MUNICIPAL DISTRICT OF GREENVIEW NO. 16

COMMITTEE OF THE WHOLE MEETING AGENDA

Monday, January 21, 2019 | 10:00 AM | DeBolt Public Services Building, DeBolt, AB

#1	CALL TO ORDER			
#2	ADOPTION OF AGENDA			
#3	MINUTES		3.1 Committee of the Whole Meeting minutes held December 17, 2018 – to be adopted.	2
			3.2 Business Arising from the Minutes	
#4	DELEGATION	10:15 a.m.	4.1 Heart River Housing Presentation	6
		10:30 a.m.	4.2 Public Land Use Zone	37
		11.00 a.m.	4.3 Office of the Fire Commissioner Presentation	39
		11:15 a.m.	4.4 Infrastructure Concerns	41
		1:00 p.m.	4.5 Specialized Municipalities	43
#5	OLD BUSINESS			
#6	NEW BUSINESS		6.1 BF71663 Bridge Structure	62
			6.2 CAO Action List	96
#7	CLOSED SESSION			
#8	ADJOURNMENT			

Minutes of a

COMMITTEE OF THE WHOLE MEETING

MUNICIPAL DISTRICT OF GREENVIEW NO. 16

Administration Building

Valleyview, Alberta, on Monday, December 17, 2018

 # 1: CALL TO ORDER

Chair Roxie Rutt called the meeting to order at 9:00 a.m.

PRESENT

Chair	Roxie Rutt
Reeve	Dale Gervais
Councillors	Shawn Acton
	Winston Delorme
	Bill Smith
	Dale Smith
	Les Urness

ATTENDING

Chief Administrative Officer	Mike Haugen
General Manager, Community Services	Stacey Wabick
General Manager, Corporate Services	Rosemary Offrey
Assistant General Manager, Infrastructure & Planning	Roger Autio
Recording Secretary	Lianne Kruger

ABSENT

Deputy Reeve	Tom Burton
General Manager, Infrastructure & Planning	Grant Gyurkovits

MOTION: 18.12.95. Moved by: REEVE DALE GERVAIS

That Council table agenda item 4.2 till later in the meeting.

CARRIED

#2: AGENDA

MOTION: 18.12.96. Moved by: COUNCILLOR BILL SMITH

That the Tuesday, December 17, 2018 Committee of the Whole agenda be adopted as amended;

- Move agenda item 6.1 until later in the meeting
- Remove agenda item 4.3

CARRIED

#3.1 COMMITTEE OF THE WHOLE MINUTES

MOTION: 18.12.97. Moved by: COUNCILLOR DALE SMITH

That the Minutes of the Committee of the Whole meeting held on Monday, October 15, 2018 be adopted as presented.

CARRIED

#3.2
BUSINESS ARISING

3.2 BUSINESS ARISING FROM MINUTES:

#4
DELEGATIONS

4.0 DELEGATIONS

4.1 MPA ENGINEERING PRESENTATION

MPA ENGINEERING PRESENTATION

MOTION: 18.12.98. Moved by: COUNCILLOR BILL SMITH
That Committee of the Whole accept the presentation from MPA Engineering regarding Greenview Bridge Program for information, as presented.

CARRIED

6.2 PROCEDURAL BYLAW DISCUSSION

PROCEDURAL BYLAW DISCUSSION

MOTION: 18.12.99. Moved by: COUNCILLOR SHAWN ACTON
That Council provide feedback on the Draft Procedural Bylaw as presented.

PROCEDURAL BYLAW DISCUSSION - TABLED

MOTION: 18.12.100. Moved by: COUNCILLOR BILL SMITH
That Council table motion 18.12.99. until later in the meeting.

CARRIED

Chair Roxie Rutt recessed the meeting at 10:10 a.m.
Chair Roxie Rutt reconvened the meeting at 10:27 a.m.

4.2 STARS PRESENTATION

STARS PRESENTATION

MOTION: 18.12.101. Moved by: COUNCILLOR DALE SMITH
That Committee of the Whole accept the presentation from STARS for information, as presented.

CARRIED

#7
CLOSED SESSION

7.0 CLOSED SESSION

CLOSED SESSION

MOTION: 18.12.102. Moved by: REEVE DALE GERVAIS
That the meeting go to Closed Session, at 10:54 a.m., pursuant to Section 197 of the Municipal Government Act, 2000, Chapter M-26 and amendments thereto, and Division 2 of Part 1 of the Freedom of Information and Protection of Privacy Act, Revised Statutes of Alberta 2000, Chapter F-25 and amendments thereto, to discuss Privileged Information with regards to the In Camera.

CARRIED

7.1 DISCLOSURE HARMFUL TO INTERGOVERNMENTAL RELATIONS

7.2 PRIVILEGED INFORMATION

OPEN SESSION

MOTION: 18.12.103. Moved by: COUNCILLOR LES URNESS
That, in compliance with Section 197(2) of the Municipal Government Act, this meeting return to Open Session at 11:52 a.m.

CARRIED

MOTION: 18.12.104. Moved by: REEVE DALE GERVAIS
That Committee of the Whole accept the presentation from Castleglenn Consultants Inc. for information, as presented.

CARRIED

MOTION: 18.12.105. Moved by: COUNCILLOR WINSTON DELORME
That Committee of the Whole review the proposed criteria to form the basis of a Greenview owned property lease agreement for information, as presented.

CARRIED

Chair Roxie Rutt recessed the meeting at 11:53 a.m.
Chair Roxie Rutt reconvened the meeting at 1:00 p.m.

#5 OLD BUSINESS

5.0 OLD BUSINESS

There was no Old Business presented.

#6 NEW BUSINESS

6.0 NEW BUSINESS

6.2 PROCEDURAL BYLAW DISCUSSION

PROCEDURAL BYLAW DISCUSSION

MOTION: 18.12.99. Moved by: COUNCILLOR SHAWN ACTON
That Committee of the Whole provide feedback on the Draft Procedural Bylaw as presented.

CARRIED

6.3 VALLEYVIEW FIRE HALL UPDATE

FIRE HALL UPDATE

MOTION: 18.12.106. Moved by: COUNCILLOR DALE SMITH
That Committee of the Whole accept the Valleyview Fire Hall Needs Assessment and Conceptual Design report for information, as presented.

CARRIED

6.1 2019 COMMUNITY GRANTS REQUEST

2019 COMMUNITY GRANT REQUESTS

MOTION: 18.12.107. Moved by: COUNCILLOR DALE SMITH
That Committee of the Whole recommend that Council disperse the 2019 Community Grants as presented.

CARRIED

6.4 ACTION LIST

ACTION LIST

MOTION: 18.12.108. Moved by: REEVE DALE GERVAIS
That Committee of the Whole accept the Action List for information, as presented.

CARRIED

#9 ADJOURNMENT

9.0 ADJOURNMENT

MOTION: 18.09.109. Moved by: REEVE DALE GERVAIS
That this meeting adjourn at 4:09 p.m.

CARRIED

_____ _____

CHIEF ADMINISTRATIVE OFFICER CHAIR

SUBJECT:	**Heart River Housing Presentation**		
SUBMISSION TO:	COMMITTEE OF THE WHOLE	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	January 21, 2019	ICAO: DT	MANAGER:
DEPARTMENT:	CAO SERVICES	GM:	PRESENTER:
STRATEGIC PLAN:	Level of Service		

RELEVANT LEGISLATION:

Provincial (cite) – N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That Committee of the Whole accept the presentation from Heart River Housing for information as presented.

BACKGROUND/PROPOSAL:

The MD of Greenview approved 2 million dollars in 2016/2017 to support a Heart River Housing affordable housing project in Fox Creek. The project never received additional funding so the $2 Million was never advanced to Heart River. We have just completed a housing needs assessment and are asking for the funding to be reallocated to this smaller seniors housing project.

Attached is the Project summary and needs assessment.

BENEFITS OF THE RECOMMENDED ACTION:

1. The benefit of accepting the presentation is to confirm receipt of the Council update from Heart River Housing.

DISADVANTAGES OF THE RECOMMENDED ACTION:

1. There are no perceived disadvantages to the recommended motion.

ALTERNATIVES CONSIDERED:

Alternative #1: Council has the alternative to not accept the recommended motion for information.

FINANCIAL IMPLICATION:

There are no financial implications to the recommended motion.

STAFFING IMPLICATION:

There are no staffing implications to the recommended motion.

PUBLIC ENGAGEMENT LEVEL:

Greenview has adopted the IAP2 Framework for public consultation.

INCREASING LEVEL OF PUBLIC IMPACT

Inform

PUBLIC PARTICIPATION GOAL

Inform - To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

PROMISE TO THE PUBLIC

Inform - We will keep you informed.

FOLLOW UP ACTIONS:

There are no follow up actions to the recommended motion.

ATTACHMENT(S):

- Fox Creek Housing Project Summary
- Fox Creek Needs Assessment

Fox Creek Housing Project

Fox Creek

The Town of Fox Creek is located along Highway 43 in the center of the resource rich Duvernay oil field and surrounded by the MD of Greenview. The oil, gas and forestry industries depend on the town for homes, schools, shopping, recreation, entertainment and services. While the 2017 census assessed the population of Fox Creek at 2,112, this number has been known to increase up to 10,000 people when the "shadow population" is counted with people living in camps within 10 km of Fox Creek.

Alberta's economy has slowed down drastically in the past 36 months; however, this has not been the case in Fox Creek. At this point, vacancy rates are still well below regional averages, and we are still seeing a huge demand for Affordable Housing. We continue to see record rental rates as oilfield companies tied up the majority of the rental units available.

Seniors: HRH has identified this area as our first priority, the report shows Seniors have limited housing options,

1. Stay in their current home (unsafe/ struggle to maintain)
2. Move to Iosegun manor (currently no vacancies)
3. Seniors requiring medical supports must leave the community, away from family supports.

Families and non-seniors: Families have limited options as well:

1. Generally higher income families can secure rental accommodations
2. Lower income families are left with the option of shared accommodations or paying well over 30% of their income,
3. Or live apart in different communities; as one parent lives in a camp setting and the other in a community hours away.

As identified in the report the need for market and affordable housing is huge, but HRH feels that if we build market rent units it will further slow the private sector from building in the area. HRH recommends reprofiling the existing social housing units to better meet the wait list and manage more efficient units.

Long term strategy

Private sector is starting to address the higher end market housing pressures, HRH still sees a need for affordable and social housing for families and seniors. Based on a Housing Needs Assessment conducted in the fall of 2018 by Berry Architecture (attached) the Heart River Board has developed and two-phase approach. Phase one would be targeted too low to moderate income seniors seeking home care supports, Phase two is targeted at reprofiling existing units to better meet the needs of low income families.

Seniors Housing
The Heart River Housing Board (HRH) has identified the seniors project in Fox Creek as a major priority in the 2019-2022 business plan targeting low to moderate income seniors. The direction is to construct eight seniors housing apartment units with a common area, this new building would attach to the existing Seniors Iosegun Manor which is located on the same block as the community hospital. The projected cost is 4.3 million and will be 100% self-sustaining requiring NO ongoing operating funding. HRH will seek capital financial support from multiple partners.

1. **Capital Funding**
   a. Town of Fox Creek – supplying the land and utility services,
   b. Municipal District of Greenview – 2-million-dollar grant,
   c. Alberta Seniors and Housing -2-million-dollar investment or grant.
   d. HRH fund or borrow the remainder.

2. **Targeted Use**
   a. Low to moderate income seniors and could be open to singles or couples with disabilities.
   b. Six - one-bedroom units rented at 25% below market
   c. Two – two-bedroom units rented at 10% below market
   d. Common area can be developed in the future to host home care services and possibly one meal a day food service for seniors.

Family Housing
The Province currently owns three duplexes (6 units) and six single family homes in Fox Creek. HRH proposes to build an 8-unit row house complex. Six of these would replace the existing single-family homes which will then surplus at market value. The building will be constructed adjacent to the senior's complex on Town of Fox Creek land.

Heart River Housing appreciates this opportunity to put this "shovel ready project" forward and believes this is an excellent long-term solution for Fox Creek. HRH is targeting the Seniors project to start construction in the spring of 2019 and is ready to move forward immediately. Please see attached Berry Architecture Report showing community need, capital and on-going operating costs.

This is a perfect opportunity for the province to reinvest a small amount of funding back to an area that has provided over 3.5 billion dollars in mineral rights land sales from the Duvernay play field.

We will be pleased to provide further information when it is required.
Please contact Lindsay Pratt, Chief Administrative Officer, at 780-523-5282
or lindsay@heartriverhousing.ca

berry architecture
+associates

Fox Creek Housing Needs Assessment

Heart River Housing
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December 2018

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EXECUTIVE SUMMARY

Heart River Housing (HRH) is a not- for-profit Management Body under the Alberta Housing Act. HRH represents eleven municipalities: Falher, High Prairie, Donnelly, Big Lakes County, McLennan, M.D. of Smoky River, Girouxville, Valleyview, M.D. of Greenview #16, Northern Sunrise County, and Fox Creek.

Berry Architecture + Associates was engaged by HRH to conduct a Needs Assessment study to determine future affordable and seniors' housing needs for Heart River Housing in Fox Creek, Alberta. In terms of seniors' housing, the study includes recommendations for the type of facility best suited to the community's needs, the number of suites needed, services required, sizes of units, facility amenity spaces, and construction type, as well as an exploration of preliminary budgeting and possible funding partners.

Berry Architecture completed engagement sessions with HRH, the Town of Fox Creek Council, the
Chamber of Commerce, local seniors, healthcare providers, and community social inter-agencies. Through
these engagement sessions, the information gathered indicated that currently in Fox Creek there is a lack of affordable housing for families and limited options for seniors' housing. We heard that families in Fox Creek have no choice but to live apart in different communities due to the lack of affordable housing.

Families who are fortunate enough to find housing in the community are forced to live in overcrowded and/or shared accommodations until they are able to find suitable long-term residences in the area. Furthermore, the lack of affordable housing is also hindering the community's economic growth. Service providers interested in retail, commercial, and food and hospitality services are not expanding into Fox Creek due to the lack of affordable housing for their staff.

In addition to a lack of affordable housing for the general population, seniors have indicated that they want to age in place in Fox Creek, and some seniors are moving back to Fox Creek to be closer to family. Several seniors indicated that they would move from their current full-sized homes (that are getting more difficult for them to maintain) to a seniors' housing complex if it was available in Fox Creek. This would also help free-up housing for families relocating to Fox Creek.

Currently, Heart River Housing owns and operates a 10-unit affordable seniors' independent living facility in Fox Creek called Iosegun Manor. Seniors from Fox Creek who are not able to live independently are required to accept lodge accommodations or long-term care beds in other communities such as Whitecourt, Valleyview, Grande Prairie, Edson, and even Edmonton.

Based on our community engagement sessions, we recommend that an amenity room be constructed and connected to the existing Iosegun Manor. The area for this space is projected to be about 4,000 ft^2. The new amenity space would include an activity area, dining area, small kitchen, space for home care to operate, barrier-free washroom, storage space, and outdoor patio area. In addition to the amenity space, eight seniors' independent living units should be built adjacent to the existing manor and connected to the new amenity space (see the proposed site plan on page 28). This portion of the project would be designed to be flexible and grow with the community as needed. The target care level would be those seniors who are independent and currently require very few services. The new suites should be 6 - one bedroom suites of approximately 650 ft^2 and 2 - two bedroom suites of about 900 ft^2. We would anticipate that the overall facility could someday reach a maximum size of 40 suites, with a mix of unit sizes and features.

The proposed addition of the eight suites, excluding the amenity space, would be approximately 8500 ft^2 (790 m^2). This would provide the required area for suites, circulation, support area, and mechanical/ operational spaces. The building would be constructed to be highly energy efficient, possibly LEED Platinum, Net Zero, or Passive House standard. A central design feature of the project should be to develop a strong community connection--a connection in which the residents interact easily with the community and the community feels welcome to come and interact with the seniors.

In the current construction market, a project capital budget of approximately $1,350,000 should be set for the amenity space, with an additional $3,000,000 for the proposed new suites.

The entire project could be completed with a budget of $4,350,000.
This budget amount does not include land costs which could be a donation from the Town of Fox Creek. This budget is based on the market rates today, and an inflation factor would have to be added for each six-month period. This inflation rate should be carried at 3% per six months.

In addition to the existing 10-unit affordable living suites for seniors that HRH owns, there are three duplexes and six houses that are available for family housing. This family housing is part of a subsidized rental accommodation program. Berry Architecture recommends that the ownership of the existing six single family dwellings be turned over to HRH. The intent would be to sell them to the existing tenants, if possible, or put them on the open market. HRH would have the option to offer these homes at lower interest rates and possibly lower sale prices to ensure the affordability of the units. The long-term affordability could be maintained by registering caveats and other controls on the land title document of each home. The revenue from these houses would be directed into the construction of eight to ten affordable housing units. These would be two-storey, townhouse style units with three bedrooms, approximately 1200 ft^2 in size with small yards for easy maintenance. The recommended location for the affordable housing units would be south of the existing Iosegun Manor. This land could be donated by the Town of Fox Creek as a contribution to addressing the affordable housing shortage in the town.

Lastly, there are several construction methods that would work for the delivery of this project, including the traditional Design- Bid-Build, Construction Management, the new best value procurement method being used by ASHC, and also the Integrated Project Delivery (IPD) method.

The actual method for the tendering and construction of the project would be dependent on the time of year as well as the amount of current construction projects ongoing in the province.

In order to see these projects through to completion, various levels of partnerships must be obtained.

Some of these partnerships could be with the Town of Fox Creek, MD of Greenview, provincial government, federal government, and even local businesses. The most successful projects are those that develop community partnerships and strong community connections.

Fox Creek, Alberta

The Town of Fox Creek is located on Highway 43, approximately a two and a half hour drive from the City of Edmonton and a two hour drive from the City of Grande Prairie. The town is within Statistics Canada's Census
Division No. 18 in the Municipal District of Greenview No. 16. Fox Creek is
a lively community that offers many services including a K-12 school, a healthcare centre, and recreational facilities.

The Statistics Canada Census of 2016 totaled the population of Fox Creek
at 1971 people. However, due to the size of the oil and gas industry in this area, the shadow population within a 30 kilometer radius of Fox Creek can dramatically increase the population to 10,000+ people.

Objective

The objective for this assessment is to provide recommendations for seniors' and affordable housing for residents of Fox Creek to enrich the social fabric of the community and contribute to the prosperity of the local economy.

Affordable housing in Fox Creek will create opportunities for the workforce in low to moderate paying jobs to establish themselves in the community on a permanent basis. Constructing affordable housing opportunities in Fox Creek could be a catalyst to revitalize the service industry in Fox Creek.

Key Stakeholders

A key component of an Affordable Housing Needs Assessment is community input. Recognizing that there are many perspectives, we wanted to engage a number of different groups. Berry Architecture identified stakeholder groups and developed a plan to provide opportunities for these groups to contribute to this Needs Assessment. The purpose and intent of engaging with these groups is explained below.

Heart River Housing:
•To advise on visions, site location, information sources, and community needs.
•To endorse the project with the community.
Town of Fox Creek:
•To advise on visions, site location, information sources, and community needs.
•To endorse the project with the community.
Chamber of Commerce:
•To understand how the existing affordable housing conditions in the Town are affecting the economic growth of the community.
•To understand how staff from current businesses are managing the lack of affordable housing.
Seniors
•Their experience and wisdom is critical to the success of the assessment. They helped us to understand the existing needs of the seniors in the community and the current issues they are facing due to the lack of seniors' housing.
Other Important Stakeholders:
•Alberta Health Services Provincial Planning and Capacity Management
•Government of Alberta Ministry of Health
•Local Healthcare Providers
•Local Real Estate Agencies
•Local Inter-agency group (social agencies and churches in the community)

Demographics

The population growth and decline in Fox Creek is a reflection of the boom and bust cycles of the oil and gas industry that surrounds the community.

The following information shows the population changes overall from the last three available Statistics Canada censuses for Fox Creek, Whitecourt, Valleyview, and the Municipal District of Greenview.

Location	2006	2011	2016	Population Change (2011-2016)
Fox Creek	2,278	1,969	1,971	0.1%
Whitecourt	8,971	9,605	10,204	6.2%
Valleyview	1,725	1,761	1,863	5.8%
M.D of Greenview	5,464	5,299	5,583	5.4%
Alberta	3,290,350	3,645,257	4,067,175	11.6%

2006 Age Statistics for Surrounding Communities

Location	Age 30-34	Age 35-39	Age 40-44	Age 45-49	Age 50-54	Age 55-59	Age 60-64	Age 65-69	Age 70-74	Age 75-79	Age 80-84	Age 85+
Fox Creek	220	210	180	195	145	110	60	35	25	5	5	5
Whitecourt	755	765	805	710	550	335	220	160	80	60	35	35
Valleyview	110	120	120	105	100	95	75	60	80	50	40	30
M.D of Greenview	315	335	455	460	455	395	280	255	155	115	50	25

2011 Age Statistics for Surrounding Communities

Location	Age 30-34	Age 35-39	Age 40-44	Age 45-49	Age 50-54	Age 55-59	Age 60-64	Age 65-69	Age 70-74	Age 75-79	Age 80-84	Age 85+
Fox Creek	150	180	135	150	160	135	85	10	20	15	0	5
Whitecourt	840	770	785	785	670	490	300	185	135	60	60	40
Valleyview	140	105	120	105	110	105	75	70	60	65	50	45
M.D of Greenview	320	335	330	460	450	425	370	260	180	120	55	40

2016 Age Statistics for Surrounding Communities

Location	Age 30-34	Age 35-39	Age 40-44	Age 45-49	Age 50-54	Age 55-59	Age 60-64	Age 65-69	Age 70-74	Age 75-79	Age 80-84	Age 85+
Fox Creek	180	140	180	155	165	135	95	60	40	15	5	5
Whitecourt	905	810	760	710	715	605	440	240	170	115	50	55
Valleyview	135	130	95	125	110	120	100	90	70	70	55	65
M.D of Greenview	340	370	360	340	445	440	435	340	190	140	60	30

The demographic information gathered demonstrates the population trends for Fox Creek, Whitecourt, Valleyview, and the Municipal District of Greenview. Between 2011 and 2016, Fox Creek saw an increase in the senior population. In 2011, there were only 10 people between the ages of 65-69; but in 2016, that age group had increased to 60. These numbers are aligned with what we heard during the community engagement sessions--seniors are moving back to Fox Creek to be closer to their children and grandchildren. One couple we met with now lives at Iosegun Manor; they sold their family home, downsized, and moved to Fox Creek to live in the same community as their grandchildren.

Other populations of seniors and soon to be seniors also saw significant growth. Between 2006 and 2016, 60 to 64 year-olds increased from 60 to 95; 65 to 69 year-olds from 35 to 60; 70 to 74-year-olds from 25 to 40; and 75 to 79 year-olds from 5 to 15. Seniors in the 80-85+ age range remained unchanged, perhaps due to the need to relocate from Fox Creek when any type of care level is required.

SPACE ACCOMMODATION

Current Seniors' Housing Options

Heart River Housing owns and operates Iosegun Manor, a 10-unit affordable independent living facility in Fox Creek for seniors. Seniors who require a higher level of care must move to other communities such as Whitecourt, Valleyview, Grande Prairie, Edson, and even Edmonton.

Current Affordable Housing Options

In addition to the 10-unit affordable living suites for seniors, Heart River Housing has three duplexes and six houses that are available for family housing. The family housing is part of a subsidized rental accommodation program.

Weighted Rents by Bedroom Type and Overall Vacancy Rates - Fox Creek

Unit Type	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
1-Bedroom	$687	$721	$737	$715	$577	$645	$727	$846	$879	$871	$946
2 Bedroom	$760	$782	$835	$793	$798	$894	$940	$1013	$1130	$1102	$1118
3 Bedroom	$751	$873	$936	$928	$972	$973	$1119	$1259	$1529	$1528	$1828
4 Bedroom	$750	$850	$850	0	0	$1000	$1500	$2800	0	0	0
Bachelor	$563	$595	$598	$598	$550	$550	$516	$733	$783	$750	$967
Overall Vacancy Rate	0.5	3.6	4.7	31.1	15.2	2.9	3.5	7.4	5.1	13.8	4.6

Source: 2017 Apartment Vacancy and Rental Cost Survey

Weighted Average Rent and Rental Range by Type of Unit

Year	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom	
	Average	Range	Average	Range	Average	Range	Average	Range
2017	$967	$900-1100	$946	700-1400	$1118	800-2500	$1828	$900-2500
2016	$750	$650-850	$871	750-1800	$1102	795-2300	$1528	$900-3000
2015	$783	$750-850	$879	800-1050	$1130	795-1800	$1529	$900-2500
2014	$733	$700-750	$846	750-925	$1013	800-2400	$1259	$850-2500

Source: 2017 Apartment Vacancy and Rental Cost Survey

The information gathered from the Apartment Vacancy and Rental Cost Survey over the last few years illustrates the increase in rental costs that Fox Creek has experienced. While an increase in rental prices has been experienced across the province during the same time period, the quality of the rental units in Fox Creek has not been maintained. It can be assumed that the lack of services in the community creates challenge for landlords to maintain their properties. The high rental rates combined with poor quality rentals makes it difficult for young professionals such as nurses and teachers to move to Fox Creek permanently to start their careers. Additionally, the lack of affordable housing is also placing stress on the service industry; businesses like Tim Horton's and Boston Pizza will not come to Fox Creek because there is not enough affordable housing for their employees.

Community Engagement

On September 19 and 20, and October 15, 2018, we had a number of opportunities to speak with various groups in the community to develop an understanding of who the people of Fox Creek are and to provide them with a platform to share what is happening in Fox Creek and the areas in need of improvement.

Fox Creek Chamber of Commerce

What we heard

Meeting with the Chamber of Commerce gave us an overview of what is happening within the community in terms of housing, family and community, and local businesses. Generally, developers have good intentions about building affordable housing in the area, but the costs for building homes is always increasing. A mixture of new housing types is needed in the area--building high density housing is more important than single family dwellings. Two new areas have been developed in the last few years; one area is for a condo development and the other is for 20 single family homes. Unfortunately, neither area has been built on yet. Fox Creek is putting their best foot forward to attract new families to the area. The town has over 250 kms of trails for hiking, biking, cross-country skiing, and snowmobiling. Additionally, the town just opened a brand-new multiplex sports facility. On the local business and services side, we heard that a few years ago there were about 92 businesses waiting to open in the town, but there was not enough housing available for employees. The lack of housing, coupled with high rent prices for businesses, discourages new businesses from opening. However, there is a developer interested in building a mixed-use building downtown that will offer retail, office, and residential suites. The current commercial rental rates start at $28.00/ ft^2.

Healthcare Providers

What we heard

We met with doctors and nurses who work at the healthcare centre in Fox Creek. This hospital is designed for acute care; however, they felt that the community's expectation is that it should offer chronic and extended care services. Patients who require a higher level of care are sent 50 km away to Whitecourt. This can be a challenge as Fox Creek's ambulance service is limited. This can prevent residents in need of emergency care from arriving at the hospital in Whitecourt soon enough. The level of care offered by the local hospital should be seriously considered when determining the type of seniors' living accommodation required. If seniors are in poor health and require care beyond what the hospital can accommodate, there can be challenging situations in getting a patient to a hospital quickly enough. Currently, there are four patients who rotate through the hospital on a regular basis-–the doctors and nurses believe that if they were in better living situations with frequent visits from home care, they would spend less time in the hospital.

Furthermore, hospital staff feel the pressure of finding affordable housing in Fox Creek. The province owns a two-bedroom condo across the street from the hospital that hospital staff can rent for $20.00 a night. The condo typically has three staff staying overnight (one in each bedroom and one on the pull-out couch). We spoke with a new registered nurse at the hospital who stays at the condo when she is working but drives back to Edmonton on her days off because she cannot afford to rent her own place in Fox Creek.

Town Council

What we heard

While meeting with Town Council, we heard some inspiring personal stories that really spoke to our goal of creating better housing solutions for Fox Creek residents. One councillor shared her story of living in the affordable houses that Heart River Housing owns. She talked about how great the homes were to raise her children in-–having a backyard for her kids to play in was really important to her. We heard the council's concerns about building affordable housing in the town; they feel the town cannot afford to be the solution to the housing crisis. However, the town is eager to get new developments started; therefore, they are very willing to rezone areas if required. Other important news items in the town are the closure of the municipal airport and the construction of a heli-pad. The hope is to limit the number of fly-in and fly-out people in the community. In place of the airport, the town would like to build a truck stop. They hope that the development of the airport property will be the catalyst to new development in the area. Like the other groups we met with, town council spoke of how the lack of affordable housing is stunting the growth of the service industry and deterring families from making Fox Creek their permanent place of residence.

Inter-agency Group

What we heard

The Fox Creek Inter-agency is a collaboration of human service agencies within the community, promoting the free exchange of information through participation among members with common goals. There were 18 attendees: Mental Health Therapist, Pastor, AHS Addiction Worker, Director of Community Services, Alberta Works, Parent Link, and Wellspring (Emergency Women's Shelter in Whitecourt). This group shared their experiences working with community members in the area, and they firmly stated that mental health services will not be successful if people's basic needs are not being met. Affordable housing and other resources need to be readily available so people can be successful at breaking the cycle of addictions and/or homelessness. One suggestion was for HRH to create a survey about housing needs and have the various human service agencies in the area ask their clients to fill out the survey. This can help get a better understanding of the housing needs for vulnerable community members as well as inform more people about the services provided by HRH.

Seniors' Connection
Workshop

On the evening of September 19, 2018, we attended *Seniors' Connection,* a monthly event in which different topics that affect seniors are discussed. We had 25 attendees in total. During this workshop, we had the seniors fill out a short survey and then facilitated a brainstorming exercise to gather their thoughts and opinions regarding seniors' housing in Fox Creek. The following are the responses we gathered.

1. What would make Fox Creek a better community for seniors to live in?

- Transportation for out of town shopping and appointments (x5)
- Health and wellness programs for seniors
- Job opportunities for seniors
- Tech help with smart phones and social media. Younger people to help with workshops
- Online shopping help
- Someone to check on the seniors
- More shopping
- Toonie store for basics
- Tim Horton's (x2)
- More grants for seniors (x2)
- Handyman services (x2)
- Medical Consistency
- Snow Angels: Snow Removal Help
- Help with daily activities around the house (x2)
- Help with yard maintenance
- Paved parking lot at the Iosegun Manor

2. What is the number one housing challenge for seniors in Fox Creek?

- Lower housing taxes for seniors - this could help seniors stay in their home and the community. (x4)
- High taxes in comparison to Whitecourt, Edmonton, Edson, Sherwood Park but less infrastructure and services.
- Keep couples together
- House repairs (x3)
- More housing options
- Home care assistance (x3)
- Access to information to help plan for the future
- More access to shopping and activities.

3. If it is determined that more seniors' housing is needed, how many suites are needed? What kind? (Independent, Assisted Living, etc).

- Lodge
- More independent living (x2)
- One and two bedroom suites
- More two bedroom suites than one bedroom (x2)
- Age 65+ suites (x2)
- Affordable housing for non-working seniors
- No stairs, one floor (x2)
- 10 more units are needed in Fox Creek
- Two bedroom, assisted living options
- Meals provided in lodge for those who do not cook anymore (x2)
- Suites suitable for couples
- Air conditioning
- Main floor laundry
- Ensuite
- Seniors' lodge with meals supplied
- Common area, games room, TV room, social space, etc. (x2)
- Seniors living in the surrounding communities who need to be included in the numbers. There are former residents living in rural areas that would benefit from seniors' housing in Fox Creek.

4. What are some important amenities to offer in seniors' housing?

- Accessible design: lower light switches, higher plug-ins, safety bars (x2), raised toilets (x2), barrier free showers, walk-in tubs, ramps or stair lifts, carports or garages (x2)
- "Seniors' housing should not be any less than what we now have provided for ourselves in our homes"
- Games room (x3)
- Common area for visiting with family and friends (x3)
- Level driveway
- Trees and flower beds
- Raised garden beds
- Qualified medical assistants to help residents
- "We need to know there will be a place to go to down the road. More seniors' homes are needed as the population ages"
- Common kitchen area
- Sidewalks around the building (x2)
- Cheaper cable service (x2)
- Fire pit (x2)
- Jacuzzi

RECOMMENDATIONS

Based on our research and understanding of the housing needs for Fox Creek, we recommend the construction of eight seniors' independent living suites, an amenity space at Iosegun Manor, as well as the construction of eight to ten townhouses for affordable housing. These new additions to Heart River Housing's portfolio can improve the quality of life for families in Fox Creek by creating healthy and safe homes for both seniors and young families.

Summary of our recommendations for Heart River Housing in Fox Creek:

1. Heart River Housing needs to reach out to the community to inform community members of the various programs, services, and application processes for the various housing options.
2. The construction of an amenity room connected to the existing Iosegun Manor. This area should be projected to be about 3,500 ft^2 to 4,000 ft^2.
3. The construction of eight seniors' independent living units made up of 6 one-bedroom suites and 2 two-bedroom suites adjacent to the existing manor and connected to the new amenity space. This facility would be designed to be flexible and grow with the community as needed.
4. The ownership of the existing six single family dwellings be turned over to HRH. We believe that HRH having full control over these properties is in the best interests of the region. The intent would be to sell them to the existing tenants, if possible, or put them on the open market.
5. The construction of eight to ten townhouse style affordable housing units: two-storey, three-bedroom units of approximately 1200 ft^2 in size, with small yards for easy maintenance.

Space and Design Requirements

Iosegun Manor

Based on our research and findings, we recommend that an amenity space and additional seniors' independent living units be built onto the existing Iosegun Manor to provide more services to seniors living in Fox Creek. The new additions will be one-storey construction to keep the architectural elements consistent with the existing manor. This will also allow for the physical connection to be achieved more easily and cost-effectively. Special attention should be paid to sight lines, corridor sizes, and storage areas to ensure there is an efficient interior flow from the existing manor to the new areas. The first addition would be the construction of an amenity room located on the northwest side of the existing manor. The amenity room will have a dual purpose: first and foremost, to serve as a community hub for residents of the manor, and secondly, to act as a transition space from the current resident suites to the new resident suites. A key operational consideration would be to design and structure the facility to accommodate a day support service. This service would allow for assistance with preparing one meal a day and connecting with the seniors to make sure they are not having any issues. A possible partner in this service would be the local Meals on Wheels provider. The operator of the day support could also provide services such as crafts/games, arranging community outings, creating social interaction programs, etc.

Developing an adult supportive living program would help seniors in Fox Creek remain independent longer, live a healthier life, and need less community health centre services. The seniors would be able to live longer in Fox Creek, enjoying the community in which they live and be near family members who could provide them with additional support.

This space will include an open activity area, dining area, small kitchen, barrier-free washrooms, storage space, outdoor patio, and a small area for home care services. The total area for this space is projected to be approximately 3500 ft^2 to 4000 ft^2. The addition of an amenity space at the manor can create a strong sense of community at Iosegun Manor by providing residents with a space to comfortably socialize with their neighbours and invite family into their homes.

In addition to the amenity space, eight seniors' independent living units should be built adjacent to the existing manor and directly connected to the new amenity space. This manor would be designed to be flexible and adaptable to grow with the community as needed. The target group would be seniors who are independent and currently require very little services. The suites should be constructed to a minimum of 650 ft^2 for the one-bedroom units, complete with kitchen, living area, full bathroom with roll-in shower, and in-suite laundry. The two-bedroom units would be a minimum of 850 ft^2 with the same requirements as above with the addition of a bedroom and bathroom. As examples, we have included two suite layouts (Figures 1 and 2) that have been used recently and work well in terms of size, comfort, and accessibility while still meeting all the standards required by the Government of Alberta. The proposed addition of eight suites would result in an overall building area of about 8,500 ft^2 (789 m^2). This would provide the required area for suites, circulation, staff areas, and mechanical/

operational spaces. The building would be constructed to have a very high level of energy efficiency. We recommend that the possibility of obtaining a LEED Platinum level or Passive House design standard be explored. The building must also be fully integrated into the community and allow for two-way interactions, with the public welcome in the manor and the residents having easy access to the community. We would anticipate that the overall facility would someday reach a maximum size of 40 suites, with a mix of housing sizes and features. The final result of the manor project will be additional seniors' independent living units that will help with the demand for affordable seniors' housing in Fox Creek and provide an amenity space that improves the level of social interaction and quality of life for the senior residents. Ultimately, the project will help ensure that seniors and families stay together while encouraging growth in the local economy.

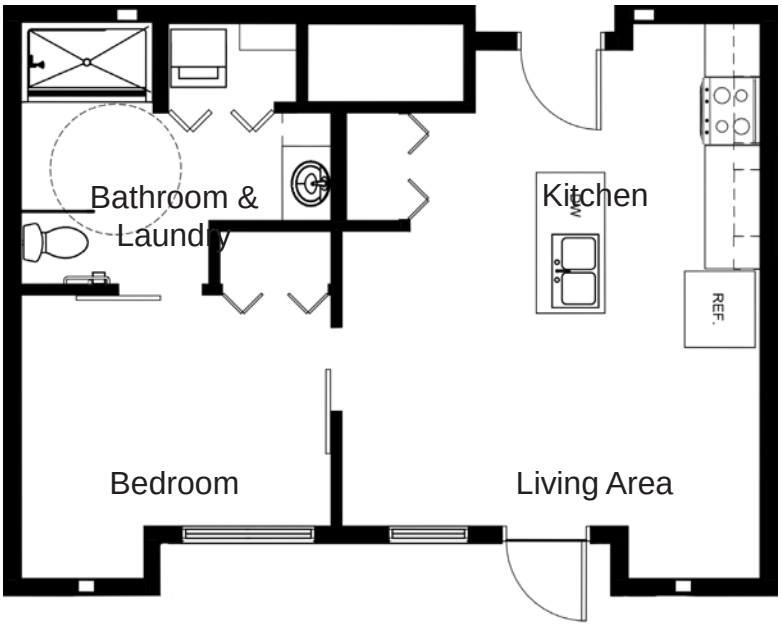


Figure 1: Standard One Bedroom, approx 650 ft²

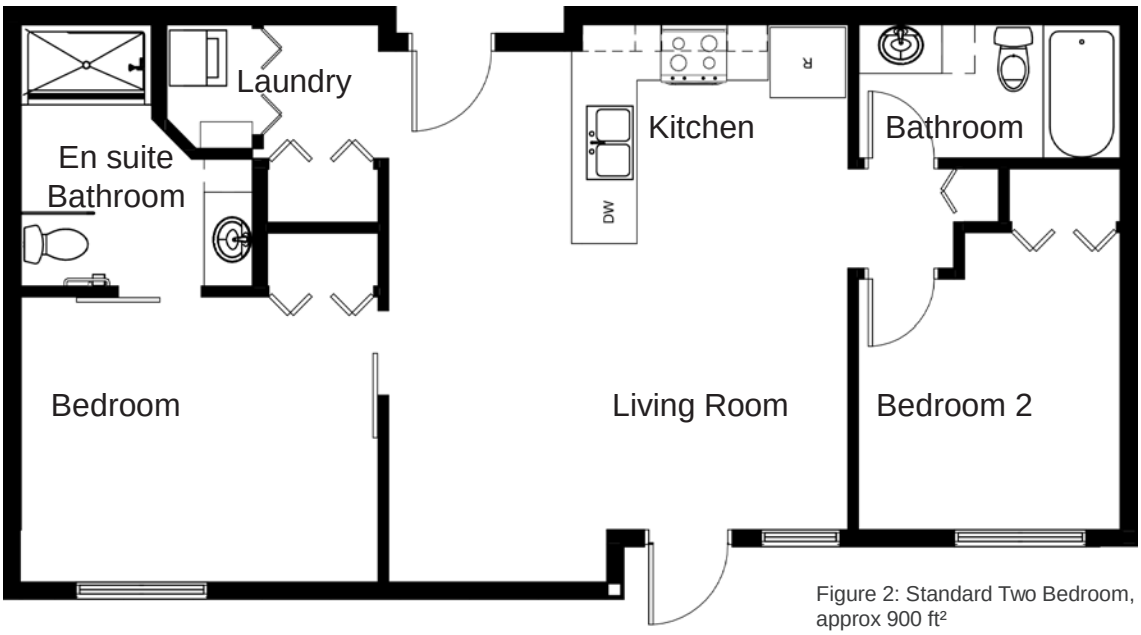


Figure 2: Standard Two Bedroom, approx 900 ft²

Affordable Housing

On the affordable housing front, we recommend that the ownership of the six single-family dwellings should be turned over to Heart River Housing. The intent would be to sell them to existing tenants, if possible, or put them on the open market. HRH would have the option to sell these homes at lower interest rates and possibly lower sale prices to ensure they are affordable to families who need them most. The long-term affordability of these homes could be maintained by registering caveats and other controls on the land title documents of each home to prevent them from being flipped for a profit in the future. The revenue from these houses would be directed into the construction of eight to ten affordable housing units. These would be two-storey, three-bedroom units, with small yards. Each unit would be approximately 1200 ft² in size. The smaller footprint of these homes will allow for easier maintenance for Heart River Housing, as well as reduced utility costs in comparison to the existing homes. The location for the new townhouses could be on available land south of Iosegun Manor. This location is one kilometer away from the school and only about 1/2 kilometer away from the new multiplex complex, making this location ideal for families. This land could be donated by the Town of Fox Creek as their contribution to alleviating the affordable housing problem.

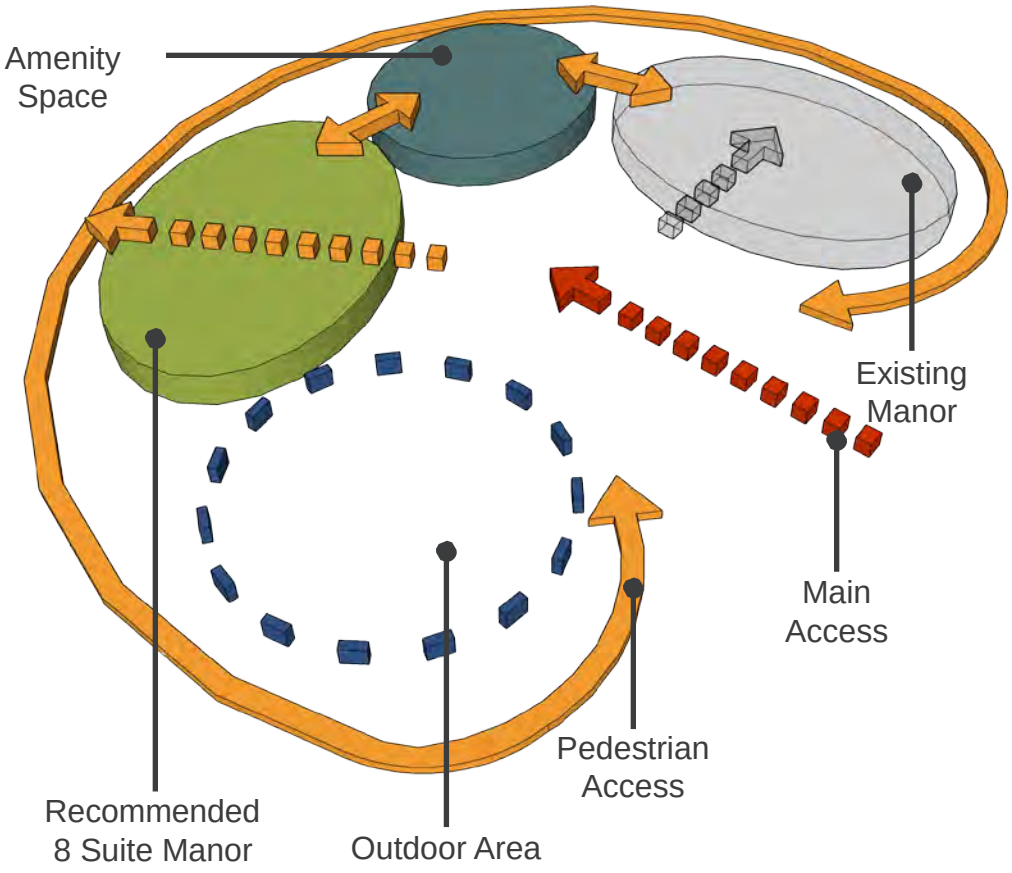
Additional Design Requirements

Further investigation will need to be completed on the proposed sites in order to confirm geotechnical, environmental, and hazardous materials information, as well as
utility services and topography to ensure the suitability of the sites. The zoning and by-law requirements for the Town of Fox Creek will also need to be reviewed further in order to understand existing setbacks, density, and the assessment of lot coverage and building area. Environmentally sustainable elements should be incorporated into these projects as much as possible, including such options as wind energy, photovoltaic solar, use of day-lighting, increased insulation levels, and water conservation measures. We would also recommend exploring obtaining LEED Platinum or full Passive House levels. These elements will be beneficial in terms of comfort, building systems efficiency, energy usage, and economics. Other design factors that should be investigated include building orientation, incorporating existing vegetation and drainage patterns, and creating usable exterior spaces.

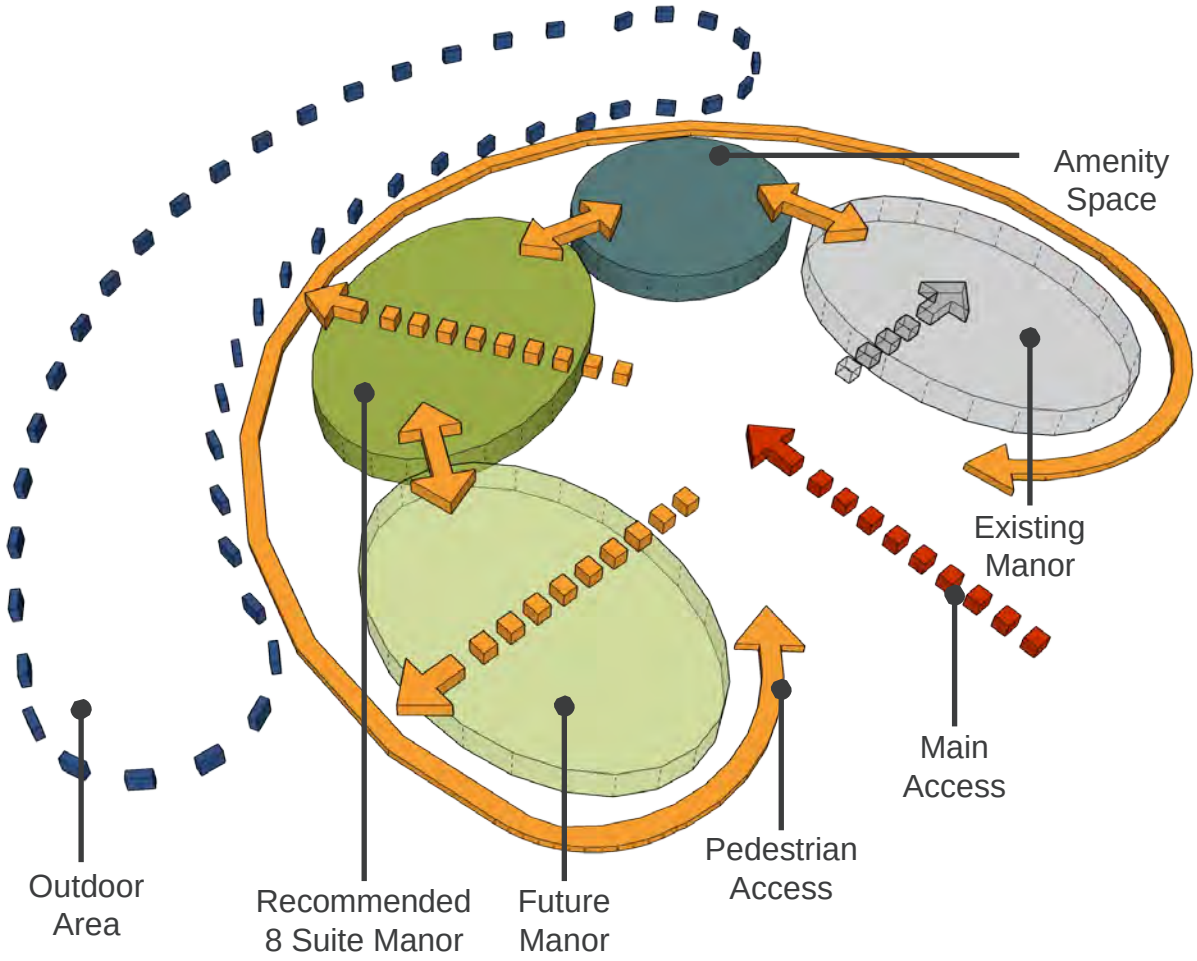
Spatial Relationship Diagram - Iosegun Manor

Spatial relationship diagrams are used to conceptualize how spaces can relate to one another. In the following spatial relationship diagram, the existing Iosegun Manor, future additions, outdoor space, and circulation patterns are depicted.

This radial design concept builds on the existing manor and integrates it with the landscape features that are present. A new amenity space will connect the existing manor to the recommended addition, with the potential for a third addition in the future. The buildings will be embraced by the mature trees and a walking trail that unifies the site into one building and promotes physical activity among the residents.



The second spatial relationship diagram builds on the first diagram with the addition of another six units when the need is there. With this addition, the outdoor amenity space would be relocated to the heavily treed area that is existing. Pathways and seating areas could be carved out of this area, as well as have direct connections back to the manor. When designing the manor, views from the interior to this area should be considered to create a strong connection with nature.



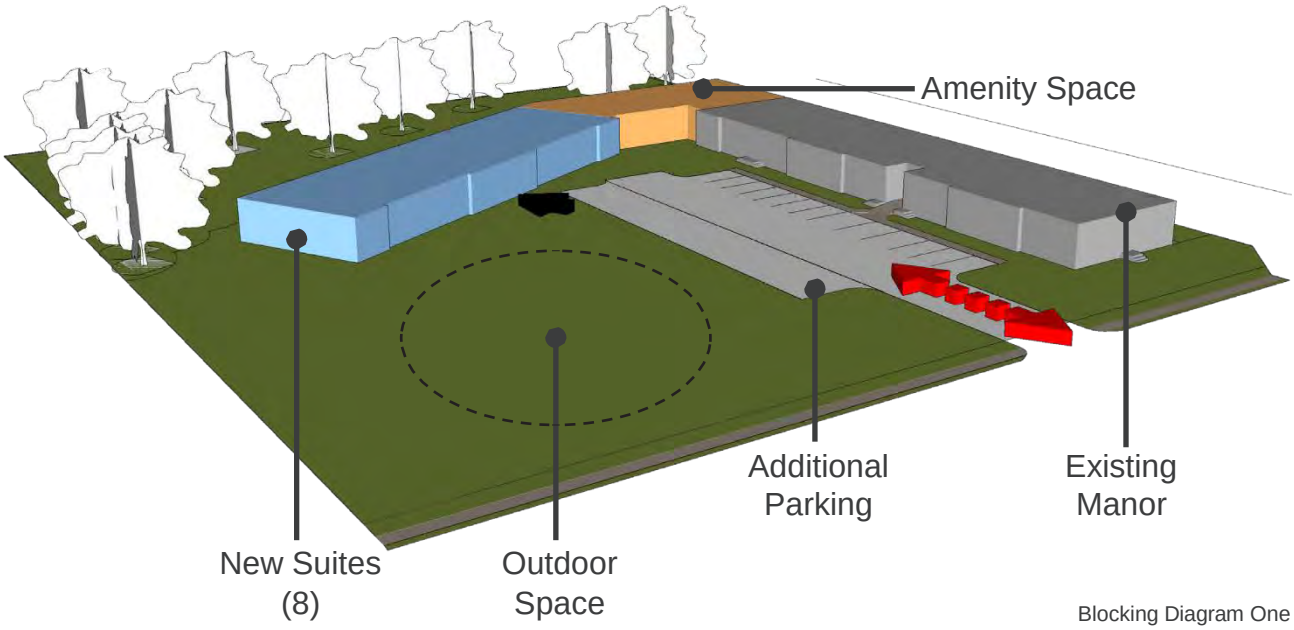
SITE EVALUATION

Iosegun Manor Addition

The amenity room and additional seniors' suites will be connected to the existing manor. The new seniors' units should be constructed to the south of the existing building. The amenity room should be located on the northwest end of the existing building.

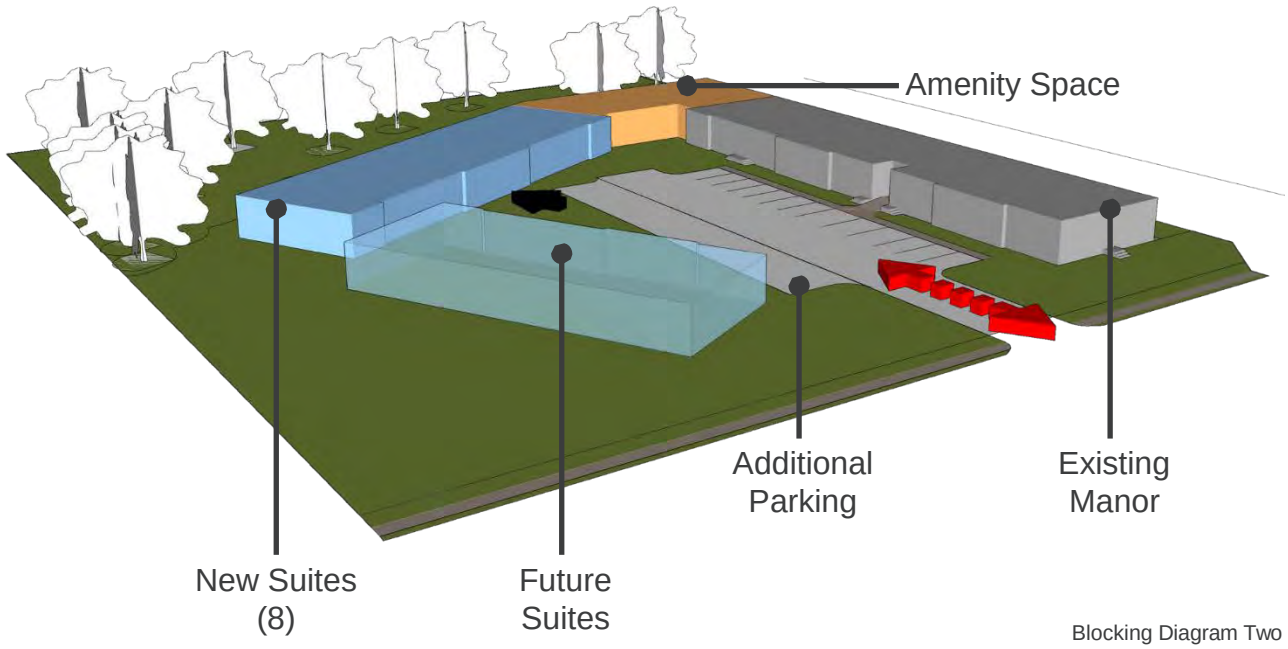
Site Blocking Diagram

The blocking diagram on the following page illustrates the next phase of Iosegun Manor: the addition of an amenity space where residents can hold social events and interact with each other and an addition of eight suites based on a similar style to the existing manor. The amenity space should have a direct connection to the existing manor and to the addition to ensure that it is accessible to all residents in all weather conditions. A direct connection to the parking lot should be considered to keep traffic through the corridors to a minimum if there is a larger event happening. Furthermore, an outdoor amenity space would enhance this area by adding seating and possibly a raised garden area to encourage residents to be active outdoors. The additional suites are planned for the current location of the existing maintenance shed; thus, it would have to be relocated elsewhere on the site.



Blocking Diagram One

The second blocking diagram shows a future addition to Iosegun Manor. Like the second addition, this would be directly attached to ensure residents can move freely throughout the building to visit other residents. The outdoor space that is suggested for the manor would have to be redesigned to make way for additional residents and the new building.

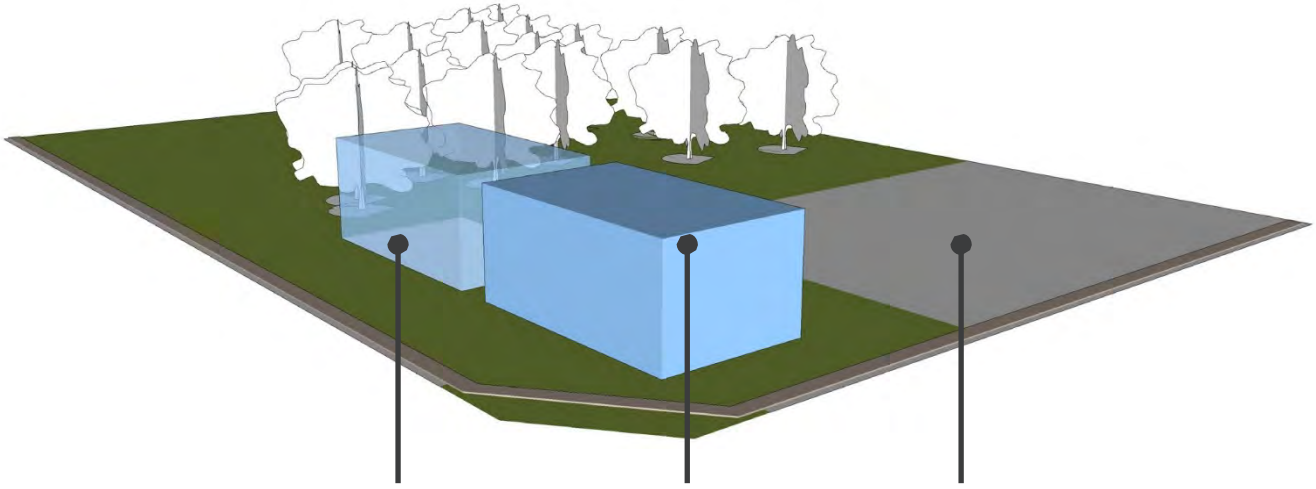


Blocking Diagram Two

Affordable Housing Units

The affordable housing units should be constructed in two complexes of four or five housing units. One possible location for this development would be south of Iosegun Lodge. This location is suitable for families or young people as it is one kilometer from the school, 500m from the multiplex, and 350m from the healthcare centre. The mature trees adjacent to the lot can also provide views and a natural setting for the future tenants. Final site selection would of course require further investigation to determine the best possible site.

Site Blocking Diagram



Blocking Diagram Three

FINANCIAL ANALYSIS

Cost Analysis

The cost analysis is based upon our experience with recently tendered and constructed seniors' lodge projects in Alberta. Currently, typical construction building costs are running at approximately $270.00/ ft². This cost does not include other expenses for site development, project contingency, fee, furniture, equipment, and other related project expenses.

Based on our recommendations, the capital cost estimates for Phase One and subsequent options were generated. The capital cost estimates are provided in the following pages for both the additions to Iosegun Manor and the affordable housing townhouses.

View from Iosegun Manor

Table 1: Project Capital Costs - Iosegun Manor Addition 8 Suites

Element	Cost	Comments
Construction Costs, Facility Portion	$2,268,000.00	Approximately $270.00/ ft² (Assuming 8,400 ft²)
Contingency	$226,800.00	10% of construction costs
Sub-Total, Construction Costs	**$2,494,800.00**	
Site Development	$124,740.00	Approximately 5% of construction costs
Project Costs	$74,844.00	Approximately 3% of construction costs
Subtotal, Facility and Site Construction Costs	**$2,694,384.00**	
Professional Fees	$215,550.00	Approximately 8%
Furniture, Fixtures, and Equipment Costs	$80,831.00	Approximately 3%
Total Project Costs	**$2,990,765.00**	

*The above is an opinion of probable cost only.

The following have specifically been excluded:

1. GST
2. Permits and Development Charges
3. Legal Fees
4. Projected Management Fees
5. Administration Expenses
6. Land Costs

Table 2: Project Capital Costs - Iosegun Manor Amenity Space

Element	Cost	Comments
Construction Costs, Facility Portion	$1,000,000.00	Approximately $250.00/ ft² (Assuming 4000 ft²)
Contingency	$100,000.00	10% of construction costs
Sub-Total, Construction Costs	**$1,100,000.00**	
Site Development	$55,000.000	Approximately 5% of construction costs
Project Costs	$33,000.00	Approximately 3% of construction costs
Subtotal, Facility and Site Construction Costs	**$1,188,000.00**	
Professional Fees	$95,040.00	Approximately 8% of construction costs
Furniture, Fixtures, and Equipment Costs	$59,400.00	Approximately 5% of construction costs
Total Project Costs	**$ 1,342,440.00**	

*The above is an opinion of probable cost only.

The following have specifically been excluded:

1. GST
2. Permits and Development Charges
3. Legal Fees
4. Projected Management Fees
5. Administration Expenses
6. Land Costs

SUBJECT:	**Public Land Use Zone**			
SUBMISSION TO:	COMMITTEE OF THE WHOLE	REVIEWED AND APPROVED FOR SUBMISSION		
MEETING DATE:	January 21, 2019	ICAO: DT		MANAGER:
DEPARTMENT:	COMMUNITY SERVICES	GM: SW		PRESENTER:
STRATEGIC PLAN:	Development			

RELEVANT LEGISLATION:

Provincial (cite) - N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That Committee of the Whole accept the Alberta Environment and Parks presentation on the proposed South Wapiti Public Land Use Zone for information, as presented.

BACKGROUND/PROPOSAL:

A public Land Use Zone (PLUZ) is an area of public land to which legislative controls apply under authority of the Public Land Administration Regulation, to assist in the management of industrial, commercial and recreational land uses and resources. Recently, Alberta Environment and Parks have identified an area south of Grande Prairie and entering into the Grovedale area as a desirable location for a PLUZ designation.

Generally speaking a PLUZ is often established for the following reasons:

- A PLUZ is created for a specific land base and the unique conditions that exist within that land base.
- A PLUZ is established to better manage Alberta's busy landscape and the land use activities, including recreation that occurs in a specific area.
- PLUZ conditions are designed primarily to protect areas containing sensitive resources and manage conflicting land-use activities.
- PLUZ's are not designated as parks or protected areas.

Once a PLUZ is established land use often includes:

- No motorized vehicles are permitted to leave the road other than to use trails designated for an off-highway vehicle or a particular size or type.
- Trail designations indicate the maximum vehicle width accepted for trail sustainability. Vehicles the same width or smaller than those indicated are allowed.

BENEFITS OF THE RECOMMENDED ACTION:

1. The benefit of Committee of the Whole accepting the recommended motion is that they will be provided current information from Alberta Environment and Parks regarding the potential Public Land Use Zone in the Grovedale area.

DISADVANTAGES OF THE RECOMMENDED ACTION:

1. There are no perceived disadvantages to the recommended motion.

ALTERNATIVES CONSIDERED:

Alternative #1:

Council has the alternative to not accept the presentation for information.

FINANCIAL IMPLICATION:

Direct Costs:

There are no direct costs to the recommended motion.

STAFFING IMPLICATION:

There are no staffing implications to the recommended motion.

PUBLIC ENGAGEMENT LEVEL:

INCREASING LEVEL OF PUBLIC IMPACT

Inform

PUBLIC PARTICIPATION GOAL

Inform - To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

PROMISE TO THE PUBLIC

Inform - We will keep you informed.

FOLLOW UP ACTIONS:

There are no follow up actions associated with the recommended motion.

ATTACHMENT(S):

- None

SUBJECT:	**Office of the Fire Commissioner Presentation**				
SUBMISSION TO:	COMMITTEE OF THE WHOLE	REVIEWED AND APPROVED FOR SUBMISSION			
MEETING DATE:	January 21, 2019	ICAO:	DT	MANAGER:	JF
DEPARTMENT:	PROTECTIVE SERVICES	GM:	SW	PRESENTER:	
STRATEGIC PLAN:	Level of Service				

RELEVANT LEGISLATION:
Provincial (cite) – *N/A*

Council Bylaw/Policy (cite) – *N/A*

RECOMMENDED ACTION:
MOTION: That Committee of the Whole-accept the Office of the Fire Commissioner's presentation for information, as presented.

BACKGROUND/PROPOSAL:
The Office of the Fire Commissioner (OFC) is the provincial body responsible for the general oversight of the fire rescue, and search and rescue portion of Alberta's public safety system.

The Office of the Fire Commissioner activities include the following:

- provides technical advisory services to Alberta communities and organizations that deliver fire and emergency response and prevention services for citizens.
- coordinating high-quality, uniform training and certification standards for Alberta's fire rescue, and search and rescue personnel.
- provides various public safety education campaigns and materials aimed at encouraging Albertans and visitors to Alberta to act safely.
- collecting, analyzing and publishing fire and emergency response data generated by fire rescue departments and search and rescue teams.

The Office of the Fire Commissioner from Municipal Affairs will make a presentation to the Committee of the Whole regarding the current state of Grande Cache's fire rescue and search and rescue service accreditation. The dissolution of Grande Cache has resulted in the loss of their safety code enforcement accreditation.

The Office of the Fire Commissioner from Municipal Affairs will explain the positive impacts associated with municipalities having accreditation established within the fire rescue and search and rescue services to conduct safety code enforcement. The OFC will explain the method for Greenview to become an accredited municipality and the positive impacts associated with this change.

Administration is requesting Committee of the Whole to consider recommending to Council that Greenview Administration proceed with establishing accreditation to Greenview.

BENEFITS OF THE RECOMMENDED ACTION:

1. The benefit of accepting the presentation is to confirm receipt of the Committee of the Whole update on Grande Cache's loss of accreditation to conduct safety code enforcement. In addition, Committee of the Whole will be provided with the available process for Administration to establish Greenview's accreditation to conduct safety code enforcement.

DISADVANTAGES OF THE RECOMMENDED ACTION:

1. There are no perceived disadvantages to the recommended motion.

ALTERNATIVES CONSIDERED:

Alternative #1: Council has the alternative to not accept the recommended motion for information.

FINANCIAL IMPLICATION:

There are no financial implications to the recommended motion.

STAFFING IMPLICATION:

There are no staffing implications to the recommended motion.

PUBLIC ENGAGEMENT LEVEL:

Greenview has adopted the IAP2 Framework for public consultation.

INCREASING LEVEL OF PUBLIC IMPACT

Inform

PUBLIC PARTICIPATION GOAL

Inform - To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

PROMISE TO THE PUBLIC

Inform - We will keep you informed.

FOLLOW UP ACTIONS:

If Council wishes to proceed with the required process to establish accreditation for Greenview, Administration will proceed with presenting Council a RFD to authorize this procedure.

ATTACHMENT(S):

- N/A

SUBJECT:	**Infrastructure Concerns**		
SUBMISSION TO:	COMMITTEE OF THE WHOLE	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	January 21, 2019	ICAO: DT	MANAGER:
DEPARTMENT:	CAO SERVICES	GM:	PRESENTER:
STRATEGIC PLAN:	Level of Service		

RELEVANT LEGISLATION:

Provincial (cite) – N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That Committee of the Whole accept the presentation from Mike Gerwatoski and Roy Klassen with regard to infrastructure concerns for information.

BACKGROUND/PROPOSAL:

Administration received the email below from Reeve Gervais requesting that this item be added to the Committee of the Whole agenda.

"I have received a request from Mike Gerwatoski and Roy Klassen to make a presentation to Council at the next COW meeting in DeBolt on January 21. The subject of there presentation will deal with their concerns regarding infrastructure .
Could you have this item put on the agenda"

BENEFITS OF THE RECOMMENDED ACTION:

1. The benefit of accepting the presentation is to confirm receipt of the infrastructure concerns brought forward.

DISADVANTAGES OF THE RECOMMENDED ACTION:

1. There are no perceived disadvantages to the recommended motion.

ALTERNATIVES CONSIDERED:

Alternative #1: Council has the alternative to not accept the recommended motion for information.

FINANCIAL IMPLICATION:

There are no financial implications to the recommended motion.

STAFFING IMPLICATION:

There are no staffing implications to the recommended motion.

PUBLIC ENGAGEMENT LEVEL:

Greenview has adopted the IAP2 Framework for public consultation.

INCREASING LEVEL OF PUBLIC IMPACT

Inform

PUBLIC PARTICIPATION GOAL

Inform - To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

PROMISE TO THE PUBLIC

Inform - We will keep you informed.

FOLLOW UP ACTIONS:

There are no follow up actions to the recommended motion.

ATTACHMENT(S):

- None

SUBJECT:	**Specialized Municipalities**		
SUBMISSION TO:	COMMITTEE OF THE WHOLE	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	January 21, 2019	ICAO: DT	MANAGER:
DEPARTMENT:	CAO SERVICES	GM:	PRESENTER:
STRATEGIC PLAN:	Level of Service		

RELEVANT LEGISLATION:

Provincial (cite) – N/A

Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:

MOTION: That Committee of the Whole accept the presentation from Municipal Affairs regarding Specialized Municipalities for information.

BACKGROUND/PROPOSAL:

Adminsitration has invited MA to come and provide Council with an overview of the pros and cons for consideration regarding specialized municipalities.

BENEFITS OF THE RECOMMENDED ACTION:

1. The benefit of accepting the presentation is to confirm receipt from Municipal Affairs regarding Specialized Municipalities.

DISADVANTAGES OF THE RECOMMENDED ACTION:

1. There are no perceived disadvantages to the recommended motion.

ALTERNATIVES CONSIDERED:

Alternative #1: Council has the alternative to not accept the recommended motion for information.

FINANCIAL IMPLICATION:

There are no financial implications to the recommended motion.

STAFFING IMPLICATION:

There are no staffing implications to the recommended motion.

PUBLIC ENGAGEMENT LEVEL:

Greenview has adopted the IAP2 Framework for public consultation.

INCREASING LEVEL OF PUBLIC IMPACT

Inform

PUBLIC PARTICIPATION GOAL

Inform - To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

PROMISE TO THE PUBLIC

Inform - We will keep you informed.

FOLLOW UP ACTIONS:

There are no follow up actions to the recommended motion.

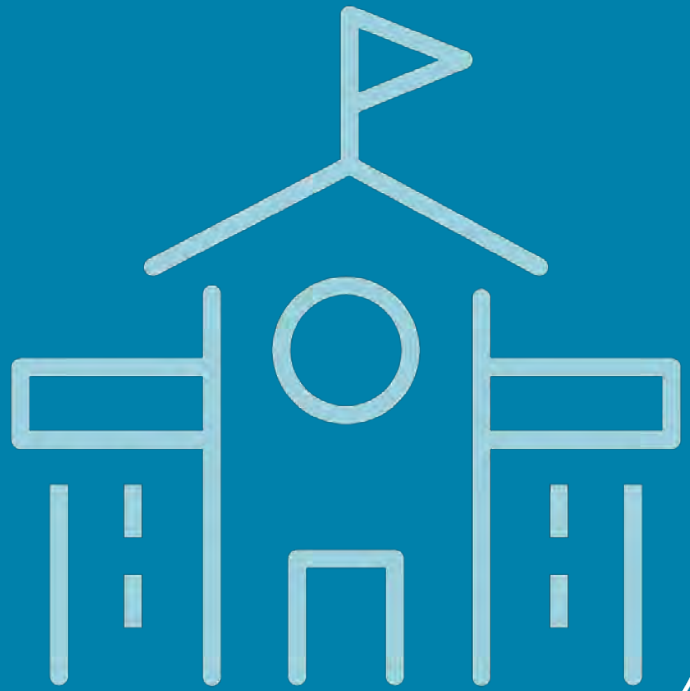
ATTACHMENT(S):

- None

Specialized Municipalities in Alberta

Information for MD of Greenview Council

Sarah Ranson, Manager, Municipal Viability
Linda Reynolds, Municipal Viability Advisor
January 21, 2019



Overview

Legislation

Municipal Status Change Applications

Timelines

Questions

Legislation

Formation

- MGA s.77-90

Change of Status

- MGA s.91-97

Change of Name

- MGA s.98-99

Amalgamation

- MGA s.100-112

Annexation

- MGA s.112.1-128

Dissolution

- MGA s.129-134.1

Municipal Restructuring	Year
Dissolution of Town of Grande Cache	2019
Annexation by Town of Valleyview	2002
Annexation by Town of Fox Creek	1996, 2002
Formation of Municipal District of Greenview No. 16	1993
Establishment of Improvement District No. 16	1968
Changing Numbers of All MDs Throughout the Province	1945

- Changing a municipal district, summer village, town, city, or specialized municipality into another type of municipality in that group
- Recent examples:
  - City of Beaumont (from town) – 2019
  - Town of Nobleford (from village) – 2018
  - Lac La Biche County (specialized municipality from municipal district) – 2017

- Minister receives a request from the municipality’s council
- Minister receives a sufficient petition from the majority of electors of a municipality
- Minister initiated

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- May invite comments on the proposal from all local authorities the Minister considers affected, any other persons, and the public
- May conduct meetings of the public to discuss the probable effects of the change of status.

52

- Councillors and employees of the “old municipality” continue
- All valid bylaws and resolutions of the “old municipality” continue
- Taxes due to the “old municipality” are dealt with by the “new municipality”
- All rights of action, by or against, may be continued
- All property of the municipality continues to be vested
- All assets, liabilities, rights, duties, functions and obligations are maintained

53

Municipal Status Change Applications

54

A formal request should include:

- Council resolution
- Rationale for status change
- Specific legislative modifications requested
- Public engagement results

55

- Specific changes and/or legislative provisions applied to specialized municipalities:
  - Council structure (required)
  - Electoral wards
  - Service areas (including boundaries)
  - Taxation powers
  - Determination of population
  - Grants eligibility

- Public engagement:
  - Methods (i.e. discussion paper, surveys, town hall meetings, stakeholder meetings, social media, etc.)
  - Statistics (# of participants, % of input in support of proposal, etc.)
  - Written submissions from stakeholders (public, business and industry, community groups, etc.)

Timelines

58

- No legislated timeline for requests or response to requests
- Consideration must be given to establishing council structure (and potentially electoral ward boundaries in proximity to general municipal election (new nomination period)
- When special tax powers are requested, effective date is best aligned with the beginning of the fiscal year

- If MD of Greenview council is interested in having specialized municipality status before the 2021 general municipal election, Municipal Affairs suggests the following “no later than” timelines:
  - Public engagement: 2019
  - Application submitted: spring 2020
  - Cabinet decision: fall 2020
  - Effective date: January 1, 2021

09

Questions?

Sarah Ranson, Manager, Municipal Viability sarah.ranson@gov.ab.ca
Linda Reynolds, Municipal Viability Advisor linda.Reynolds@gov.ab.ca

Toll-free 310-0000, 780-427-2225

Alberta

SUBJECT:	**BF71663 Bridge Structure**				
SUBMISSION TO:	COMMITTEE OF THE WHOLE	REVIEWED AND APPROVED FOR SUBMISSION			
MEETING DATE:	January 21, 2019	ICAO:	DT	MANAGER:	
DEPARTMENT:	INFRASTRUCTURE & PLANNING	GM:	GG	PRESENTER:	GG
STRATEGIC PLAN:	Infrastructure				

RELEVANT LEGISLATION:
Provincial (cite) – N/A
Council Bylaw/Policy (cite) – N/A

RECOMMENDED ACTION:
MOTION: That Council accept for information, BF71663 Old High Prairie Road Bridge Assessment.

BACKGROUND/PROPOSAL:
BF71663 is a continuation of Old High Prairie Road in the MD of Smokey River. It has undergone multiple natural and man-caused damages; typically addressed with low-cost repairs. Current deficiencies include: pier settlement, shifting and cracking; up to 29% corrosion of steel; 50% paint missing; rotting deck & sub-deck; superstructure distortion, bows, dents, and holes. Constructed in 1925, the bridge does not meet current height or width standards.

BF71663 is an essential piece of infrastructure in the MD of Smoky River connecting the MD of Greenview and MD of Big Lakes, if not replaced would be a substantial loss for the surrounding communities and industry users.

The bridge connects light industry and community residents on the Old High Prairie Road (OHPR), providing a route between Greenview and Big Lakes County. Rehabilitation would increase through traffic, replacement will resolve height, width and weight restrictions, and provides a viable route in event of a highway 49 closure.

Guidelines and Principals known as GAP Funding was discontinued in 2013/14. Alberta Transportation would have taken the lead in initializing these types of projects. GAP funding would have supported 80-90% of Major projects and 60-70% for minor projects with the remainder of the cost coming from the Municipality.

WSP completed a cost valuation to rehabilitate or replace the bridge, including life expectancies and upkeep.
1) Repair costs to increase the lifespan 10-20 years ranged from $1.6M-$4.4M.
2) Replacement for a single-lane bridge would last 80 years, costing $7.3M.
3) Replacement for a two-lane costing$11.9M.

WSP strongly recommended for a replacement if funds can be secured for 2019; or partial rehabilitation to buy time and acquire future funding for a replacement.

The MD of Smoky River ultimately will be seeking up to 1/3 funding support from the MD of Greenview and the MD of Big Lakes for costs of the replacement of a single lane bridge replacement. If supported, Smoky River would be requesting funds to start the preliminary engineering in 2019 with a possible construction date of approximately 2021.

Example; preliminary engineering estimated at 15% on 7.3 million for a single lane bridge between three parties would be $365,000 each.

BENEFITS OF THE RECOMMENDED ACTION:

1. The benefit of the recommended action will justify completion of Greenview's Old High Prairie Road upgrades.

DISADVANTAGES OF THE RECOMMENDED ACTION:

The asset in question is outside of Greenview, therefore we have no direct ownership.

ALTERNATIVES CONSIDERED:

Alternative #1: Council has the alternative to reject administrations cost sharing pursuit, and leave the MD of Smokey River to acquire funding elsewhere.

FINANCIAL IMPLICATION:

Direct Costs:

To be determined with Smokey River No. 130 at Greenview's Discretion.

Ongoing / Future Costs:

None anticipated.

STAFFING IMPLICATION:

There are no staffing implications to the recommended motion.

PUBLIC ENGAGEMENT LEVEL:

INCREASING LEVEL OF PUBLIC IMPACT

Inform

PUBLIC PARTICIPATION GOAL

Inform - To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

PROMISE TO THE PUBLIC

Inform - We will keep you informed.

FOLLOW UP ACTIONS:

Administration will take council's feedback into account while preparing a cost sharing agreement with MD of Smokey River No. 130, and Big Lakes County, if Council is receptive.

ATTACHMENT(S):

- BF71663 Old High Prairie Road Bridge Assessment

MUNICIPAL DISTRICT OF SMOKY RIVER NO. 130

BRIDGE ASSESSMENT REPORT

BRIDGE FILE 71663 – OLD HIGH PRAIRIE ROAD BRIDGE

NOVEMBER 2018 - DRAFT

SIGNATURES

PREPARED BY

George Kalamoutsos, P. Eng.
Bridge Engineer

REVIEWED BY

Thierry Chicoine, P. Eng.
Bridge Engineer

APPROVED[1] BY

Greg Plewis, P. Eng.
Project Director

Date

Opus Stewart Weir Ltd. prepared this report solely for the use of the intended recipient, Municipal District of Smoky River No. 130, in accordance with the professional services agreement. The intended recipient is solely responsible for the disclosure of any information contained in this report. The content and opinions contained in the present report are based on the observations and/or information available to Opus Stewart Weir Ltd. at the time of preparation. If a third party makes use of, relies on, or makes decisions in accordance with this report, said third party is solely responsible for such use, reliance or decisions. Opus Stewart Weir Ltd. does not accept responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken by said third party based on this report. This limitations statement is considered an integral part of this report.

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1 OVERVIEW

1.1 INTRODUCTION

Opus Stewart Weir Ltd., a recent WSP acquisition, (WSP) was engaged by the Municipal District of Smoky River, No. 130 for the bridge assessment of the Old High Prairie Road Bridge (BF 71663). The assessment included a visual site inspection, Level 2 BIM inspection, and review of bridge files. Condition and functional deficiencies are identified in the report along with potential life cycle strategies for the crossing. The report provides recommendations for the optimal strategy to address the condition and functional deficiencies with consideration to environmental impact, user impact, and life cycle costs.

1.2 STRUCTURE DESCRIPTION

The existing Old High Prairie Road Bridge is located in the Little Smoky River valley, approximately 32 km south-west of High Prairie, Alberta.

Constructed in 1925, the 4-span bridge is composed of a 6.1 m treated timber span, an 18.3 m pony truss span, and two through truss spans, 94.1 m and 38.1 m long. The bridge has a clear roadway width of 4.8 m and a posted vertical clearance of 4.6 m and carries and estimated AADT of 50 vpd. The superstructure is supported on solid shaft concrete piers and cast-in-place concrete and timber abutments. All three piers are supported by driven steel h-pile foundations.

Photos of the existing structure taken during our site inspection are included in Appendix A.

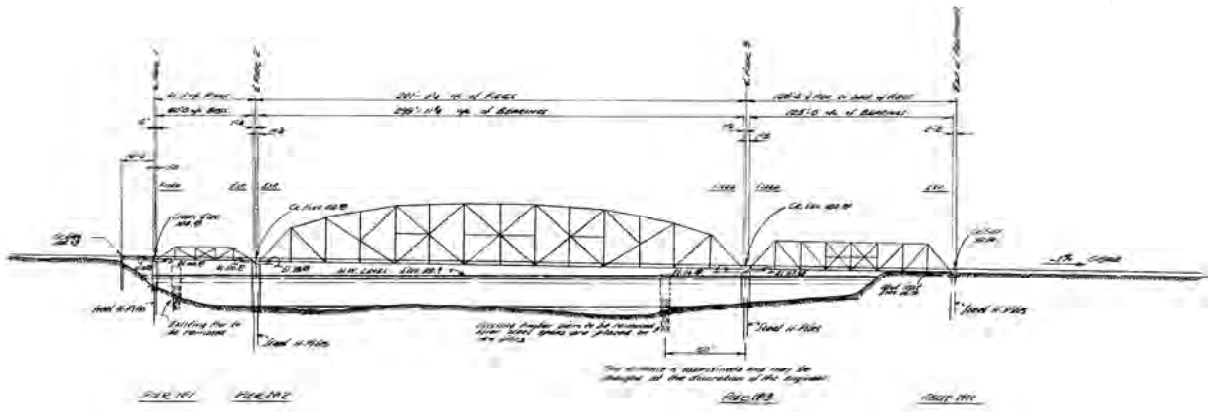

Figure 1: Reference Drawing Elevation View

2 HISTORY

This crossing dates back to 1925 and has existed in its current configuration since 1950 when new end spans were constructed and the main truss span was relocated onto new concrete piers. During its 93-year history, the bridge has been modified, repaired and rehabilitated several times. The follow timeline provides a summary of the most significant interventions and events as recorded in the existing bridge files.

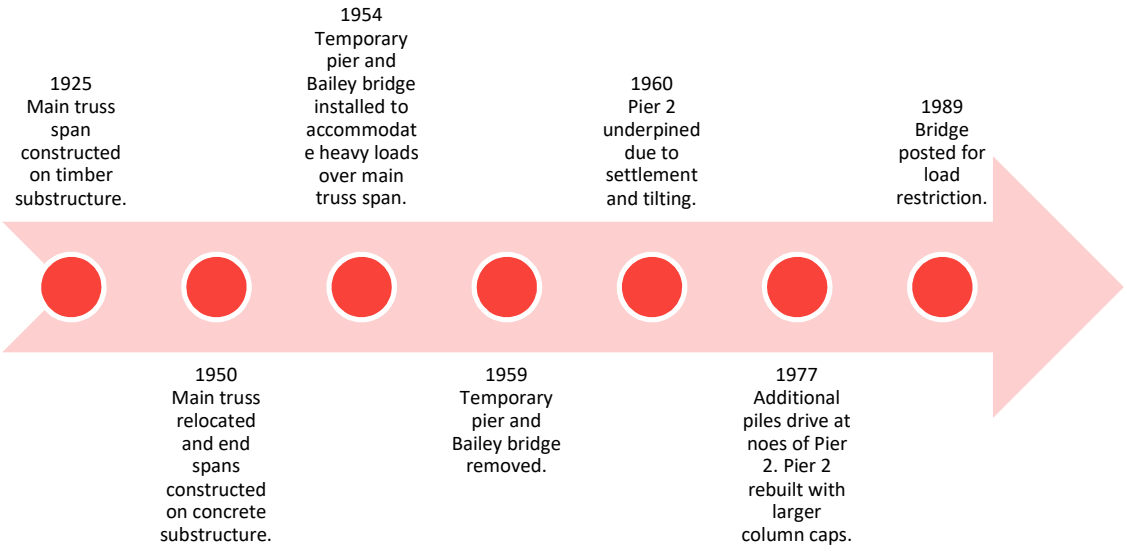

Figure 2: Timeline

In addition to the events highlighted in the above timelines, the bridge has been repaired, rehabilitated, and maintained on an ongoing basis. It has also experienced some issues with washouts, settlement, and vehicle collisions. The following table provides a summary of the significant repair history and other notable events recorded in the bridge files.

Table 2.1 Repair History

DATE	DESCRIPTION
Recent	Partial strip deck replacement annually Miscellaneous repairs as required
2005	Steel truss repairs Partial strip deck and wheel guard replacement
1998	Replace rotten timber caps at Abutment 1 and Pier 1 Band and tar split piles at Abutment 1
1994	Strip deck replaced

1991	Steel truss repairs
1989	Bridge posted for load restriction
1986	Steel truss repairs
1985	Strip deck replaced
1984	Shotcrete repair of Pier 3
1977	Additional piling installed on upstream side of Pier 2 Strip deck replaced
1975	H-pile column installed to support failed corner of Pier 2
1971	Repair top of concrete pier under NE bearing of main span truss (Pier 3)
1970	Pony truss (Span 2) painted
1967	Strip deck replaced
1960	Underpinning of Pier 2
1959	Removed temporary wooden pier and Bailey bridging
1958	Rebuild partially demolished temporary wooden pier at midspan of main truss
1957	Wide load damage
1955	Bailey bridge and temporary pier installed
1950	Substructure upgraded to cast-in-place concrete Main truss relocated to accommodate longer end span New end spans constructed
1947	Centre bent of south pier settled – note that “entire bridge has tendency to shift to the south”
1936	Ice damaged pier nose Piles installed in front of pier to stabilize
1934	North approach washed out – file indicates difficulty maintaining north approach

3 CONDITION

3.1 BIM REPORT SUMMARY

The following is a summary of the Level 1 BIM report completed by Randy Bredo on May 9, 2018 as part of this assignment.

Table 3.1 BIM Report Summary

ITEM	RATING	NOTES SUMMARY
Year Built	1925	
Clear Roadway	4.8 m	
AADT / Year	50 (2017)	
Allowable Load	18 - 23 - 27	H 18 t, HS 23 t, CS3 27 t
Structural Condition Rating	33.3%	
Sufficiency Rating	22.0%	
Estimated Replacement Year	2025	
Approach Road General Rating	4	• Horizontal & vertical curves, reduced speed limited site distance.
Superstructure General Rating Span 2 Pony Truss	4	• 20% rotten and split strip deck. • Bridgerail rating = 3. • 50% paint failure and 10% light corrosion. • Bearing L5N jammed against span 3. • Subdeck 95% incipient rot. • West end of truss 150mm downstream.
Superstructure General Rating Span 3 & 4 Through Truss	3	• 20% rotten and split strip deck and wheel guards. • Distortion, bows, dents, bullet holes, sags etc. • Scaling rust on span 4 floor beam top flange and web. • Subdeck 95% incipient rot. • Pier 3 north down 170mm, south down 60mm. • At Pier 3 north truss offline 200mm downstream. • Rating governed by diagonals.
Superstructure General Rating Span 1 Treated Timber	4	• 20% worn and rotting wearing surface. • Bridge rail post leaning outward. • 8 of 12 stringers have incipient rot. • Subdeck 95% incipient rot.

Substructure General Rating	3	• Wide diagonal crack at Abut 2 backwall. • 2 of 4 piles have incipient rot at Abut 1. • Pier 3 delam at top, wide diagonal cracking, cracking emanating from anchor bolts. • Pier 2 cracks from anchor bolts. • Pier nosing plate too high. • Void under west side of Pier 3 (Aug. 2017) • S. end of Pier 3 appears 200mm lower. • Pier 3 moved downstream up to 200mm
Channel General Rating	5	• Cut banks on all outside bends. Not affecting structure.

The complete BIM inspection report is included in Appendix B.

A Level 2 Specialized Steel Inspection was also completed by Randy Bredo as part of this assignment. The Level 2 report identifies various structural deficiencies in more specific detail than is provided in the Level 1 report and expands on the life expectancy and repair recommendations. Recommendations in the report include: replace strip deck, replace wheel guards, bridgerail repairs, and replace various steel truss members within 3 years. The report also recommends additional steel truss member replacements and heat straightening repairs within 5 years. The only high priority item identified is the observed settlement of Pier 3. The report recommends further investigation to determine if the pier is moving or has potential to move more. The bridge is in overall poor condition and will have high maintenance cost to keep the structure in service. The full Level 2 report and cover letter an included in Appendix B.

3.2 ENGINEERING REPORTS

A previous engineering assessment report was completed by others in 2002. This report indicated that the bridge was in generally fair to poor condition. It also reported several functional deficiencies such as poor horizontal and vertical approach alignment and restricted load capacity. Two alternatives were considered in the report, maintain the existing bridge for 15 years, or replace it immediately. At that time, the report recommended maintaining the bridge to extends its service life.

Ultrasonic steel inspection and testing was completed by others in 2001, 2005, and 2011. The steel inspection reports indicated various conditional deficiencies and provide recommendations for repair. Based on the bridge file records, some the repairs were carried out in 2005, but since that time no further steel repairs have been completed. The 2011 report lists several high priority maintenance items that do not appear to have been addressed. The most notable of these are two cracked diagonals on the main truss span. Diagonals m5-L8N and m5-L8S are listed as cracked and in need of replacement within one year.

Alberta Transportation conducted an internal bridge assessment in 1990 following the initial bridge posting and subsequent request for strengthening. The assessment considered 3 strategies, strengthening, immediate replacement, and do nothing. At that time, the report recommended do nothing approach, indicating that the high cost of replacement or strengthening was not justified

by the low usage. The report noted that strengthening had limited benefit due to the height and width restrictions.

3.3 SITE INSPECTION

WSP carried out a visual inspection of the bridge on May 10, 2018. The bridge inspection was carried out by George Kalamoutsos, P. Eng., in overcast conditions with an air temperature of about 10° C. The following is a summary of the bridge condition based on our observations made during the inspection:

ALIGNMENT

The bridge carries the eastbound and westbound traffic of Old High Prairie Road over the Little Smoky River and is oriented in a north-south direction. The speed limit is reduced to 30 km/hr over the bridge with signage indicating one lane of traffic over the narrow bridge. Due to the local north-south orientation of the bridge and broader east-west orientation of the roadway, this report and other bridge file documents refer to the south side of the bridge as either the "south" or "west" and similarly refer to the north side of the bridge as either the "east" or "north."

Both approach roads wind down into the Smoky River valley gradually and approach the bridge on both vertical and horizontal curves. Site distance is limited in both directions. The bridge sits slightly higher than the approach road in the immediate vicinity of the bridge. For small cars with drivers lower to the ground, this give makes it difficult to determine if there is oncoming traffic at the far end of the bridge, particularly for westbound traffic.

There are approach roads at the southeast and northwest corners of the bridge.

APPROACH ROAD

The gravel approach roads were in generally fair condition at the time of our inspection. At the south end of the bridge, the approach road had dips, bumps, and potholes in the immediate vicinity of the bridge. This included a large pothole right at the joint between the approach road and the timber end span.

The north approach road was in good condition close to the bridge, but soft areas with uneven surface and potholes were observed about 500 m up the road.

APPROACH GUARDRAIL

The w-beam guardrail is shorter than current standards at all four corners and was in generally poor conditions. There were broken timber posts at the NW and SE corners and damage w-beam at the NE and SE corners.

DECK

The timber deck wearing surface was in generally poor condition throughout. There were rotten planks, nail pop-ups, splits, and loose ends. Some potholes had formed in the rotten planks resulting in an uneven riding surface.

Our visual inspection did include any special access and as such the subdeck was not accessible for close visual inspection.

Additional comments on the condition of the deck and subdeck are included in the level 2 BIM inspection report in Appendix B.

WHEEL GUARDS

Damage and deterioration was noted on the timber wheel guards along the full length of the bridge. There were splintered guards, missing supports and evidence of wheel and/or plow scrapes. In general, the wheel guards were in poor condition.

Figure 3: Wheel Guard

Figure 4: Span 1 Bridge Rail

BRIDGE RAIL

The type and condition of the bridge rail varied between spans.

Span 1 bridge rail consists of a double layer w-beam rail on timber posts and extends continuously into the w-beam approach rail. The east bridge rail was leaning out, likely because of collision damage. A closer look at the bolted connection revealed local crushing of the timber stringer at the top bolt connection. The bridge rail portion of the w-beam was in general good condition, only the support connections on the east side were in poor condition.

Span 2 bridge rail consists of a steel lattice supported by the above deck portion of the pony truss with one additional vertical support at each end of the span. The lattice is dented, warped, and broken in places. This bridge rail system does not meet current standards.

Span 3 and Span 4 bridge rails consist of a double layer w-beam rail supported by the through truss vertical and diagonal members. The rail is in fair to good condition throughout but does not meet current standards.

SUPERSTRUCTURE

A level 2 BIM inspection, which included hands-on inspection of the steel truss members and timber coring, was completed as part of this assignment. The findings of the detailed inspection are reported in Appendix B. The follow is a summary of observations were made also made during our visual inspection on May 10 and comments included in the BIM report.

Figure 5: Bridge Elevation Looking West

SPAN 1 – TREATED TIMBER (6.10 m)

The treated timber end span slopes down toward the abutment resulting in a bump at Pier 1. There is some local damage to the exterior stringers at the bridge rail connections and timber coring found that 8 of the 12 stringers have incipient rot.

SPAN 2 – PONY TRUSS (18.30 m)

Span 2 does not align with the Spans 1 and 3. Looking from north to south, the span appears to veer to the west. This could be a result to substructure movement, or the span was installed at a slight skew. There were no notable defects on the pony truss members.

Figure 6: Horizontal Misalignment at Pier 2

SPAN 3 – PRIMARY THROUGH TRUSS (91.40 m)

The main span truss appeared to dip down toward the north pier. This visual observation was also confirmed by the BIM inspector who noted that the truss is down at Pier 3. Although no measurements were taken as part of the initial visual inspection, the truss also appeared to lean to the east. These observations were subsequently confirmed by a survey which found both vertical and horizontal misalignment. The survey results are discussed further in section 4.3 of this report.

Numerous dents and bends were noted on the through truss, as well as evidence of past repairs and member replacements. Several diagonal members with significant sags were noted near midspan. The BIM inspection report included in Appendix B provides details on the various deficiencies.

Minor corrosion was noted throughout.

SPAN 4 – SECONDARY THROUGH TRUSS (38.10 m)

Similar to Span 3, the secondary through truss span had nicks, dents, and minor corrosion. The BIM report also noted a bullet hole, that is not readily repairable.

ABUTMENTS

Abutment 1 consists of 4 timber piles with a timber cap supporting the south end of the timber end span. The piles were split, and coring revealed that all 4 piles were beginning to rot. The timber pile cap was in good condition with no observed rot. No concerns were noted with the timber backwall.

Abutment 2 is a cast-in-place concrete abutment on steel h-piles. This abutment has a wide diagonal crack near the east bearing and various other smaller cracks throughout.

PIERS

Pier 1 is composed of a concrete top beam on two circular concrete columns which are supported by steel h-piles. The concrete pier appeared to be in generally fair condition with minor cracks and some efflorescence. This pier supports the north end of the timber span and the south end of the pony truss.

Figure 7: Pier 2

Figure 8: Pier 3

Pier 2 is leaning significantly to the east. Although not measured as part of this visual inspection, the settlement/movement is clearly evident by visual inspection. This pier is cast-in-place concrete supported by steel h-piles. It supports the south end of the main span and has been repaired and modified since its original construction. There are large rectangular concrete additions at the top of each pier column, directly below the bearing. These large concrete masses, stand out from the rest of the pier as an obvious modification and are exhibiting extensive map cracking and efflorescence. Pier 2 also has a widened footing on the east side. Bridge file records indicate that this was constructed with additional steel piles in an attempt to stabilise the pier when it was observed to be settling. The main concrete shaft appeared to be in generally good condition and was covered with graffiti on the lower, more accessible areas.

Pier 3 is composed of concrete on steel h-piles and supports the north end of the main span. This pier has been repaired directly below both bearings. The repair areas are exhibiting map cracking with efflorescence. Some cracking and surface scaling was also observed on the main pier shaft. This pier also appears to have shifted and/or settled. Pier 3 was inspected a second time as part of this assignment. The second inspection was carried out on September 3, 2018 by Randy Bredo

and was limited to tilt measurements and visual inspection of the exposed piles during lower water levels. It was found that the Pier 3 is tilted about 0.3 degrees to the south, which is a transverse tilt in the downstream direction. Corrosion was observed on the piles with up to 2/3 section loss, but only a small length of a few piles was exposed and visible for inspection.

BEARINGS

The north abutment bearings were overextended and bearing dowels were bent. This indicates that either the bridge has moved south, or the abutment has moved inward toward the river.

Due to access requirements, the pier bearings were not inspected as part of this visual inspection. However, we did note that the bridge spans appeared to be jammed up against each other on the west side of pier 2, while there was some space between spans on the east side of pier 2.

Close visual inspection of the bearings was completed as part of the BIM inspection. The inspection report indicates that the all three truss spans are jammed against each other at piers 2 and 3. Although pier 3 has fixed bearings, visual inspection and photo records show that the ends of the two spans are in contact.

Figure 9: Span 2 and 3 Trusses Jammed at Pier 2

HEADSLOPES & SIDESLOPES

The side slopes at both ends of the bridge were well vegetated with no erosion gullies or noted concerns. The head slopes were partially vegetated and appeared stable.

UTILITIES

There were no utilities observed at the site.

4 FUNCTION

4.1 GEOMETRY

Old High Prairie Road descends gradually into the Smoky River valley approaching the bridge with vertical and horizontal curves at both ends. The valley is fairly wide at the crossing location allowing for the gradual decent into the valley and modest vertical slopes in the immediate vicinity of the bridge. At both approaches, the road dips before the bridge such that the final bridge approach is uphill from either direction. This impedes the view of oncoming traffic for smaller vehicles where the driver sits low. The steel members of the trusses also impede the view of oncoming traffic.

Bridge replacement would be an opportunity to improve the approach alignment as the crossing design is evaluated from one end of the valley to the other. Even minor improvements to the roadway in the immediate vicinity of the bridge could improve site distance and partially address these functional deficiencies.

The bridge width and height do not meet current design standards and limit its function for high or wide vehicles. Posted at 4.6 m vertical clearance, the bridge is well below the current Alberta Transportation minimum design clearance of 5.4 m. The truss has been hit by over height vehicles several times resulting in damage to the main span portal. Clear roadway width is also well below current standards. The bridge has a clear roadway width of 4.8 m allowing only a single lane of traffic on the structure, whereas the design standard is an 8.0 m, two lane roadway (RLU-208G-90).

The bridge is a square bridge installed at a slight skew angle to the river. Although the bridge appears to be nearly square, we did find a file note from 1936 indicating that the pier was significantly misaligned during high flow. This note predates the existing bridge substructure but would warrant further investigation during design of a new structure. In general, the channel alignment appears to be good.

4.2 HYDRAULIC OPENING

Our review of the available bridge file information did not reveal any significant issues with the current hydraulic opening. The bridge was designed for a high water level about 2.1 m below the deck. During the largest reported flood event, which occurred in 1996, the water level did not reach the design high water level. There were also no issues reported as a result of the 1996 flood. This indicates that the current bridge elevation and hydraulic opening are adequate.

Alberta Transportation hydrotechnical summary indicates that the channel slope is 0.0016 m/m and the drainage area is 10,550 km^2. The summary also provides the following recommended parameters:

- Flow, Q = 2000 cms
- Velocity, V = 3.2 m/s

— High Water, Y = 6.0 m

These values are estimates only, a more in-depth review of the channel characteristics would be required for replacement design.

4.3 GEOTECHNICAL

The Little Smoky River valley is known to be subject to large-scale, deep-seated movement. Specialized geotechnical input will be required for replacement design. This assignment did not include any geotechnical investigation and our file review did not find any site specific geotechnical information. However, issues and studies at the nearby Highway 49 crossing can provide some insight into the likely geotechnical conditions at the Old High Prairie Road Bridge. The Highway 49 crossing location is characterized by deep and steep valley walls and large-scale landslide movements. It is reasonable to expect that the similar slope instability will exist in the valley at the Old High Prairie Road crossing.

Although the valley is generally subject to instability, the placement of the Old High Prairie Road Bridge may reduce the likelihood of direct effects of this movement. Located at a relatively wide valley cross section, the bridge crosses the river away from valley toe and therefore away from the area of direct influence. It is therefore reasonable to assume that the Old High Prairie Road bridge may be at a more geotechnically stable location than the neighbouring Highway 49 bridge. This is supported by the bridge file records which do not indicate symptoms of movement in the same magnitude as the Highway 49 bridge.

While the bridge is likely situated in a location less susceptible to deep-seated movement than the neighbouring Highway 49 bridge, the Old High Prairie Road bridge has exhibited symptoms of geotechnical issues. Most prominently at Pier 2 at the south end of the main span. This pier settled and tilted after construction and was underpinned in 1960 with an additional 22 piles cast into a wider footing around the original 8 piles. A subsequent pier repair carried out in 1977 included another 3 piles driven around the nose of the pier to prevent further settlement and modifications to the concrete pier top to correct the bearing elevations. There are no records of subsequent survey or tilt measurements to determine if the combine 1960 and 1977 repairs were effective.

Our visual inspection found that the main span truss appeared to dip down to the north and lean to the east. Past BIM inspection report indicated a global twist of main span. These observations were confirmed with survey and indicate that the there has been settlement at Pier 3. Our inspection also found that the north abutment bearings were overextended, and the BIM inspection found all three trusses were jammed together, indicating an inward slope movement.

The Level 2 BIM report, survey and field measurements indicate movement at Pier 3, both vertically and laterally. The piers should be monitored closely for any continued movement. A geotechnical study of the substructure movement should be carried out if the bridge is to be kept in service.

The following charts show the surveyed elevations at the top corners of Pier 2 and Pier 3 since substructure construction in 1950. For Pier 2, the 1977 pier top modifications brought the entire

pier top up to an elevation similar to the original design elevation. No survey data was available, so we assumed an elevation based on the design drawings.

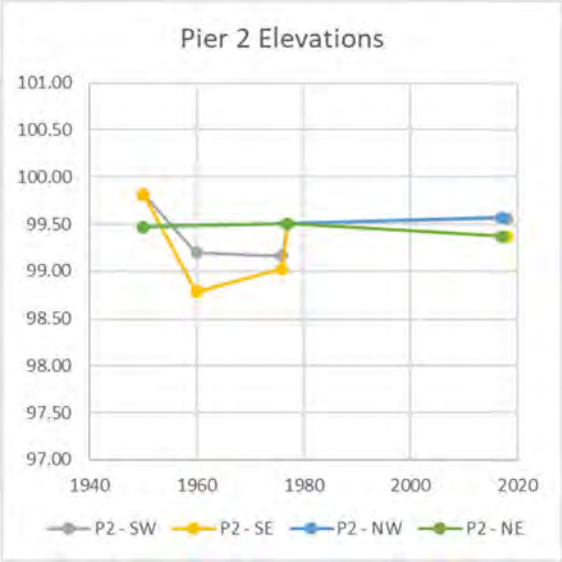

Figure 10: Pier 2 Elevation Chart

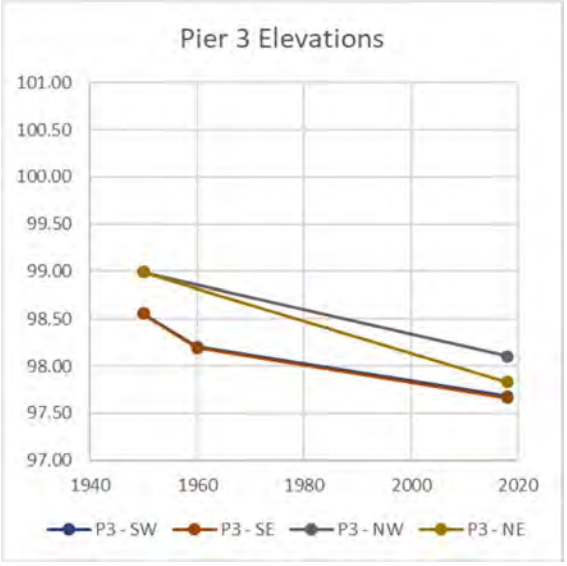

Figure 11: Pier 3 Elevation Chart

Based on the survey results and assumed 1977 elevations, it appears there has been settlement of the east (upstream) side of Pier 2. The survey results also indicate substantial settlement at Pier 3. This pier has settled more uniformly than Pier 2 but has moved substantially over the past 68 years. Our survey results indicate that Pier 3 is approximately 900 mm lower than its original construction elevation. One survey point indicates even greater movement, but this is more likely an inconsistency due to the uneven shotcrete repair of the pier top. A summary of the survey results and tilt measurements is included in Appendix E.

4.4 STRUCTURAL

The bridge is deficient in load carrying capacity and is posted as follows:

CS1 (single-unit vehicles)	18 tonnes
CS2 (two-unit vehicles)	24 tonnes
CS3 (vehicle trains)	28 tonnes

These maximum loads are substantially lower than the legal loads of 28 tonne CS1 truck, 49 tonne CS2 truck, and 54 tonne CS3 truck for local roads. The restriction was originally posted in 1989 and shortly thereafter area farmers began expressing concern that the posting was to low. An assessment completed in 1990 recommended a “do nothing” approach indicating that the cost of strengthening was not justified by the low traffic volume.

The load rating for the single-unit truck is governed by Span 2 stringers in flexure. The Level 2 BIM inspection reported deterioration of the Span 2 stringers, with a measured top flange section loss of up to 29%. It is not clear if deterioration was accounted for in the previous load rating.

Although the inspector noted that top flange corrosion is not typically a concern until it reaches 50%, in this case any additional section loss would reduce capacity of the governing member and effect the load rating for the structure.

Structural capacity of the bridge has been a functional limitation for local traffic since the bridge was posted in 1989. As the bridge continues to age and deteriorate, the structural capacity may also decline and warrant further reduction in the posted load limits. If the structure is to be kept in service, a new load evaluation should be completed considering the current observed deterioration. Some Span 2 stringers may require replacement to avoid further reduction to the bridge posting.

Figure 12: Bridge Posting

4.5 PLANNED IMPROVEMENTS

The bridge is located in the MD of Smoky River but connects industry and residence in MD of Greenview and Big Lakes County as well. As such, any improvements would have benefits well beyond the borders of the MD of Smoky River. Similarly, the deficiencies and limitations of the existing structure have negative impacts both within and outside of the MD of Smoky River.

South of the bridge, Old High Prairie Road is primarily in the MD of Greenview and extends about 35 km south to Highway 2. The MD of Greenview has developed a multi-stage improvement plan for the road which would ultimately see it widened and paved to meet the RLU-208G-90 standard. Part of the improvement strategy has been carried out, including 8.5 km of subgrade repair and re-gravelling, but the remaining work has been put on hold pending improvement to the Smoky River Bridge. The planned improvement is seen to have limited benefit without upgrading to address the functional deficiencies of the Smoky River Bridge.

The portion of Old High Prairie Road north of the bridge to Highway 747 is located within the MD of Smoky River. Although there is a local desire to improve the road and bridge, due to budgetary constraints there are currently no specific plans for improvement. The MD of Smoky River is leading this assessment and seeking outside funding sources to facilitate improvements.

No portion of Old High Prairie Road falls within Big Lakes County, but the bridge does provide a direct access from the south side of the river to Big Lakes County and the town of High Prairie on the North side of the river. As such Big Lakes County recognises the value of the roadway and bridge and has expressed a desire to see the road and bridge upgraded.

The bridge is currently a limiting element in the function of Old High Prairie Road. Planned improvements to the roadway will have limited benefit due to the structural and geometric deficiencies of the bridge. As such, improvements will likely continue to be postponed until a plan for bridge replacement is in place.

The most recent traffic counts estimate an AADT of 50 vehicles-per-day cross the Smoky River Bridge. The low traffic counts may be partially due to the restrictions on vehicle height, width, and weight. A new bridge without the same geometric and structural restrictions may result in higher traffic volumes. Similarly, if improvements to the entire Old High Prairie Road were carried out there could be increases in usage. A traffic study to determine the need and provide further insight on the potential for increased usage would be valuable in assessing the potential benefit of a new bridge and/or implementation of the planned roadway improvements.

5 LIFE CYCLE STRATEGIES

In developing life cycle strategies for the crossing, we considered the observed condition deficiencies and how the strategies would affect the functional deficiencies. We looked for opportunities to minimize upfront cost and total present value cost and developed several feasible alternatives for this site.

5.1 ALTERNATIVE 1 – MAJOR REHABILITATION

The first alternative is a major rehabilitation intended to provide the maximum service life extension. In this alternative, all the condition deficiencies are addressed with long-term performance of the existing structure as the main objective. We estimate that this strategy could extent the service life of the existing bridge an additional 20 years. At that time, the bridge will be 113 years old and likely will have reached the end of its useful life. Some minor repairs due to continued deterioration and/or vehicle impact damage will likely be required during the 20-year service life extension. We have included a minor rehabilitation at the 10-year mark in the present value analysis of this alternative.

5.1.1 CONDITION IMPROVEMENTS

DECK

This alternative includes full replacement of the strip deck and subdeck as part of the initial 2019 rehabilitation. With an estimate 95% of the existing subdeck exhibiting incipient rot, proactive replacement of the entire timber deck provides the most effective repair. Full replacement also provides the added benefit of access to repair or replace the steel stringers as discussed below.

The strip deck is currently about 20% rotten, so selective partial replacement would adequately address the issue in the short-term. However, over the 20-year service life extension, the cost savings of completing full replacement in conjunction with subdeck replacement and stringer repairs is expected to outweigh the initial cost savings of selective replacement.

SUPERSTRUCTURE

A total of 14 steel truss members have been identified for replacement, 6 for heat straightening repair, and 3 for other minor repairs. This aligns with the recommendations in the Level 2 steel truss inspection. An estimated 16 steel stringers have also been included for replacement. Since, the span 2 stringers governed the load rating, any section loss or deterioration could potentially reduce the maximum allowable truck load. As such, any stringers exhibiting significant section loss should be replaced to prevent the need to further reduce the bridge posting.

The BIM inspection noted 50% paint failure with only 10% minor section loss. This is abnormally good performance for a bridge of this age and confirms that the corrosion rate is very slow. The BIM report recommends painting and estimates the bridge could go another 15 years without further weight restriction. However, because the stringers governed the load rating and were already exhibiting up to 29% section loss, there is a risk that further weight restriction will

be required sooner without some stringer replacement and painting of the remaining stringers. As such, this strategy includes painting to provide the maximum service life extension.

A number of superstructure alignment issues were identified during the site inspection and subsequent survey. Firstly, there is a horizontal kink in the bridge between Span 1 and Span 2. The transverse misalignment is visually noticeable and was confirmed by the survey. Secondly, all three truss spans are jammed against each other, likely as a result of inward slope movement. Finally, the Span 3 truss slopes down toward Pier 3. These alignment issues are all address in this alternative. The realignment work includes small adjustments to bearing location on each pier top and pulling the trusses back at the abutments to relieve the built-up compressive forces. This work will require modification to the existing pier tops and rebuilding of the north abutment.

Span 1 is a short timber end span with incipient rot in 8 of the 12 stringers. Immediate replacement is not required, but the span is not expected to last the 20-year service life extension and it is cost effective to complete in conjunction with other major repairs. Also, full replacement would facilitate the truss re-alignment work. As such, full replacement of the timber end span is included in this alternative.

SUBSTRUCTURE

Pier settlement and rotation prompted a substantial modification to Pier 2 in 1960 and a subsequent repair in 1977. The initial modification was an underpinning involving the installation of 22 new piles around the perimeter of the pier. When additional pier settlement was observed, another 3 piles were driven on the upstream side to further support the pier. Since the 1977 repair no survey had been completed to assess the success of the combined repairs. As part of this assignment we completed a survey of the pier and found that there has been slight settlement of the pier since the 1977 repairs.

Our visual site inspection found that Pier 3 appeared to have shifted and/or settled. This was confirmed with a follow up site inspection and survey which found that the pier has tilted about 0.3 degrees to the south and settled approximately 900 mm. This strategy includes underpinning of Pier 3 to stabilize the pier and prevent further movement. A geotechnical investigation is recommended to assess the cause of the settlement and provide additional recommendations on the optimal repair strategy.

This alternative also includes modification of the pier tops at Pier 2 and Pier 3, in conjunction with the truss realignment work described above.

The north abutment appears to have moved inward and is jammed against the north truss. A large diagonal crack has formed behind the bearing, likely as a result of the inward pressure. This strategy includes rebuilding of the north abutment to correct the inward movement and allow for re-alignment of the trusses which will also correct the diagonal crack.

OTHER REPAIRS

Close inspection of the truss bearings during the Level 2 BIM inspection revealed several deficiencies. These included a bent sole plate, bent anchor bolts, a gusset angle bulging from corrosion stress, a sheared anchor bolt, and broken rivets. Replacement of all truss bearings is included in this alterative. This is expected to be the most cost-effective way of addressing the

above noted deficiencies and facilitating the truss realignment work. Once the truss is re-aligned proper function of the various pier bearings will help mitigate the risk of undesirable forces on the pier tops and in the truss bottom chord. Bearing replacement is a long-term solution and is expected to address the bearing issues for the remainder of the bridge service life.

In conjunction with the other rehabilitation work, this alternative includes replacement of the timber wheel guards. Although only select replacement is immediately required, the wheel guards will be removed to facilitate subdeck replacement so there is minimal cost savings in salvaging some of the materials.

Replacement of the timber end span provides an opportunity to improve the Span 1 bridge rail, which is currently leaning outward and does not appear to be adequately supported. New bridge rail posts are included in this alternative which would also include improved connection to the deck and stringers.

This strategy also includes other miscellaneous bridge rail and guardrail repairs to address existing deficiencies.

5.1.2 FUNCTION IMPROVEMENTS

The focus of this alternative is to keep the existing bridge in service for as long as possible. As such, this strategy does not address the primary functional deficiencies.

The existing bridge width and height restrictions are a function of the truss dimensions and will not be improved upon.

This strategy provides a partial solution to the observed geotechnical issues by addressing the observed movement at Pier 3. A geotechnical investigation is required to assess the cause of the observed foundation movement and develop the optimal solution. Underpinning of Pier 3 is expected to provide adequate stability based on the performance of the underpinning at Pier 2. However, we recommend further geotechnical investigation be carried out if the structure is to remain in service.

Previous assessments in 1990 and 2002 considered strengthening and in both cases recommended against. Although it would be feasible to included strengthening in the scope of the major rehabilitation it would increase the cost substantially. Since the bridge function would still be limited by the width and height restrictions, the benefit of increased structural capacity would not be fully realised. As such, we agree with the previous assessments and have not included strengthening in the rehabilitation strategies. This alternative does include repairs necessary to avoid further reduction to the bridge posting.

By keeping the existing bridge in service, the roadway will remain single lane over the bridge with reduced speed limits. As such the bridge will continue to be the limiting element in the function of Old High Prairie Road and may hinder planned improvements to the roadway.

5.1.3 COST ESTIMATE

The estimated total 2019 capital cost for this alternative is $4.80M including engineering and contingencies. A detailed cost estimate is included in Appendix C.

The highest cost item is painting of the steel trusses, which is expected to cost around $1.5M. This is difficult work that will required an robust containment system to collect the existing paint. Our cost estimate is based on recent project experience and historic AT cost data.

Other significant cost items include steel truss member replacements at $0.66M and Pier 3 underpinning at $0.50M. Steel member replacement cost is driven up by the cost of supporting the main span truss over the river. The actual cost of each member replacement would be relatively low compared to the setup cost. Pier 3 underpinning cost is largely due to the environmental constraints and mitigation efforts associated with the instream work.

In addition to the 2019 major rehabilitation, the present value analysis also includes a nominal minor repair cost in year 10. Estimated at $120,000, this is included to capture the cost of deteriorating strip deck and any other miscellaneous repairs that would be required to keep the bridge in service.

5.2 ALTERNATIVE 2 – MAJOR REHABILITATION (WITHOUT PAINTING)

This alternative is similar to the first alternative, but without the painting. As with Alternative 1, the main objective is maximum service life extension. Therefore, the initial major rehabilitation includes the same scope of work as above with the exception of painting which as been removed due to it's high cost. We estimate that this strategy will provide a 15 year service life extension, after which replacement will be required.

5.2.1 CONDITION IMPROVEMENTS

The condition improvements included in this alternative are the generally same as Alternative 1. Full replacement of the strip deck and sub deck is included in 2019. Steel member replacements and repairs are included, as is realignment of the trusses and full replacement of the Span 1 timber stringers.

Painting has been excluded from this alternative. The floor beams and stringers will continue to corrode and may result in the need for further weight restriction or bridge closure. However, we expect that this will not occur within the next 15 years provided the selective replacement of Span 2 stringers is carried out to address the already substantial section loss.

The substructure repairs and other repairs are the same for Alternatives 1 and 2. For further discussion refer to Alternative 1.

5.2.2 FUNCTION IMPROVEMENTS

Similar to Alternative 1, this strategy keeps the existing bridge in service. Since the paint does not impact the function of the bridge, all the comments above in the Alternative 1 discussion apply to Alternative 2 as well.

5.2.3 COST ESTIMATE

The estimated total 2019 capital cost for this alternative is $2.64M including engineering and contingencies. A detailed cost estimate is included in Appendix C.

By removing painting from the scope, this alternative substantially reduces the 2019 capital cost. Not only is the cost of painting eliminated, but there will be reductions in mobilization cost, engineering cost, and contingency.

5.3 ALTERNATIVE 3 – MINIMAL REPAIRS

Like the first two alternatives, Alternative 3 extends the service life of the existing structure. However, unlike the previous 2 alternatives, the focus is on minimizing capital cost rather than maximizing service life. This strategy is to selectively repair the bridge to keep it safely in service and provide a nominal service life extension. Any repairs that are required for the continued safe operation in the short to medium term are excluded from the 2019 scope of work.

We estimate that with only the following minimal repairs, the service life of the bridge can be extended by 10 years. After which, full replacement would most likely be required.

5.3.1 CONDITION IMPROVEMENTS

DECK

This alternative includes selective strip deck replacement. We have included an estimated quantity of 370 m^2 or about 40% of the deck area. This amount is intended to address all already rotten strip deck and includes some additional quantity to for strip deck that is removed for subdeck or stringer replacement. The repair strategy also includes 20% replacement of the existing subdeck. This is a nominal amount to address any subdeck that is exhibiting visible signs of deterioration or is removed for stringer replacement. Since about 95% of the subdeck is exhibiting incipient rot, this is one of the limiting factors in the life expectancy of this repair strategy. With only partial replacement, the subdeck will continue to rot and eventually become unsafe if the bridge remains in service long term. Partial replacement should extend the service life 10 years, but regular monitoring will be required.

SUPERSTRUCTURE

A total of 23 steel truss members have been identified for repair or replacement in the Level 2 BIM inspection report. However, focusing on only the most critical repair items, this strategy includes replacement of only 8 steel truss members. The members identified for replacement include compression diagonals with significant bowing, which has a direct impact on the load carrying capacity of the truss, and members with cracking that could propagate into a more significant structural issue if not addressed. All other truss repairs are deferred with the expectation that they will continue to function adequately for the remaining 10 years for service life. If this alternative is chosen, regular monitoring of the steel trusses should be carried out to confirm the ongoing adequacy of the steel members.

In addition to the 8 truss diagonals identified for replacement, this strategy also includes replacement of corroded steel stringers. As discussed in Alternative 1, the stringers are the governing member in the current posted weight restriction. To mitigate the need for further restriction, replacement of the most corroded members is recommended.

Although the truss alignment issues are a concern for the long-term performance of the structure, the bridge appears to be functioning adequately in it's current condition. It is reasonable to expect that it will continue to perform acceptably for a nominal period of time. We have assumed that for the 10 year service life extension, the bridge will be sufficient. However, we note that without intervention, the risk to the structure increases with time and we would not advise the "do nothing" approach, with regard to the alignment issues, as a long-term strategy.

Span 1 is a short timber end span with incipient rot in 8 of the 12 stringers. Immediate replacement is not required, but the span is approaching the end of its service life. It is reasonable to expect that it can remain in service for an additional 10 years, but the span should be monitored regularly.

SUBSTRUCTURE

This alternative includes underpinning Pier 3 to stabilize the pier and prevent further movement. A geotechnical investigation is also recommended to assess the cause of the settlement and provide additional recommendations on the optimal repair strategy.

No other repairs or modifications to the substructure elements are included. Since truss realignment is not part of this strategy, the pier top modifications are not required, neither is reconstruction of the south abutment. It is considered reasonable to assume the south abutment will continue to function in it's current state for another 10 years.

OTHER REPAIRS

Various other deficiencies were identified in through the visual inspection and the current and past BIM inspections. Of these, the only repairs included in this alternative are partial replacement of the wheel guards and repairs to the bridge rail and approach guardrail. These repairs are all relatively low cost and address safety concerns at the site.

5.3.2 FUNCTION IMPROVEMENTS

Similar to Alternatives 1 and 2, this strategy is to keep the existing bridge in service and does not focus on addressing the functional deficiencies. There are no improvements to the width or height restrictions and no change to the posted weight restriction. Since the bridge geometry and structural capacity is not improving, there is no benefit to the long term planned improvement to the roadway as a whole.

The underpinning of Pier 3 and the supplementary geotechnical investigation are intended to stabilize the movement and improve the geotechnical function of the crossing. Due to the limitations imposed by working with the existing structure this not likely to provide the most complete solution, when compared to a replacement alternative. However, this is expected to be a significant improvement over the existing condition.

5.3.3 COST ESTIMATE

The estimated total 2019 capital cost for this alternative is $1.73M including engineering and contingencies. A detailed cost estimate is included in Appendix C.

Although the intent of this strategy is to provide a low-cost rehabilitation alternative, there are several significant cost items that should be addressed in the short to medium term. More than 3/4 of the total cost is the cost of steel member replacements and underpinning Pier 3.

The steel members identified for replacement are exhibiting defects that can significantly affect the load carrying capacity of the bridge. Failure to address these issues could result in an unsafe condition. Further load rating analysis could be carried out to determine the specific affect of each member and further refine the specific scope of repairs. However, the largest portion of the member replacement cost is temporary support and not the cost of each member.

Underpinning of Pier 3 is a large cost, but likely a necessary repair. As discussed above, geotechnical investigation should be carried out to determine the best repair strategy. Based on the information currently available, we anticipate that this will be a large cost item and should be included in the present value analysis.

5.4 ALTERNATIVE 4 – DO NOTHING AND REPLACE WITH SINGLE LANE BRIDGE

This alternative is to replace the existing bridge with a new bridge. A modest expense is required to address short-term safety items to keep the existing bridge in service while design is carried out for replacement. The major expense of the bridge replacement is estimated to occur in year 5 for the present value analysis. We have also included a first-generation major rehabilitation 35 year after construction of the new bridge. This aligns with current typical practice and is a reasonable estimate for future costs.

5.4.1 CONDITION IMPROVEMENTS

Replacement of the bridge completely addresses all identified condition deficiencies. The new bridge would be designed and constructed to current standards, providing the most complete solution to the various issues identified.

In the short-term some repairs would be required to address safety critical deficiencies while arrangements are made for replacement. Recommended repairs include partial strip deck and subdeck replacement, repairs to wheel guards and bridge rails, select steel truss repairs, and approach guardrail repairs. The intent is to spend as little as possible, while keeping the bridge functioning safely.

5.4.2 FUNCTION IMPROVEMENTS

This alternative provides an opportunity to address most of the existing functional deficiencies.

The new bridge would be constructed to current standards and would therefore address most of the existing geometric deficiencies. Bridge height and width restrictions will be resolved allowing a wider range of vehicles to use the structure. For the purposes of the present value analysis, this alternative assumes a similar sized bridge with only one lane of traffic. Even though a single lane is still a functional deficiency, it represents a significant improvement over the existing though truss structure.

A comprehensive geotechnical study would be carried out as part of the replacement design process. Although the overall geology of the region will not change, there would be an opportunity to optimize the bridge location and design new foundations for the conditions. This would be an improvement over the existing bridge foundations which have required intervention to keep in service.

Perhaps the most significant functional deficiency of the existing structure is the load carrying capacity. A new bridge would be designed to current design vehicle and would have adequate capacity for all legal loads.

5.4.3 COST ESTIMATE

The estimated total 2019 capital cost for this alternative is $0.26M including engineering and contingencies. The estimated bridge replacement cost is $7.75M including engineering and contingencies and is schedule for 2023.

5.5 ALTERNATIVE 5 – DO NOTHING AND REPLACE WITH WIDER 2-LANE BRIDGE

This alternative is the same as Alternative 4 except the replacement bridge is a wider 2-lane structure. As with Alternative 4, there is a small upfront cost for urgent repairs and all other deficiencies are address with the replacement in year 5.

5.5.1 CONDITION IMPROVEMENTS

Bridge replacement would be designed and constructed to current standards, providing the most complete solution to the various conditional deficiencies.

5.5.2 FUNCTION IMPROVEMENTS

Similar to Alterative 4, this alternative provides an opportunity to address most of the existing functional deficiencies.

With the wider structure this alternative provides a complete solution to all of the existing geometric deficiencies. The new structure would accommodate 2 lanes of traffic over the river, with no height restriction and greatly increased clear roadway width.

The geotechnical and structural improvement would be similar to Alternative 4 as discussed above.

5.5.3 COST ESTIMATE

The estimated total 2019 capital cost for this alternative is $0.26M including engineering and contingencies. The estimated bridge replacement cost is for the wider structure is $12.74M including engineering and contingencies and is schedule for 2023. This bridge cost estimate is based on a unit cost of $5,500/m^2 which is approximately 20% less than the unit price used for the single lane structure. A wider bridge with the same span lengths would benefit from some efficiencies during construction that would reduce the per metre cost of the structure.

6 PRESENT VALUE ANALYSIS

A present value analysis of the various strategies was carried out in accordance with the AT Bridge Assessment Guidelines. The various alternatives were compared over a 50 year analysis period using a 4% discount rate. The following table is a summary of the short-term capital costs and net present value for each alternative including engineering.

Table 6.1 Present Value Analysis Summary

ALTERNATIVE	2019 CAPITAL COST (YEAR 1)	CAPITAL COST (FIRST 5 YEARS)	TOTAL NET PRESENT VALUE	LIFE EXPECTANCY
1 – Major Rehabilitation	$ 4,434,000	$ 4,434,000	$ 7,075,000	20 years
2 – Major Rehabilitation (without painting)	$ 2,436,000	$ 2,436,000	$ 5,923,000	15 years
3 – Minimal Repairs	$ 1,598,000	$ 1,598,000	$ 6,033,000	10 years
4 – Do Nothing & Replace with Single Lane Bridge	$ 239,000	$ 7,341,000 (majority in year 5)	$ 5,918,000	80 years
5 – Do Nothing & Replace with Wider 2-Lane Bridge	*$ 239,000*	*$ 11,915,000 (majority in year 5)*	*$ 9,420,000*	*80 years*

As shown in the above table, Alternatives 4 and 2 have the lowest net present values. Alternative 3 is only slightly higher in terms of total net present value and Alternative 1 is significantly higher than the other comparable alternatives.

From this analysis we can conclude that the additional cost of painting is not justified and Alternative 1 is not the optimal solution for this site. The anticipated service life extension provided by the full rehabilitation does not justify the higher initial cost.

The analysis also shows that the high cost of bridge replacement is justified in terms of net present value. Alternative 4 provides a more complete solution for approximately the same total net present value as the repair alternatives 2 and 3.

Alternative 3 has a slightly higher net present value that Alterative 2 and 4 but has lower initial capital cost. Therefore, this alternative provides a good sub-optimal alternative if short-term funding can not be secured for the optimal bridge replacement solution.

Alternative 5 is included for information but is not intended to be compared directly with the other alternatives. Since the final product of Alternative 5 is a different, wider structure, it cannot be compared directly in the present value analysis.

7 RECOMMENDATIONS

Bridge replacement is the optimal solution for this site. As discussed above, full replacement of the structure provides the most complete solution to the existing condition and functional deficiencies. Also, the present value analysis showed that the total net present value of bridge replacement is similar to, or lower than, the repair alternatives.

In addition to addressing the condition and functional deficiencies, bridge replacement provides an opportunity to improved network resilience of the region's highway system. Given the known geotechnical challenges at other regional river crossings, there is value in having a fully functional alternate river crossing. Replacement of the Old High Prairie Road bridge would be an opportunity to reduce detour length in the event temporary closure of the Highway 49 crossing is required.

Bridge replacement requires a significant initial capital investment. If funding is not available within the suggested 5 year time frame, a repair alternative should be considered an acceptable, sub-optimal solution for the crossing. Alternatives 2 and 3 are both feasible options that address the important condition deficiencies with lower initial capital cost. These options do not provide the same functional improvements but will keep the crossing open for the medium term allowing a longer planning period to secure funding and arrange for future bridge replacement.

We recommend proceeding with Alternative 4, bridge replacement, as the optimal solution for this site. If funding is not available for bridge replacement in the short-term, we recommend proceeding with a repair strategy similar to Alternative 2 or 3 customize to accommodate the funding restraints. In conjunction with any repair strategy we recommend a new load evaluation be carried out taking into account the current bridge condition to confirm the current posted limits. We also recommend a geotechnical investigation to provide recommendations on the ongoing pier movement issues.

Date	Chief Administrative Officer Action Log	Responsible Party	NOTES/STATUS
	18 12 10 RC Meeting		
December 10, 2018	MOTION: 18.12.692. Moved by: DEPUTY REEVE TOM BURTON That Council direct administration to advertise for Members at Large appointments to the Municipal Library Board. CARRIED		Complete
December 10, 2018	MOTION: 18.12.694. Moved by: COUNCILLOR WINSTON DELORME That Council schedule a Public Hearing for Bylaw No. 18-803, to be held on January 28, 2019, at 10:00 a.m. for the re-designation of Lot 7MR Block 1 Plan 0625581 (0.31 ha / 0.76 acre ±) from Municipal Reserve (MR) to Hamlet Residential (HR) District within SE-22-71-26-W5. CARRIED	I&P	In Progress
December 10, 2018	MOTION: 18.12.696. Moved by: COUNCILLOR DALE SMITH That Council schedule a Public Hearing for Bylaw No. 18-804, to be held on January 28, 2019, at 10:00 a.m. for the re-designation of a 0.49 ha ± (1.22 acre) area from Agriculture One (A-1) District to Municipal Reserve (MR) within SE-22-71-26-W5. CARRIED	I&P	In Progress
December 10, 2018	MOTION: 18.12.697. Moved by: COUNCILLOR SHAWN ACTON That Council approve the Road Allowance License application for E1/2 21 & W1/2 22 -71-22 W5M. CARRIED	Com. Serv.	Complete
December 10, 2018	MOTION: 18.12.698. Moved by: COUNCILLOR WINSTON DELORME That Council approve the revised Policy 1027 “Signing Authority” as presented. CARRIED		
December 10, 2018	MOTION: 18.12.699. Moved by: COUNCILLOR BILL SMITH That Council agrees to apply the Intermunicipal Development Plan exemption from Section 631 of the Municipal Government Act, as per Ministerial Order MSL:047/18, as both the County of Grande Prairie and Greenview have a common boundary comprised of provincial crown land. CARRIED		
December 10, 2018	MOTION: 18.12.707. Moved by: DEPUTY REEVE TOM BURTON That Council authorize Administration to proceed with 2019 approved hiring requests: Information Systems Technician, Apprentice Heavy Equipment Technician - Grovedale, Equipment Operator - DeBolt, Admin Support - EOI Book, Heavy Equipment Technician - Valleyview, Economic Development Coordinator, Admin Support - Economic Development, Recreation Inventory Assistant - increase to full-time hours, Home Support Worker - increase to an equivalent of full-time position and ALUS/Water Shed Coordinator. CARRIED	Corp. Serv.	In Progress

December 10, 2018	MOTION: 18.12.709. Moved by: DEPUTY REEVE TOM BURTON That Council award Beairsto & Associates Engineering the Forestry Trunk Road Legal Survey consulting services contract in the amount of $424,827 with funds to come from the Construction & Engineering Roadways 2018 Operational Budget and that Administration update Council on any change of scope increasing the final bid. CARRIED	I&P	In Progress
December 10, 2018	MOTION: 18.12.712. Moved by: COUNCILLOR ROXIE RUTT That Council award to WSP Range Road 260 and Range Road 201 construction projects for consulting services in the amount of $261,009.57 with funds from the 2019/2020 Capital Budget and Connector Road Block Funding, RD18001A & RD18007. CARRIED	I&P	In Progress
December 10, 2018	That Council award to Beairsto & Associates Township Road 670 re-construction project for consulting services in the amount of $341,697.44 with funds from the 2019/2020 Capital Budget for Roads, RD18012. CARRIED	I&P	In Progress
December 10, 2018	MOTION: 18.12.714. Moved by: COUNCILLOR LES URNESS That Council award to WSP Range Road 64 and Township Road 701 re-grade and a new construction project for consulting services in the amount of $255,330.86 with funds from the 2019/2020 Capital Budget for Roads and Residential Road Block Funding, RD18008 & RD18005B. CARRIED	I&P	In Progress
December 10, 2018	MOTION: 18.12.716. Moved by: COUNCILLOR SHAWN ACTON That Council authorize Administration to enter into the Valleyview and District Recreation Agreement with the Town of Valleyview. CARRIED	Com. Serv.	Complete
December 10, 2018	MOTION: 18.12.719. Moved by: REEVE DALE GERVAIS That Council as a whole engage a third party to conduct the annual Council Self-Appraisal to occur in early 2019. CARRIED	Council	
December 10, 2018	MOTION: 18.12.720. Moved by: COUNCILLOR WINSTON DELORME That Council direct Administration to include an update on the transition status of Grande Cache as a stand-alone item presented by the CAO or designate and the Grande Cache Contractor at each Regular Council Meeting until the end of June, 2019. CARRIED	CAO	

December 10, 2018	MOTION: 18.12.721. Moved by: DEPUTY REEVE TOM BURTON That Council direct Administration to write a Letter of Support to Honourable Amarjeet Sohi, Minister of Natural Resources Canada and Mr. Chris Warkentin, MP, Grande Prairie-Mackenzie, Arnold Veirson Peace River-Westlock and Jim Eglinski, MP Yellowhead to support federal funding to contain the Mountain Pine. CARRIED	CAO	Working with the City of Grande Prairie. Administration has received the draft letter from the city and is preparing a letter to be signed by the Reeve.
December 10, 2018	MOTION: 18.12.722. Moved by: COUNCILLOR ROXIE RUTT That Council approve Silver Sponsorship Opening in the amount of $3,000.00 payable to the Grande Prairie Regional College Fairview Campus for the 2018 Northwest Regional Skills Canada Competition, with funds to come from the Community Service Miscellaneous Grant Budget. CARRIED	Com. Serv.	Complete
December 10, 2018	MOTION: 18.12.723. Moved by: COUNCILLOR WINSTON DELORME That Council accept the special equipment grant request from Sheldon Coates Elementary for information, as presented. CARRIED	Com. Serv.	Complete
December 10, 2018	MOTION: 18.12.724. Moved by: COUNCILLOR ROXIE RUTT That Council provide a sponsorship in the amount of $500.00 to Community Futures Peace Country for the 2019 Women in the North Conference held in Peace River, Alberta, with funds to come from the Community Service Miscellaneous Grant. CARRIED	Com. Serv.	Complete
December 10, 2018	MOTION: 18.12.726. Moved by: REEVE DALE GERVAIS That Council direct Administration to apply to Alberta Transportation to install street illumination on Twp Rd 704, RR 245 and Highway 43. CARRIED	I&P	In Progress
December 10, 2018	MOTION: 18.12.727. Moved by: COUNCILLOR DALE SMITH That Council direct Administration bring back live streaming in Council Meetings. MOTION: 18.12.728. Moved by: COUNCILLOR DALE SMITH That Council defer motion 18.12.727. to the January 14, 2019 Regular Council Meeting. CARRIED		
18 11 26 RC Meeting			
Nov. 26, 2018	MOTION: 18.11.651. Moved by: COUNCILLOR SHAWN ACTON That Council donate the excess amount of $1,030.61 from the Stakeholder Outreach Sporting Clays Event Budget to Lila's Angels Travel Foundation. CARRIED	Corp. Serv.	Complete

Nov. 26, 2018	MOTION: 18.11.642. Moved by: COUNCILLOR LES URNESS That Council authorize the Reeve and Chief Administrative Officer to execute the proposed Community Development Initiative Agreement with the Town of Fox Creek and Town of Valleyview. CARRIED		In Progress
Nov. 26, 2018	MOTION: 18.11.672. Moved by: REEVE DALE GERVAIS That Council authorize Reeve Dale Gervais to engage a third party consultant to work with Council to redraft the Expenditure Policy. CARRIED	Council	
Nov. 26, 2018	MOTION: 18.11.673. Moved by: REEVE DALE GERVAIS That Council defer Policy 1018 "Expenditures and Disbursement" as amended, by the Policy Review Committee members. CARRIED		Council opted to engage a third party.
Nov. 26, 2018	MOTION: 18.11.674. Moved by: DEPUTY REEVE TOM BURTON That Council approve the "Assessment Review Board Hearing Policy" as amended; • Remove provision 13.2 "if requested" CARRIED	Corp. Serv	Complete
Nov. 26, 2018	MOTION: 18.11.675. Moved by: DEPUTY REEVE TOM BURTON That Council repeal Policy CO 10 "SDAB and ARB Meeting Proceedings." CARRIED	I&P/Corp. Serv.	Complete
Nov. 26, 2018	MOTION: 18.11.676. Moved by: COUNCILLOR WINSTON DELORME That Council review and approve Revised Policy 1003, Vehicle Usage Policy. MOTION: 18.11.677. Moved by: COUNCILLOR SHAWN ACTON That Council defer motion 18.11.., Policy 1003 Vehicle Usage Policy to the Policy Review Committee. CARRIED	Corp Serv.	Ongoing
Nov. 26, 2018	MOTION: 18.11.679. Moved by: COUNCILLOR SHAWN ACTON That Council approve Reeve Dale Gervais to participate on the 2022 Arctic Winter Games Bid Committee. CARRIED		Complete
18 11 13 RC Meeting			

Nov. 13, 2018	MOTION: 18.11.630. Moved by: COUNCILLOR DALE SMITH That Council approve the "Subdivision Process" Policy as amended. MOTION: 18.11.631. Moved by: COUNCILLOR BILL SMITH That Council table motion 18.11.630. Subdivision Process Policy until a later date. CARRIED	I&P	In Progress
Nov. 13, 2018	MOTION: 18.11.632. Moved by: DEPUTY REEVE TOM BURTON That Council approve the revised Policy 5001 "Home Support" as presented. MOTION: 18.11.633. Moved by: REEVE DALE GERVAIS That Council table motion 18.11.632., Policy 5001 Home Support until a later date. CARRIED	Com. Serv.	Date to be determined.
Nov. 13, 2018	MOTION: 18.11.642. Moved by: COUNCILLOR LES URNESS That Council authorize the Reeve and Chief Administrative Officer to execute the proposed Community Development Initiative Agreement with the Town of Fox Creek and Town of Valleyview. MOTION: 18.11.643. Moved by: DEPUTY REEVE TOM BURTON That Council table motion 18.11.642. in regard to the Community Development Initiative Agreement until the November 26, 2018 Council Meeting more information can be brought forward. CARRIED		In Progress
Nov. 13, 2018	MOTION: 18.11.647. Moved by: DEPUTY REEVE TOM BURTON That Council authorize Administration to transfer $65,000 from contingency reserves for the purpose of purchasing 2.28 acres located on NW12 – 72 – 1 W6M. CARRIED	Corp. Serv.	Complete
Nov. 13, 2018	MOTION: 18.11.649. Moved by: DEPUTY REEVE TOM BURTON That Council sponsor $1,000.00 to the Society of Local Government Managers Conference, with funds to come from Council's 2018 Hospitality Budget. CARRIED		Complete

Nov. 13, 2018	MOTION: 18.11.651. Moved by: COUNCILLOR DALE SMITH That Council donate the excess amount of $1,030.61 from the Stakeholder Outreach Clay Shoot Event Budget to Lila's Angels Travel Foundation. Councillor Bill Smith requested a recorded vote. MOTION: 18.11.652. Moved by: DEPUTY REEVE TOM BURTON That Council table motion 18.11.651., Clay Shoot Donations 2018, until the November 23, 2018 Council meeting. CARRIED		Complete
	18 10 22 RC Meeting		
October 22, 2018	MOTION: 18.10.569. Moved by: COUNCILLOR BILL SMITH That Council approve Administration to award the Grovedale Water Supply System Contract #2 to Clarke Builder in the amount of $9,655,765.00, funds to come from Environmental Services 2018 Capital Budget. CARRIED	I & P	Complete
October 22, 2018	MOTION: 18.10.603. Moved by: COUNCILLOR BILL SMITH That Council approve to auction off the surplus equipment A108. CARRIED	I & P	In Progress
October 22, 2018	MOTION: 18.10.604. Moved by: COUNCILLOR DALE SMITH That Council authorize the Reeve and Chief Administrative Officer to sign the Little Smoky Recreation Area Governance Board Agreement as presented. CARRIED	CAO	Complete
October 22, 2018	MOTION: 18.10.605. Moved by: COUNCILLOR SHAWN ACTON That Council appoint Dale Smith and Les Urness to the Little Smoky Recreation Area Governance Board, and Shawn Acton as alternate. CARRIED	CAO	Complete
October 22, 2018	MOTION: 18.10.610. Moved by: COUNCILLOR SHAWN ACTON That Council provide a sponsorship in the amount of $750.00 to the 2019 Teen Challenge Snow Rush event, with funds to come from the Community Services Miscellaneous Grant. CARRIED	Community Services	Complete
October 22, 2018	MOTION: 18.10.611. Moved by: COUNCILLOR WINSTON DELORME That Council direct administration to investigate the options for policing weights and speed on the Forestry Trunk Road. CARRIED	Community Services	Ongoing
	18 10 15 COW Meeting		

October 15, 2018	MOTION: 18.10.86. Moved by: COUNCILLOR DALE SMITH That Committee of the Whole recommend to Council to accept the Community Services budget for information, as presented. CARRIED		Complete
	18 10 09 RC Meeting		
Oct. 9, 2018	MOTION: 18.10.559. Moved by: COUNCILLOR BILL SMITH That Council direct Administration to pursue the purchase of public land in the Grovedale area for industrial development, once Alberta Environment and Parks has reviewed their application to purchase process. CARRIED MOTION: 18.10.560. Moved by: REEVE DALE GERVAIS That Council rescind motion 18.10.559., in regard to the Grovedale Public Land Purchase. CARRIED MOTION: 18.10.561. Moved by: COUNCILLOR BILL SMITH That Council direct Administration to pursue the purchase of public land, NE 35-68-6 W6M and the NW 36-68-6 W6M, in the Grovedale area for industrial development. CARRIED	I & P	In Progress
Oct. 9, 2018	MOTION: 18.10.562. Moved by: COUNCILLOR WINSTON DELORME That Council approve the donation of surplus equipment, A90, A106, A162, A109, A115 and T65 to the Town of Grande Cache. CARRIED	I&P	In Progress
Oct. 9, 2018	MOTION: 18.10.563. Moved by: COUNCILLOR WINSTON DELORME That Council approve to auction off surplus equipment A127, A142, A156 at an Auction within Alberta. CARRIED	I&P	In Progress
Oct. 9, 2018	MOTION: 18.10.573. Moved by: REEVE DALE GERVAIS That Council direct Administration to arrange a meeting with Minister Anderson. CARRIED		Complete
Oct. 9, 2018	MOTION: 18.10.575. Moved by: COUNCILLOR ROXIE RUTT That Council authorize Administration to enter into a maintenance agreement for the Sturgeon Heights Cemetery with the Diocese of Athabasca, to be administered through the Sturgeon Heights Community Club. CARRIED	Com. Serv.	Complete

Oct. 9, 2018	MOTION: 18.10.576. Moved by: COUNCILLOR SHAWN ACTON That Council approve an operating grant in the amount $4,500.00 for a three years of maintenance and operation and capital grant in the amount of $1,000.00 to the Sturgeon Heights Community Club for the Sturgeon Heights Cemetery, pending an endorsed agreement with the Diocese of Athabasca, with funds to come from the 2018 Community Service Miscellaneous Budget. CARRIED	Com. Serv.	Complete
	18 09 24 RC Meeting		
September 24, 2018	MOTION: 18.09.532. Moved by: COUNCILLOR WINSTON DELORME That Council authorize Administration to develop a plan for the purchase of land located at NW34 -70-19 W5M for the purpose of building a parking lot to accommodate parking for an adjacent boat launch located on Snipe Lake, subject to an approved development plan with Big Lakes County. CARRIED	Comm. Serv.	Ongoing
September 24, 2018	MOTION: 18.09.533. Moved by: COUNCILLOR SHAWN ACTON That Council authorize Administration to develop a plan for a partnership with Big Lakes County to make improvements to a boat launch located on SW34–3–71–19 W5M. CARRIED	Comm. Serv.	Ongoing
September 24, 2018	MOTION: 18.09.535. Moved by: COUNCILLOR SHAWN ACTON That Council direct Administration to pay the manager's overtime related to the 2018 Spring Flood as per section 6.9.2 of the Greenview Staff Agreement. CARRIED	CAO Serv	Complete
September 24, 2018	MOTION: 18.09.536. Moved by: COUNCILLOR ROXIE RUTT That Council direct Administration to complete the Intermunicipal Collaboration Frameworks with Yellowhead County, Woodlands County, and Birch Hills County Administratively. CARRIED	CAO Serv	In Progress
September 24, 2018	MOTION: 18.09.537. Moved by: COUNCILLOR DALE SMITH That Council authorize the Reeve and CAO to complete the Intermunicipal Collaboration Framework with the County of Grande Prairie. CARRIED	CAO Serv	In progress
September 24, 2018	MOTION: 18.09.539. Moved by: COUNCILLOR DALE SMITH That Council approve the additional funding in the amount of $1,250.00 to the Municipal District of Smoky River for extra surveying needed on the Old High Prairie Bridge 71633 with funding to come from the Operating Reserve. CARRIED	I & P/Corp. Services	Complete

September 24, 2018	MOTION: 18.09.540. Moved by: COUNCILLOR SHAWN ACTON That Council approve Administration to construct two (2) new offices and one (1) meeting room on the mezzanine in Grovedale Shop A for $48,000.00 with funding to come from the 2018 Facilities Maintenance Operational Budget. CARRIED	I & P	Complete
September 24, 2018	MOTION: 18.09.541. Moved by: COUNCILLOR WINSTON DELORME That Council direct Administration to complete the minor brushing and some ditch improvements to keep positive water drainage subject to authorization from the Town of Grande Cache if required and to complete a preliminary road and drainage elevation design in an effort to achieve standard road compliance. CARRIED	I & P	In Progress
18 06 25 RC Meeting			
June 25, 2018	MOTION: 18.06.361. Moved by: DEPUTY REEVE TOM BURTON That Council authorize Administration to exchange 0.76 acres of Greenview Municipal Reserve, located at Lot 7MR, Block 5, Plan 0625581 in the Hamlet of Ridgevalley for 0.76 acres of land from William and Rhonda Toews located at the trailhead of the Ridgevalley walking trail SE 22-71-26W5M for the purpose of establishing a trailhead staging area. CARRIED	Comm. Serv.	In progress.
June 25, 2018	MOTION: 18.06.362. Moved by: COUNCILLOR SHAWN ACTON That Council approve the purchase of 0.43 acres of land located at SE 22-71-26W5M from William and Rhonda Toews, for a cost of $1032.00 for the purpose of establishing a trailhead on the Ridgevalley Walking Trail. CARRIED	Comm. Serv.	In progress.
18 06 11 RC Meeting			
June 11, 2018	MOTION: 18.06.336. Moved by: DEPUTY REEVE TOM BURTON That Council direct Administration to apply for a court injunction on plan 0722367 Block 1 Lot 2. CARRIED	I & P	In progress/In camera
18 05 14 RC Meeting			
May 14, 2018	MOTION: 18.05.250 Moved by: COUNCILLOR WINSTON DELORME That Council approve that the Greenview Regional Multiplex net fundraising surplus funds be entrusted to the Town of Valleyview under the governance of the Greenview Regional Multiplex Board and be utilized for future FF&E (furniture, fixtures and equipment) requirements of the Greenview Regional Multiplex facility. CARRIED	Comm. Serv	In progress
18 04 23 RC Meeting			

April 23, 2018	MOTION: 18.04.205. Moved by: COUNCILLOR BILL SMITH That Council direct Administration to install municipal water services to the Hamlet of Landry Heights. CARRIED	I & P	In Progress Transmission Line from RR63/TWP700 to Hamlet of Landry Heights. Distribution line within Hamlet of Landry Height.
17 11 27 RC Meeting			
Nov. 27, 2017	MOTION: 17.11.483. Moved by: COUNCILLOR DALE SMITH That Council agree in principle to contribute up one-third (1/3) of the net operating and capital deficit of the Little Smoky Recreation Area pending the partner municipalities entering into a signed agreement. CARRIED	CAO Serv	Complete
17 07 11 RC Meeting			
July 11, 2017	MOTION: 17.07.275. Moved by: COUNCILLOR TOM BURTON That Council direct Administration to work with the Town of Grande Cache towards the creation of an agreement regarding medical clinic operations in the Town of Grande Cache. CARRIED	CAO Serv.	On Going
17 04 11 RC Meeting			
March 28, 2017	MOTION: 17.03.109. Moved by: COUNCILLOR TOM BURTON That Council award the Grande Cache Site Identification Study to EDS Group Inc. of Spruce Grove, Alberta in the amount of $85,890.00. MOTION: 17.03.110. Moved by: DEPUTY REEVE ROXIE RUTT That Council table motion 17.03.109. until after the Grande Cache Viability Study. CARRIED	CAO Serv.	Complete
16 06 28 RC Meeting			
June 28, 2016	MOTION: 16.06.227. Moved by: COUNCILLOR GEORGE DELORME That Council direct administration to investigate the creation of a bylaw to support the Grande Cache Source Water Protection Plan around the air strip, Victor Lake and the Town of Grande Cache. CARRIED	CAO Serv	On going