nearest common gaol for any period not exceeding 30 days unless such fine or penalty and costs only as the case may be, including the costs of committal, are sooner paid.

WINTER LAY-OFF

Some 17 men are to be laid off which will reduce our Public Works crew to 36 men. This is the same number as kept in the winter of 1954 and nine less than was kept in 1953. At present, our major construction job is the sewer line down 47 St. and the advantage of doing it this time of the year is that the soil is mainly gravel and if it were done in the spring most of the street would cave.

To the City Commissioners,
City of Red Deer.

December 14, 1955

Report on Service Stations

At the present time we are receiving numerous enquiries by oil companies for sites for new service stations.

Under the zoning by-law dated August, 1948, Service Stations are permitted in General Business Districts and Local Commercial Districts subject to the following conditions:

"No entrance or exit for motor vehicles within 200 feet of an entrance or exit of a fire hall, public or private school, playground, public library, church, hospital, or old people's home or other similar public or semi public institutions."

There is also provision for the pumps and buildings to be set back at least 12 feet from the planned width of the street.

I think it most advisable that Council should consider whether they want additional Service Stations in the Down Town Area and if so how many and where they could be located. It is also considered that in the Local Commercial Areas situated in Residential Districts, Gas Stations should be permitted on sites specially reserved for the purpose.

Recommendations

(i) The present conditions regarding access should be enlarged to include "bridge".

(ii) Until such time as a new Zoning by-law is approved, service stations should be permitted in the General Business District and Local Commercial Districts only on sites approved for this purpose by the District Planning Commission and City Council.

(iii) The building regulations should require the entire area of Service Station lots to be hard surfaced.

(iv) No overhead tanks should be permitted and all storage should be underground or inside enclosed buildings.

Notes

(i) In built-up areas, the value of the improvements of a Service Station in relation to the lot size is generally much smaller than any other commercial enterprise.

(ii) Service Stations break up shopping frontage and have a damaging

effect on business and values to adjacent retail shopping.

(iii) It is suggested that the Down Town Area is at present adequately serviced by Gas Stations.

(iv) At one time Service Stations were only permitted in connection with a full size garage. Those who built under these requirements have a large investment.

(v) The number of service stations in local commercial areas should be limited and their locations carefully decided.

Yours truly,
"Denis Cole"
City Engineer & Planner.

NOTE:

The above report is being submitted to obtain an expression of opinion from the Council. One question which does arise is "what area is to be considered as downtown?" The other matter which arouses considerable feeling, in other cities at least, is the matter of placing service stations in residential areas.

<u>Name</u>	<u>Period</u>	<u>Gross Amount.</u>
Alderman Allen.	Oct. 5 - Dec. 6th	\$15.75
	Present Reading 750	
	Previous " 320	
	Consumption 430	
	First 40 @ 11¢ \$4.40	
	Next 300 @ 3¢ 9.00	
	Bal 90 @ 1½¢ 1.35	
	Garbage 1.00 (2 months)	
	<u>\$15.75</u>	
Alderman Fletcher	Oct. 6 - Dec. 7th	\$17.10
	Present Reading 7615	
	Previous " 7095	
	Consumption 520	
	First 40 @ 11¢ \$4.40	
	Next 300 @ 3¢ 9.00	
	Bal 180 @ 1½¢ 2.70	
	Garbage 1.00 (2 months)	
	<u>\$17.10</u>	
Alderman Hepworth	Oct. 3 - Dec. 5th	\$15.68
	Present Reading 6870	
	Previous " 6445	
	Consumption 425	
	First 40 @ 11¢ \$4.40	
	Next 300 @ 3¢ 9.00	
	Bal 85 @ 1½¢ 1.28	
	Garbage 1.00 (2 months)	
	<u>\$15.68</u>	
Alderman Horn	Oct. 6 - Dec. 7th	\$27.05
	Present Reading 3300	
	Previous " 2250	
	Consumption 1050	
	First 40 @ 11¢ \$4.40	
	Next 300 @ 3¢ 9.00	
	Bal 710 @ 1½¢ 10.65	
	Garbage 3.00 (2 months)	
	<u>\$27.05</u>	
Alderman Johnstone	Oct. 4 - Dec. 6th	\$23.48
	Present Reading 4040	
	Previous " 3095	
	Consumption 945	
	First 40 @ 11¢ \$4.40	
	Next 300 @ 3¢ 9.00	
	Bal 605 @ 1½¢ 9.08	
	Garbage 1.00 (2 months)	
	<u>\$23.48</u>	
Alderman McRobbie	Oct. 5 - Dec. 7th	\$22.43
	Present Reading 4260	
	Previous " 3385	
	Consumption 875	
	First 40 @ 11¢ \$4.40	
	Next 300 @ 3¢ 9.00	
	Bal 535 @ 1½¢ 8.03	
	Garbage 1.00 (2 months)	
	<u>\$22.43</u>	

J.A.Martin	4616-44 Street
S. Murray	4552-44 Street
E. Rodway	4540-44 Street
Mr. & Mrs. J. Jacobsen	4540-44 Street
Mrs. F. W? Gaetz	4642-44 Street
W. Wells	4632-44 Street
Mrs. H. Sanderson	4548-44 Street
W. J. Snider	4544-44 Street
I. Langton	4528-44 Street

Mrs. A. S. Krause	4635-45 Street
Mrs. A. Haugen	4641-45 Street
E. G. Rendrew	4630-45 Street
Mr. & Mrs. R. Koehler	4620-45 Street
Mr. & Mrs. D. Aubuchon	4522-45 Street
Mr. & Mrs. N. A. Gerdin	4529-45 Street
Mr. & Mrs. R. H. Kowren	4523-45 Street
Mr. & Mrs. V. C. Elliott	4533-45 Street
Mr. & Mrs. E. Layden	4537-45 Street
Heather Hay	4611-45 Street
Mr. & Mrs. H. Gourley	4615-45 Street
Mr. & Mrs. R. Meeres	4619-45 Street
D. L. Armstrong	4627-45 Street
Mr. & Mrs. H. Slinger	4528-45 Street
Mr. & Mrs. J. Jarvis	4644-45 Street
A. E. McKenzie	4640-45 Street
M. Matheson	4636-45 Street

Mrs. T. Sutton	4638-46 Street
M. T. Bowles	4616-46 Street
Mrs. A. Munce	4610-46 Street
H.L.Cline	4606-46 Street
E. N. Caswell	4605-46 Street
N. M. Burnett	4617-46 Street
M. Williams	4539-46 Street

M. D. May	4519-47 Avenue
-----------	----------------

R. E. Barrett	4626-47 Street
M. Matatall	4622-47 Street
A. D. Rouselle	4614-47 Street
Mrs. G.R.McKee	4606-47 Street
T. Metcalf	4602-47 Street
J. Simpson	4536-47 Street
W. Ihle	- 47 Street
Mrs. A. Mitchell	4609-47 Street
H. Wiltshire	4625-47 Street
O. F. Cooper	4629-47 Street
J. Britton	4637-47 Street
H. K. Taylor	4639-47 Street
H. K. Allison	4601-47 Street
Mr. & Mrs. W. H. Chambers	4633-47 Street
Mr. & Mrs. Knippleberg	4645-47 Street
Mrs. H.C.Wates	4640-47 Street
Mr. & Mrs. J. Taylor	4630-47 Street
Mr. & Mrs. W.D.MacKay	4516-47 Street
Mr. & Mrs. L. Schmidt	4565-47 Street
W. R. Eberhicks	4524-47 Street

Mr. & Mrs. K. M. Welliver	4630-48 Street
R. A. Sparks	4644-48 Street
Mrs. Domoney	4626-48 Street
M. Sinclair	4606-48 Street
W.E.Brookes	4602-48 Street
F. Swanson	4609-48 Street
Mrs. A.G.Taylor	4611-48 Street
J.D.Willett	4625-48 Street
E.Allen	4521-48 Street

To: City Commissioners

for submission to City Council.

From: City Treasurer.

December 18th, 1961.

Re: Memorial Centre

As you are aware the Memorial Centre has been closed in the interest of Public Safety. In order to inform Council of this action may I report as follows:

In July of this year, Mayor McAfee was given a copy of a report submitted to the School Board by J. Stevenson & Associates, Calgary, outlining the condition of the Memorial Centre & Workshop. This report was dated July 1957 and was only made available to us this year. Mr. Jorgenson was advised to follow out certain recommendations such as bolt tightening on the trusses. This was done in the Memorial Centre and also the Technical Workshop building by the School Division.

Some weeks ago two of the beams in the Workshop building cracked and the building was vacated for a short period pending installation of upright supports. The School Board contacted the firm of J. Stevenson & Associates to inspect and submit their recommendations. It was at that time the writer contacted Mr. Hutton of J. Stevenson & Associates, to inspect the Memorial Centre and advise of its present condition.

This action was taken and the firm advises that roof trusses are not in A-1 condition and that there is no safety factor left in the trusses. They also state that this roof may last a number of years and then again same could collapse at any time.

In view of this verbal report City Commissioners ordered the building closed and a full report from J. Stevenson & Associates.

We are now advised by this firm that repairs required to safeguard the existing building are as follows:-

2 Steel Plate Girders - three coats of paint - erected...\$17755.00

3 weeks delivery and two weeks to erect.

This price quote received from Dominion Bridge, Calgary.
Western Bridge, Calgary quoted \$18300.00.

Contractor - to prepare footings & roof alterations 10000.00

This is an estimate only & subject to bid.

Architect Fees 8% 2220.00

Architect fees to include preliminary inspection & report
Complete specifications, Daily Supervision
Engineering & Preparation & Architectural
Treatment & Rendering.

Estimated total cost of repair..... \$29975.00

It is planned to erect these steel girders outside the existing structure and run steel hangers through the roof and hook on to the present wooden beams. This method is considered economical and at the same time will not disrupt present acoustics in the Auditorium. The alternative method of erecting steel girders under the present wooden beams would result in reduced room in the Auditorium & Gym, affect acoustic conditions and result in a higher cost. The outside installation will, however, not add to the appearance of the existing building and is recommended as a more economical solution to the problem.

It is recommended therefore that Council approve this project by resolution providing funds from the 1962 Operating Budget, and that the Firm of J. Stevenson & Associates be appointed to prepare design and supervision as indicated above.

Respectfully submitted. R.N. McGregor, City Treasurer.

PRESS RELEASE:

In view of existing conditions at City Hall, Council of the City of Red Deer have decided to build an Administration Building in downtown Red Deer to meet the immediate needs of its operation. The building in question will in no way be considered a City Hall, or the replacement for a City Hall. The building of a New City Hall will continue to be of first priority, but in the meantime suitable space must be found to house the City Administration.

The proposed building will be financed from reserve funds and will not be a charge on the taxpayer. Further, the building will be designed to meet its "end use", a Commercial Building, and City Staff will adjust itself to the space available.

The Commissioners on instructions of a Committee of Council set up to study accommodation have undertaken a full study of existing working conditions at City Hall. Their findings are that the efficiency of the staff is seriously curtailed due to crowded and unsatisfactory working conditions. It is their opinion that many hundreds of man hours of work are lost per year due to crowding.

The Commissioners studied the possibility of renting office space downtown. It was found that sufficient space to house the full staff was available or could be made available but it was considered both unsuitable and uneconomical. Space could be found to house individual departments. The separation of departments in different buildings would only add to the inefficiency of operation and would be most inconvenient to the general public.

Bearing in mind that eventually we hope a New City Hall will be approved by the voters on either the existing site or some other site satisfactory to the Citizens, the City Commissioners recommend to Council the erection of an Administration Building in which City Staff can be housed for the efficient operation of City business. This building is to be erected on land in the downtown commercial area where it should have immediate resale value when a New City Hall is completed. All plans for the building are to be designed to meet its ultimate "end use". Such "end use" could be Retail Stores & Office Space - Medical Arts Building, Bank or other such commercial enterprise.

The Council agree with the findings of the City Commissioners and approve the construction of a new Administration Building on the following conditions.

- (1) That the building of a new City Hall be the constant aim of the Commissioners.
- (2) That the Finance Committee immediately set up a reserve fund to provide monies for a New City Hall.
- (3) That the Administration Building be built from funds presently held in reserve and without borrowing costs being charged against the taxpayer.
- (4) That a survey be conducted to establish the most valuable "end use" for the building.
- (5) That the building be designed primarily to meet this "end use" and the City Staff adjust themselves to the space available.
- (6) That the site chosen will be readily salable as a commercial investment.
- (7) That the new building in no way be considered as a City Hall, but only as an Administration Building for the temporary accommodation of City staff pending the erection of a New City Hall.
- (8) That the present City Hall be converted to use by R.C.M.P. City Detail as headquarters in place of existing quarters over the Library.
- (9) That the second floor of the Library Building be made available to Library Board for expansion of their facilities.

The construction of this Administration Building can be considered as a good investment as its resale value for Commercial purposes should be high in a few years.

Feb 13 1961

To: The Mayor and Council.

Re: Post Office Parkade Proposal

A detailed appraisal of the value of the proposed 50 year lease of the Post Office Site has been prepared and submitted for your consideration. A detailed engineering estimate of the additional costs of providing the parking structure for the City has been submitted and is incorporated in the appraisal.

The value of the lease which the City is granting is considered equal to the value of the structure which the applicants will build for the City, and therefore the City will receive fair value for the lease.

Points to consider:

- (a) After the proposed changes in the plans for the structure are made, 123 stalls will be available, as against 100 at the present time.
- (b) Taxes in respect of the basement, ground and first floor are expected to be at least \$12,000 per annum.
- (c) The City will be able to add an additional 164 stalls when it so requires at \$800 per stall. The City could not acquire land for parking in a comparable location at this price.
- (d) The City might wish to add one level (41 cars) within 3 or 4 years to accommodate City employees. It will be noted in this connection that Calgary has erected a parking structure near the City Hall, the upper floors of which are for City employees, lower floors are free for one hour for City customers.
- (e) The original proposal of the applicant was to provide 135 stalls which meets minimum requirements, but examination of the 7 parking structures in Calgary and discussions with City and Down Town Parking Authority Officials, indicate the desirability of a more spacious lay out. Details are given below.

Parking Structures, Calgary

Of the seven parking structures in Calgary, three have angle parking and express exit ramps, four have right angle parking and two-way ramps.

Angle parking with express exit ramps are much more costly and in some cases less satisfactory, e.g. the spiral exit ramp of Eaton's Parkade is widely criticized and causes many jams in peak hours as the exit route conflicts on each floor with the traffic flowing upward in the parkade.

The one-way flow upward for angle parking makes it impossible for a car on one level to go down to a lower level in search of a space.

There are four parkades with right angle parking and two-way flow. The City Hall, Bantall, Gary and Medical Arts.

Two of these are bad.

The Medical Arts Building has an approach ("up") ramp of 20% grade been found so unsatisfactory that it is now an attendant parking only. It should be noted that the P.O. proposal ramp is only 8% - (less). This can be compared with exit ramp of Palliser Parkade and

The City Hall Parkade is bad in three respects.

- (a) An S-Bend approach and several exits.
- (b) Clearance averages 6'6" and at one point is less than 6'0", (instead of 7'0").
- (c) 24.5 feet clearance between columns for three cars is very tight, especially when combined with 61.5 feet total deck width.

The Bentall and Gary Parkade work easily and efficiently.

Some comparative data on the City Hall, Bentall and Gary Parkades and the proposed Post Office Parkade are given hereunder.

<u>Parkade</u>	<u>Deck Width</u>	<u>Clear Column Space for 3 cars.</u>	<u>Space per car.</u>
Gary	65 feet	25 feet	8.33
Bentall	61.5 feet	25.5 feet	8.50
City Hall	61.5 feet	24.5 feet	8.16
Red Deer	62 feet	25.8 feet	8.60

Regarding the width of ramp, originally proposed at 18 feet, it is considered that this is inadequate and it is proposed to require this to be a minimum of 22 feet.

Regarding operating costs the following information was obtained:

- (1) Cost of service agreement for electronic elevator in Palliser Parkade \$200 per month which includes insurance and supply of all labour and material. It is considered that the cost of a similar maintenance contract for a hydraulic elevator as proposed for Red Deer and as installed in Hudson Bay Parkade could be less.

City is to pay 50% of operation cost, say \$75.00 per month for maintenance contract plus 50% of power, making a total of about \$100.00 per month or \$1200 per annum.

- (2) Operator. One only will be required at say \$225.00 per month, (Commissionaires salary). Allowance should be made for an additional half salary to cover Thursday evenings, holidays sickness, etc, = \$4,050 per annum.
- (3) Heating Ramp, approximately (depending on snowfall = \$1,750 per annum.
- (4) Miscellaneous expenses (sweeping, painting, lights, etc. say \$1,500 per annum.

Total Operating Expenses \$8,500

Total Revenue

100 stalls now produce approximately \$1.40 per stall per week
\$140.00 per week total = \$7,280 per annum.

123 stalls would be likely to produce a comparable amount per stall,
\$1.40 x 52 x 123 = \$8,944 per annum.

Note 1: This would mean that the parkade operation should pay for itself with a charge of only 5 cents per hour. It should be noted that all parkades in Calgary charge 15 cents an hour, but providing the City covers its costs there would appear to be no justification for increasing charges. City and private developments have to recover capital costs and in this case the City will have no such costs.

Note 2: The City would be free to sublet the operation of the parkade (fixing maximum rates) if it so desired.

Note 3: The capacity earning of the Post Office Parking Lot is \$2.00 per stall per week and the revenue is steadily climbing. When the Hudsons Bay opens it is expected revenue will immediately rise.

Note 4: If and when the City decides to add further levels the operating costs will only rise fractionally.

Note 5: It is presumed that the City is interested in providing parking at cost. An additional 23 stalls will be made available at no capital cost, and the total operation expenses will be met from revenues. In addition some \$12,000 a year would be collected in taxes from the Comercial Development and provision would be made to add a further 164 stalls (4 levels) at about \$800.00 per stall which is less than the cost of acquiring extra land.

Submitted for consideration.

Yours truly,
Denis Cole,
Planning Director.