

*"A Great Place to Live, Work and Play"*

## REGULAR COUNCIL MEETING AGENDA

Tuesday March 11, 2014

9:00 AM

Council Chambers  
Administration Building

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#1	CALL TO ORDER	
#2	ADOPTION OF AGENDA	1
#3	MINUTES	3
	3.1 Regular Council Meeting minutes held February 25, 2014 – to be adopted	
	3.2 Business Arising from the Minutes	
#4	PUBLIC HEARING	12
	4.1 Bylaw No. 14-719 SW 29-70-24 W5M	
#5	DELEGATIONS	22
	5.1 Draft Municipal Development Plan	
#6	BYLAWS	60
	6.1 Bylaw No. 14-721 NE 28-69-22 W5M	
	LATE ITEM	73
	6.2 Bylaw No. 14-717 Road Closure	
#7	OLD BUSINESS	81
	7.1 Millar Western	
#8	NEW BUSINESS	102
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	8.2 Plow Truck Tender	105
	8.3 Safety Training Days	109
	8.4 Returnable Container Deposit Refunds	111
	8.5 Fire Guardian 2014	112
	LATE ITEM	113
	8.6 Little Smoky Bridge SW 6-69-21-W5M	
	LATE ITEM	224
	8.7 Brush Clearing	
	LATE ITEM	230
	8.8 Council Attendance – MGA Review	

	LATE ITEM	8.9 Regional Collaboration – Terms of Reference	232
	LATE ITEM	8.10 Council Attendance – Grain Transportation Meeting	237
	LATE ITEM	8.11 Council Attendance – Grande Cache Doctor Recruitment	238
	LATE ITEM	8.12 Managers’ Report	239
#9	COUNCILLORS BUSINESS & REPORTS		
#10	CORRESPONDENCE	<ul style="list-style-type: none"> <li>• from Alberta Municipal Affairs</li> <li>• from Alberta Human Services</li> <li>• from Alberta Transportation</li> <li>• from Athabasca County</li> <li>• from Red Willow Players</li> <li>• from Alberta Aboriginal Relations</li> </ul>	
#11	IN CAMERA	11.1 Legal	1
	LATE ITEMS	11.2 Legal	3
#12	ADJOURNMENT		

Minutes of a  
**REGULAR COUNCIL MEETING**  
**MUNICIPAL DISTRICT OF GREENVIEW NO. 16**  
M.D. Administration Building,  
Valleyview, Alberta, on Tuesday, February 25, 2014

**# 1:** Reeve Gervais called the meeting to order at 9:02 a.m.  
**CALL TO ORDER**

**PRESENT**

Reeve	Dale Gervais
Deputy Reeve	Tom Burton
Councillors	George Delorme
	Dave Hay
	Roxie Rutt
	Bill Smith
	Dale Smith
	Les Urness

**ATTENDING**

Chief Administrative Officer	Mike Haugen
General Manager, Corporate Services	Rosemary Offrey
General Manager, Community Services	Dennis Mueller
Assistant General Manager, Infrastructure & Planning	Grant Gyurkovits
Legislative Services Officer	Lucien Cloutier
Communications Officer	Denise Thompson
Recording Secretary	Lianne Kruger

**ABSENT**

**#2:** MOTION: 14.02.85. Moved by: COUNCILLOR TOM BURTON  
**AGENDA** That the February 11, 2014 agenda be adopted with the following additions:

- 8.15 Expansion Adjustment of Firehall Door
- 8.16 Grovedale Community & Agricultural Society
- 8.17 Ridgevalley Grad Class
- 8.18 CAO Report
- Double In Camera

CARRIED

**#3.1** MOTION: 14.02.86. Moved by: COUNCILLOR TOM BURTON  
**Regular Council Meeting** That the Minutes of the Regular Council Meeting held on Tuesday, February 11, 2014 be adopted with the following changes.

- Move Unanimously up one motion
- Glenda Farnden from STARS

CARRIED

**#3.2** **3.2 BUSINESS ARISING FROM MINUTES:**  
**BUSINESS ARISING FROM MINUTES**

#4  
PUBLIC HEARING

#### **4.0 PUBLIC HEARING**

#5  
DELEGATION

#### **5.0 DELEGATIONS**

#6  
Bylaws

#### **6.0 BYLAWS**

##### **6.1 BYLAW 13-711 NE 13-70-23-W5M**

FIRST READING

MOTION: 14.02.87. Moved by: COUNCILLOR DALE SMITH  
That Council give First Reading to Bylaw No. 13-711 for Huet to re-designate the lands from Agricultural (A) District to Country Residential One (CR-1) District on NE-13-70-23-W5M.

CARRIED

PUBLIC HEARING  
DATE

MOTION: 14.02.88. Moved by: COUNCILLOR DAVE HAY  
That Council schedule a Public Hearing for Bylaw No. 13-711 under Huet to be held on March 25, 2014 at 10:00 a.m.

CARRIED

##### **6.2 BYLAW 14-718 SW 6-72-26-W5M**

FIRST READING

MOTION: 14.02.89. Moved by: COUNCILLOR LES URNESS  
That Council give First Reading to Bylaw No. 14-718 for Thorpe to re-designate the lands from Agricultural District to Country Residential One District on SW 6-72-26-W5M.

CARRIED

PUBLIC HEARING  
DATE

MOTION: 14.02.90. Moved by: COUNCILLOR DALE SMITH  
That Council schedule a Public Hearing for Bylaw No. 14-718 under Thorpe to be held on March 25, 2014 at 10:00 a.m.

CARRIED

##### **6.3 BYLAW 14-720 NW-20-72-26-W5M**

FIRST READING

MOTION: 14.02.91. Moved by: COUNCILLOR ROXIE RUTT  
That Council give First Reading to Bylaw No. 14-720 for Van Haga to re-designate the lands from Agricultural District to Country Residential One District on NW-20-72-26-W5M.

CARRIED

PUBLIC HEARING  
DATE

MOTION: 14.02.92. Moved by: COUNCILLOR DAVE HAY  
That Council schedule a Public Hearing for Bylaw No. 14-719 under Van Haga to be held on April 8, 2014 at 10:00 a.m.

CARRIED

#7  
OLD BUSINESS

## **7.0 OLD BUSINESS**

#8  
NEW BUSINESS

## **8.0 NEW BUSINESS**

### **8.1 COMPACTOR TENDER RESULTS**

COMPACTOR  
TENDER RESULTS

MOTION: 14.02.93. Moved by: COUNCILLOR LES URNESS  
That Council approve the tender submitted by Finning Canada Grande Prairie, for the supply of one 2014 (or comparable 2013) Cat 816 F landfill compactor with funds to come from the 2014 Capital Budget in the amount of \$ 439,329.00.

CARRIED

AUTO GREASER

MOTION: 14.02.94. Moved by: COUNCILLOR DAVE HAY  
That Council approve the purchase of one auto greaser and a perimeter cell booster for the compactor with funds to come from the 2014 Capital Budget in the amount of \$8,862.00.

CARRIED

### **8.2 2014 PAVING TENDER CONTRACT**

2014 PAVING

MOTION: 14.02.95. Moved by: COUNCILLOR BILL SMITH  
That Council agrees to publicly advertise the 2014 paving tender contract to include Phase IV Little Smoky Road, Little Smoky Water Access Road, Final Stage Paving of Twp. 704 between RR 230 and Hwy 49, Valleyview Golf Course Road bridge approached and repair of culvert settlements on Sturgeon Heights Road/Suncor Road as identified by administration.

CARRIED

### **8.3 GRANDE CACHE AREA ROAD REPORT**

GRANDE CACHE  
ROAD REPORT

MOTION: 14.02.96. Moved by: COUNCILLOR DALE SMITH  
That Council receive Administration's report on the Grande Cache Area Roads for information.

CARRIED

### **8.4 POLICY 4002 – FARMLAND ACCESS ROADS**

FARMLAND ACCESS  
ROADS

MOTION: 14.02.97. Moved by: COUNCILLOR DALE SMITH  
That Council approve Policy 4002 – Farmland Access Roads as presented.

CARRIED

### **8.5 POLICY 4003 – TRAFFIC CONTROL DEVICES**

TRAFFIC CONTROL  
DEVICES

MOTION: 14.02.98. Moved by: COUNCILLOR DAVE HAY  
That Council approve Policy 4003 – Traffic Control Devices to supersede Policy EEF 13, as presented.

CARRIED

Reeve Dale Gervais called a recess at 9:58 a.m.

Reeve Dale Gervais reconvened the meeting at 10:13 a.m.

#### **8.6 POLICY 6302 & PROCEDURE 6302-01 ROADSIDE VEGETATION**

##### **ROADSIDE VEGETATION**

MOTION: 14.02.99. Moved by: COUNCILLOR GEORGE DELORME  
That Council approve Policy 6302 – Roadside Vegetation Management as presented.

CARRIED

MOTION: 14.02.100. Moved by: COUNCILLOR DALE SMITH  
That Council accept Procedure 6302-01 – Roadside Vegetation Management as information.

CARRIED

#### **8.7 POLICY 6303 & PROCEDURE 6303-01 – WEED CONTROL**

##### **WEED CONTROL**

MOTION: 14.02.101. Moved by: COUNCILLOR ROXIE RUTT  
That Council approve Policy 6303 – Weed Control Policy as presented.  
CARRIED

MOTION: 14.02.102. Moved by: COUNCILLOR TOM BURTON  
That Council accept Procedure 6303-01 – Weed Control Policy as information.  
CARRIED

#### **8.8 POLICY 1002 & PROCEDURE 1002-01 – TRAVEL & SUBSISTENCE AMENDMENTS**

##### **TRAVEL & SUBSISTENCE AMENDMENTS**

MOTION: 14.02.103. Moved by: COUNCILLOR TOM BURTON  
That Council approve Policy 1002 – Travel and Subsistence Policy as presented.  
CARRIED

MOTION: 14.02.104. Moved by: COUNCILLOR DALE SMITH  
That Council accept Procedure 1002-01 – Travel and Subsistence Procedure, as presented.

CARRIED

Councillor Delorme vacated the meeting at 10:29 a.m.

#### **8.9 AMENDMENT TO POLICY 1009 –INTERNET SERVICES FOR COUNCILLORS**

##### **INTERNET SERVICES FOR COUNCILLORS**

MOTION: 14.02.105. Moved by: COUNCILLOR TOM BURTON

Councillor Delorme re-entered the meeting at 10:30 a.m.

That Council approved Policy 1009 – Internet Services for Councillors, with amendments as presented.

CARRIED

**8.10 POLICY 1015 – CONFERENCE ATTENDANCE POLICY**

**CONFERENCE  
ATTENDANCE**

MOTION: 14.02.106. Moved by: COUNCILLOR TOM BURTON

That Council approve Policy 1015 – Conference Attendance Policy with amendments to replace Policy CO 04, as presented.

CARRIED

**8.11 DAWSON WALLACE CONSTRUCTION LTD. – WAIVER OF PENALTIES**

**WAIVER OF  
PENALTIES**

MOTION: 14.02.107. Moved by: COUNCILLOR TOM BURTON

That Council direct Administration to reverse the penalties on Accounts Receivable Account #3124 in the amount of \$515.10.

CARRIED

**8.12 GRANDE CACHE CHILD CARE SOCIETY – GRANT REQUEST**

**GRANDE CACHE  
CHILD CARE  
SOCIETY**

MOTION: 14.02.108. Moved by: COUNCILLOR LES URNESS

That Council approve a grant in the amount of \$141,000.00 to the Grande Cache Child Care Society to proceed with the purchase of a building subject to a favorable building inspection and entering into an agreement with the Grande Cache Child Care Society which includes a dissolution clause with funds to be drawn from 2014 Community Grants Budget.

CARRIED

**8.13 GRANDE PRAIRIE WOMEN'S RESIDENCE ASSOCIATION O/A ODYSSEY HOUSE – GRANT AGREEMENT**

**GRANDE PRAIRIE  
WOMEN'S  
RESIDENCE**

MOTION: 14.02.109. Moved by: COUNCILLOR DAVE HAY

That Council authorize the endorsement of the prepared Grant Agreement between Greenview and the Grande Prairie Women's Residence Association o/a Odyssey House as presented.

Bill Smith vacated the meeting at 10:57 a.m.

Councillor Dale Smith vacated the meeting at 10:58 a.m.

Councillor Bill Smith re-entered the meeting at 10:59 a.m.

Councillor Dale Smith re-entered the meeting at 11:00 a.m.

CARRIED

**8.14 FOX CREEK NORDIC & TRAIL CLUB**

FOX CREEK NORDIC  
& TRAIL CLUB

MOTION: 14.02.110. Moved by: COUNCILLOR TOM BURTON  
That Council authorize the Fox Creek Nordic and Trail Club to use the 2014 grant funds from the Municipal District of Greenview totaling \$36,500 to purchase a Tracked Side-by-Side UTV and a new groomer/tracksetter.

CARRIED

**8.15 GROVEDALE FIREHALL – BAY DOOR EXPANSION ADJUSTMENT**

GROVEDALE  
FIREHALL

MOTION: 14.02.111. Moved by: COUNCILLOR DALE SMITH  
That Council approves the expansion adjustment of the bay door at the Grovedale Firehall to accommodate the new 2013 Command / UTV Hauler in the amount of \$15,000.00 with funds to be drawn from the Protected Services Budget.

CARRIED

**8.16 GROVEDALE COMMUNITY & AGRICULTURAL SOCIETY – GROVEDALE ARENA**

GROVEDALE  
ARENA

MOTION: 14.02.112. Moved by: COUNCILLOR BILL SMITH  
That Council approve a grant in the amount of \$1,556,372.00 to the Grovedale Community and Agricultural Society for the refurbishment of the arena with funds to be drawn from 2014 Capital Budget.

CARRIED

**8.17 RIDGEVALLEY HIGH SCHOOL GRAD CLASS CLEAN-UP**

GRAD CLASS CLEAN  
UP

MOTION: 14.02.113. Moved by: COUNCILLOR ROXIE RUTT  
That Council allow staff to authorize transfer station litter picks of up to \$1,500.00 per site to be conducted by non for profit groups based within Greenview including the towns of Valleyview, Fox Creek and Grande Cache.

CARRIED

Councillor Rutt vacated the meeting at 11:54 a.m.

Councillor Rutt re-entered the meeting at 11:55 a.m.

Reeve Gervais called for recess at 11:57 a.m.

Reeve Gervais reconvened at 1:02 p.m.

**8.18 CAO'S REPORT**

CAO'S REPORT

MOTION: 14.02.114. Moved by: COUNCILLOR DALE SMITH  
That Council receive the CAO's Report as information.

CARRIED

#9  
COUNCILLORS  
BUSINESS &  
REPORTS

**9.0 COUNCILLORS BUSINESS & REPORTS**

**9.2 MEMBERS' REPORT:** Council provided an update on activities and events both attended and upcoming, including the following:

**COUNCILLOR BILL SMITH**

Attended the Wapiti River Management  
Attended Transportation Meeting  
Attended the AAMDC District 4 Meeting  
Attended Committee of the Whole  
Attended Growing the North  
Attended the Agriculture Service Board Workshop  
Attended the Wapiti Corridor Multi Use Plan  
Attended Special Committee of the Whole

**COUNCILLOR ROXIE RUTT**

Attended the Grande Prairie Library Meeting  
Attended the Municipal Planning Commission  
Attended the Medical Clinic Meeting  
Attended AAMDC District 4 Meeting  
Attended Committee of the Whole  
Attended the FCSS Meeting  
Attended Growing the North  
Attended Wapiti Corridor Multi Use Plan  
Attended Special Committee of the Whole

**COUNCILLOR DALE SMITH**

Attended the Municipal Planning Commission  
Attended the AAMDC District 4 Meeting  
Attended Committee of the Whole  
Attended Wapiti Corridor Multi Use Plan  
Attended Special Committee of the Whole

**COUNCILLOR TOM BURTON**

Attended the AAMDC District Meeting  
Attended the East Smoky Recreation Board  
Attended Committee of the Whole  
Attended Growing in the North  
Attended Wapiti Corridor Multi Use Plan  
Attended Special Committee of the Whole

**COUNCILLOR DAVE HAY:**

Attended Valleyview Recreation Board Meeting

Attended Municipal Planning Commission  
Attended the Medical Clinic Meeting  
Attended AAMDC District 4 Meeting  
Attended Committee of the Whole  
Attended the FCSS Meeting  
Attended Growing the North  
Attended the Heart River Housing Meeting  
Attended Wapiti Corridor Multi Use Plan  
Attended the Special Committee of the Whole

**COUNCILLOR LES URNESS**

Attended the Municipal Planning Commission  
Attended Committee of the Whole  
Attended Taste of the Peace  
Attended Growing the North  
Attended the Wapiti Corridor Multi Use Plan  
Attended Special Committee of the Whole

MOTION: 14.02.115. Moved by: COUNCILLOR LES URNESS

That Council designate an additional 10 million from the 2014 Capital Reserve and an additional 10 million from the 2015 Budget year Capital Reserve to proceed as approved by Greenview Council for the Multi Plex project.

CARRIED

**COUNCILLOR GEORGE DELORME**

Attended the Municipal Planning Commission  
Attended Committee of the Whole  
Attended Growing the North  
Attended Wapiti Corridor Multi Use Plan  
Attended the Special Committee of the Whole

**9.1 REEVE'S REPORT:**

**REEVE DALE GERVAIS:**

Attended the Municipal Planning Commission  
Attended the Medical Clinic Meeting  
Attended AAMDC District 4 Meeting  
Attended Big Hearts Fund Raising  
Attended Committee of the Whole  
Attended Growing the North  
Attended Wapiti Corridor Multi Use Plan  
Attended Special Committee of the Whole

**10.0 CORRESPONDENCE:**

# 11  
IN CAMERA

**11.0 IN CAMERA CONFIDENTIAL ITEMS**

MOTION: 14.02.116. Moved by: COUNCILLOR DAVE HAY  
That, in compliance with Section 197(2) of the Municipal Government Act, this meeting goes in camera at 2:07 p.m.

CARRIED

Councillor Dale Smith vacated the meeting at 2:31 p.m.

MOTION: 14.02.117. Moved by: COUNCILLOR GEORGE DELORME  
That, in compliance with Section 197(2) of the Municipal Government Act, this meeting come out of camera at 2:48 p.m.

CARRIED

#12  
ADJOURNMENT

**12.0 ADJOURNMENT**

MOTION: 14.02.118. Moved by: COUNCILLOR TOM BURTON  
That this meeting adjourn at 2:50 p.m.

CARRIED

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CHIEF ADMINISTRATIVE OFFICER

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REEVE



4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608

SUBJECT: **Bylaw 14-719 Second and Third Reading**  
 SUBMISSION TO: Regular Council REVIEWED AND APPROVED FOR SUBMISSION  
 MEETING DATE: Tuesday, March-11-2014 CAO: MH MANAGER:  
 DEPARTMENT: Infrastructure & Planning GM: GG PRESENTER: GC  
 FILE NO./LEGAL: A13-013/ SW 29-70-24-W5M LEGAL/ POLICY REVIEW: LC  
 FINANCIAL REVIEW:

#### RECOMMENDED ACTION:

**MOTION: That Council give Second Reading to Bylaw No. 14-719, Clarke re-designating the lands from Agricultural (A) District to Country Residential Two (CR2) District within the SW 29-70-24-W5M.**

**MOTION: That Council give Third Reading to Bylaw No. 14-719, Clarke re-designating the lands from Agricultural (A) District to Country Residential Two (CR2) District within the SW 29-70-24-W5M.**

#### BACKGROUND / PROPOSAL:

To re-designate 1.45 hectares/ 3.58 Acres +/- from Agriculture (A) to Country Residential Two (CR-2).

#### APPLICATION OVERVIEW:

Applicant	Patricia and Dacry Clarke
Property Owner	Patricia and Darcy Clarke
Existing Parcel Size	1.45 Hectares / 3.58 Acres
Purpose of Re-designation	Residential higher density
Ward	7 - Crooked Creek
Rural Area	Valleyview

#### Applicable Policy and Regulations:

Intermunicipal Development Plan:	N/A
Municipal Development Plan:	Section 4.2 Country Residential
Area Structure Plan:	N/A
Land Use Bylaw:	Country Residential Two (CR-2)
Policy and Procedures:	Once Second & Third Readings are given; the owner/developer will be able to apply for Subdivision Application to proceed.

#### Location & Geography:

Closest Urban Center & Proximity:	23 km / 14 miles East to: Valleyview
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Situated within 800 meters of HWY: 43	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Hwy 43
Situated in Urban Referral/Fringe Area	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No No However there is always considerable growth demand around the lake

Land Use and Development:

Predominant Land Use on Property:	Agricultural
Predominant Development on Property:	Vacant
Oil and Gas Facilities on Property/Adjacent:	N/A
Surrounding Land Uses:	Agricultural
Proximity to Utilities:	Cable Adjacent to: East Smoky Gas Pipeline; ATCO Electric Power Line;

Physical and Natural Features:

Water bodies and Wetlands on Property:	Seasonal Drainage
Topographical Constraints on Property:	Mixed
Soil Characteristics:	Mixed Soils
Vegetation and Drainage:	Cleared
Potential for Flooding:	No potential for flooding noted during site visit.

Planning & Development History:

Prior LUB/SD/DP Applications:	
Certificate of Title:	132 355 144 +2
Encumbrances on Title Affecting Application:	Alberta Power Limited: Right-of-Way; East Smoky Gas Co-op: Right-of-Way; Alberta Government Telephones: Right-of-way

Servicing & Improvements Proposed:

Water Services:	Water Well <input type="checkbox"/> Existing <input checked="" type="checkbox"/> Proposed
Sewer Services:	Holding Tank <input type="checkbox"/> Existing <input checked="" type="checkbox"/> Proposed
Storm water/Drainage Improvements:	N/A
Solid Waste Disposal:	N/A
Approach/Road Access	Off internal subdivision road <input type="checkbox"/> Existing <input checked="" type="checkbox"/> Proposed

Suitability Assessment:

Land Suitable for Intended Use	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Compatible with Surrounding Land Uses	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appropriate Legal and Physical Access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Complies with IDP/MDP/ASP/LUB Requirements	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Key Dates, Communications & Other Information:

Application Submitted:	November 21 2013
Application Circulated:	November 22 2012
Supportive Information Requested/Submitted:	For Future Subdivision
Application Revised from Submission:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Referral Comments:	<p><b>Alberta Transportation</b>, December 20, 2013: The department has no concerns with the proposed land use bylaw amendments from AG to CR-2.</p> <p><b>East Smoky Gas Co-op</b>, December 1, 2013: No concerns.</p> <p><b>M.D Engineering Services</b>, November 25, 2013: At time of Subdivision drainage through lot, internal subdivision road and grading plan.</p> <p><b>ATCO Electric</b>, December 5, 2013: Atco is not affected by this subdivision.</p>
Objections Received and Addressed:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No objections received.

DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

<p><b>OPTION ONE:</b> (This motion indicates support)</p>	<p>That the Reeve open and close the Public Hearing.</p> <p>That Council give second reading to Bylaw No 14-719. Re-designating the land within <b>SW 29-70-24-W5M.</b></p> <p>That Council give third reading to Bylaw No. 14-719 re-designating the land within <b>SW 29-70-24-W5M.</b></p>
<p><b>OPTION TWO:</b> (This motion indicates additional information required to render a decision on the application)</p>	<p>That the Council defer Bylaw No. 14-719 re-designating the lands within the <b>SW 29-70-24-W5M.</b></p>
<p><b>OPTION THREE:</b> (This motion indicates the application is not deemed suitable)</p>	<p>That the Reeve open and close the Public Hearing.</p> <p>That Council give second reading to Bylaw No. 14-719 re-designating the land within <b>SW 29-70-24-W5M. .</b></p>

	(Recommend Refusal)  That Council give third reading to Bylaw No. 14-719 re-designating the land within <b>SW 29-70-24-W5M. .</b> (Recommend Refusal)
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**COSTS / SOURCE OF FUNDING:**

N/A

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**ATTACHMENT(S):**

- Bylaw No. 14-719 and Schedule "A" (Proposed Amendment Map)
- Land Use Amendment Application
- Advisement of Public Hearing
- Ownership/Location Map



BYLAW NO. 14-719  
of the Municipal District of Greenview No. 16

**A Bylaw of the Municipal District of Greenview No. 16, in the Province of  
Alberta, to amend Bylaw No. 03-396, being the Land Use Bylaw for the  
Municipal District of Greenview No. 16**

**PURSUANT TO** Section 692 of the Municipal Government Act, being Chapter M-26, R.S.A. 2000, as Amended, the Council of the Municipal District of Greenview No. 16, duly assembled, enacts as follows:

1. That Map No. 184 in the Land Use Bylaw, being Bylaw No. 03-396, be added to reclassify the following area:

A Portion of  
the Southwest quarter of Section Twenty-nine(29)  
Within Township Seventy (70)  
Range Twenty-four (24), West of the Fifth Meridian (W5M)  
Is reclassified from Agriculture "A" District to Country Residential Two "CR-2" District,  
As identified on Schedule "A" attached.

This Bylaw shall come into force and effect upon the day of final passing.

Read a first time this Eleventh day of March, A.D., 2014.

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, A.D., \_\_\_\_\_.

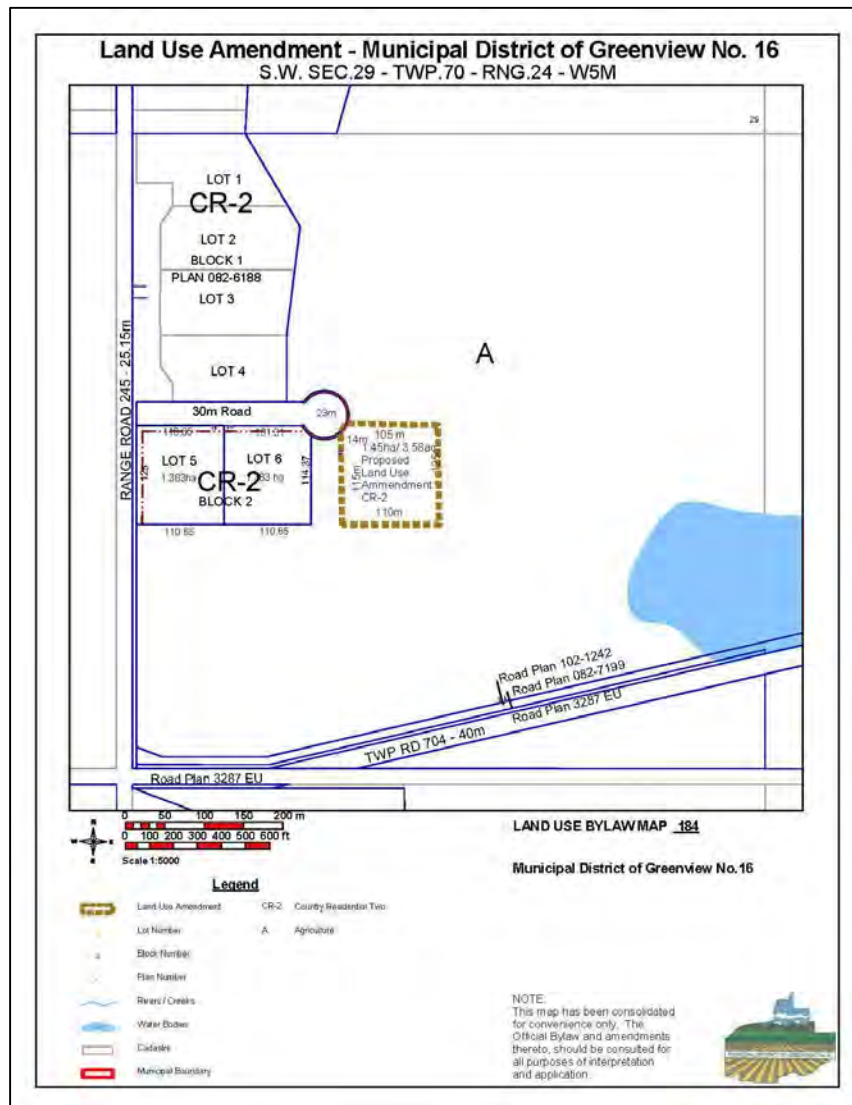
Read a third time and finally passed this \_\_\_\_\_ day of \_\_\_\_\_, A.D., \_\_\_\_\_.

\_\_\_\_\_  
REEVE

\_\_\_\_\_  
CHIEF ADMINISTRATIVE OFFICER

## SCHEDULE "A"

To Bylaw No. 14-719  
MUNICIPAL DISTRICT OF GREENVIEW NO. 16  
A Portion of  
the Southwest quarter of Section Twenty-nine(29)  
Within Township Seventy (70)  
Range Twenty-four (24), West of the Fifth Meridian (W5M)  
Is reclassified from Agriculture "A" District to Country Residential Two "CR-2" District,  
As identified on Schedule "A" attached.  
As identified below:



# Land Use Amendment Application



MUNICIPAL DISTRICT  
OF GREENVIEW No. 16  
RECEIVED  
NOV 27 2013

## LAND USE AMENDMENT APPLICATION

Municipal District of Greenview No. 16  
P.O. Box 1079, 4806 - 36<sup>th</sup> Avenue, Valleyview, Alberta T0H 3N0  
Phone (780) 524-7600 Fax: (780) 524-4307

VALLEYVIEW

### FOR ADMINISTRATIVE USE

LUB MAP NO.	BYLAW NO.
184	
APPLICATION NO.	
H13-013	
RECEIPT NO.	
0118838	
ROLL NO.	
38513	

NAME OF APPLICANT(S) DARCY & PATRICIA CLARKE		
ADDRESS 704048 RANGE ROAD 63A		
COUNTY OF GRANDE PRAIRIE No. 1, AB		
POSTAL CODE T8W 5B9	TELEPHONE (Res.) 780-402-9073	(Bus.)

NAME OF REGISTERED LANDOWNER(S) Complete if Different from Applicant		
ADDRESS SAME		
POSTAL CODE	TELEPHONE (Res.)	(Bus.)

### Legal description of the land affected by the proposed amendment

QTR./L.S. SW	SEC 29	TWP. 70	RG. 24	M. 5	OR	REGISTRATION PLAN NO.	BLOCK	LOT
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### Land Use Classification for Amendment Proposed:

FROM: AGRICULTURE	TO: COUNTRY RESIDENTIAL TWO
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### Reasons Supporting Proposed Amendment:

To permit future subdivision of 3.5 ACRE Lot.
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### Physical Characteristics:

Describe Topography: Flat	Vegetation: Poplar + Spruce	Soil: Clay
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### Water Services:

Existing Source: None	Proposed Water Source:
-----------------------	------------------------

### Sewage Services:

Existing Disposal: None	Proposed Disposal:
-------------------------	--------------------

### Approach(es) Information:

Existing: None	Proposed: Approach from Service Road
----------------	--------------------------------------

☒ I / We have enclosed the required Application Fee of \$ 200.00.

Date: Nov 12, 2013 Applicant(s): Darcy Clarke

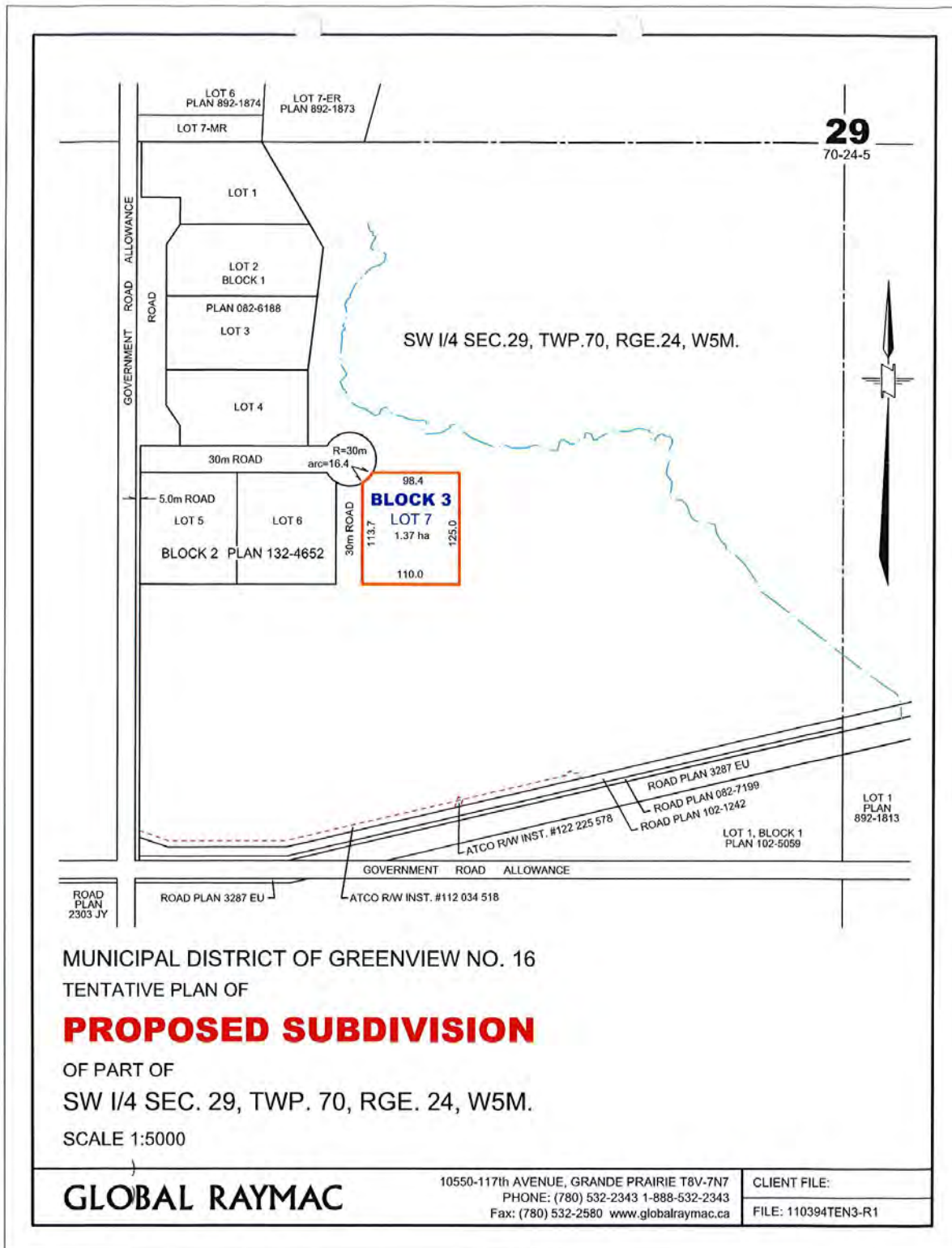
Patricia Clarke

Date: Registered Landowner(s):

**NOTE: Registered Landowner(s) Signatures required if different from Applicant.**

Any personal information that the Municipal District of Greenview may collect on this form is in compliance with Section 33 of the Freedom of Information and Protection of Privacy Act. The information collected is required for the purpose of carrying out an operating program or activity of the Municipality, in particular for the purpose of our Development program. If you have any questions about the collection please contact the Freedom of Information and Protection of Privacy Coordinator at 780-524-7600.

Land Use Amendment Application  
Continued



## Public Hearing Advertisement

**TO:** Classifieds  
Valley Views  
**DATE:** 12 February, 2014  
**EMAIL:** [valleynews@valleyviews.ca](mailto:valleynews@valleyviews.ca)  
**FROM:** Sally ANN Rosson, Manager, Planning Development  
**SUBJECT:** ADVERTISEMENT  
**MESSAGE:** Please run the attached ad in the 19 February, 2014 and 26 February, 2014 issues of your paper for two consecutive weeks.  
**SIZE:** 3 x 4  
Please send proof of ad for **APPROVAL**, prior to publishing. Please call Sally @ 780-524-7644 if you have any questions. Thank you.



### NOTICE TO RESIDENTS OF COZY COVE AREA MUNICIPAL DISTRICT OF GREENVIEW NO. 16

#### PUBLIC HEARING

NOTICE is hereby given that the following Public Hearing will be held on:

**11 March, 2014 at 10:00 a.m.**

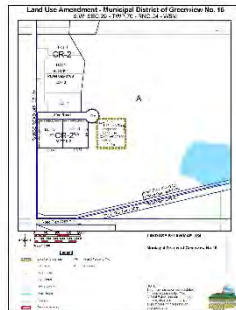
**In the Municipal District of Greenview No. 16, Council Chambers**

The Public Hearing will be held to hear:

**Bylaw No. 14-719 – Clarke**

**SW-29-70-24-W5**

The purpose of the Bylaw is to rezone an area containing approximately 1.45 hectares/ 3.58 acres from Agriculture (A) to District to Country Residential Two (CR-2) District to allow for future subdivision.



You may inspect or obtain a copy of the Bylaw at the address noted below. Anyone wishing to speak on the above is invited to attend. Written submissions must be received by the undersigned on or before 12:00 p.m., Noon, 5 March, 2014. For further information on this Bylaw, please contact the undersigned.

**Sally ANN Rosson, Manager, Planning and Development**

**Municipal District of Greenview No. 16**

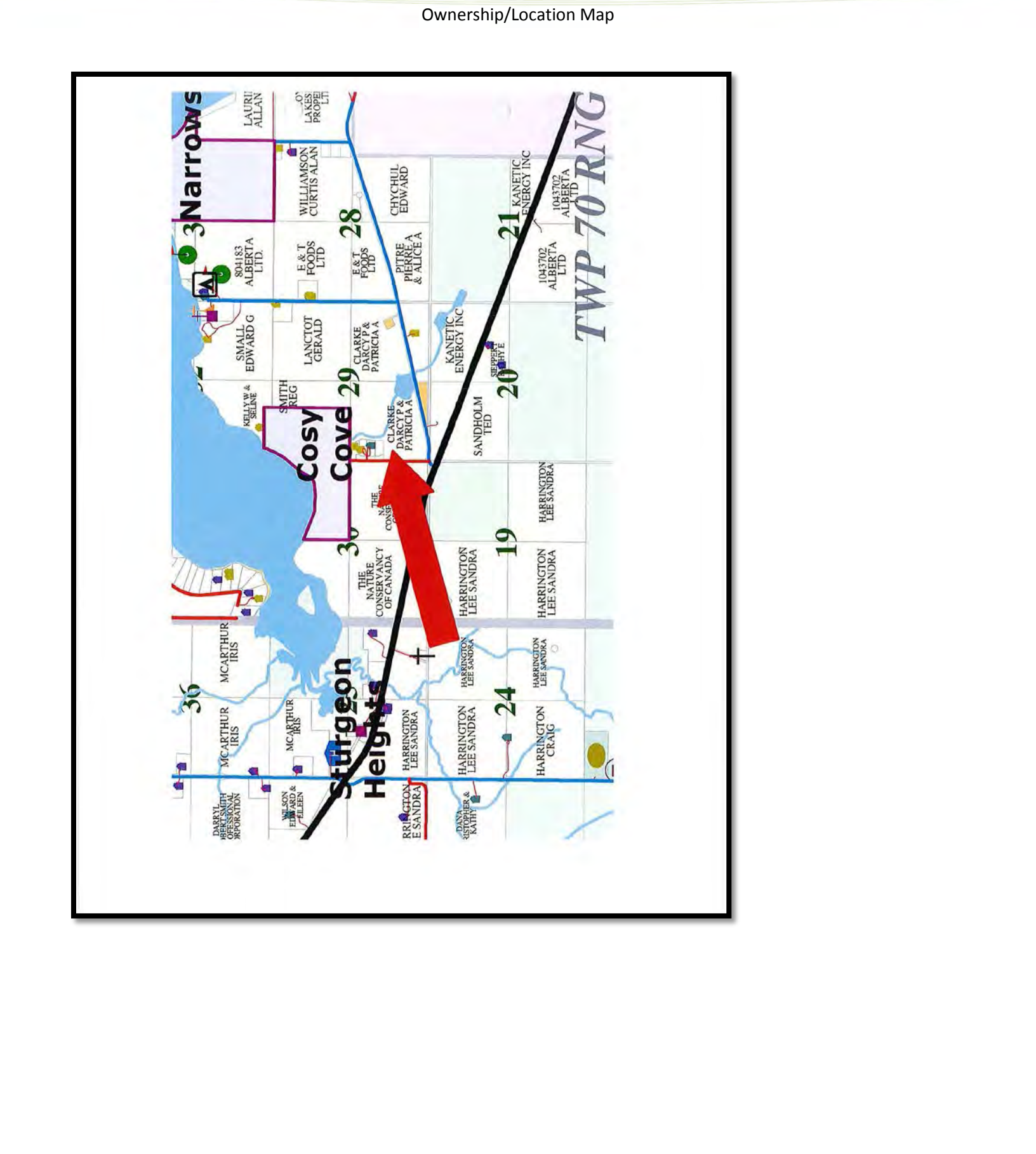
**4806 – 36 Avenue, PO Box 1079**

**Valleyview, Alberta, T0H 3N0**

**Phone: (780)524-7600 Fax: (780) 524-4307**

**E-mail: [Sally@mdgreenview.ab.ca](mailto:Sally@mdgreenview.ab.ca)**

**Note:** If you submit comments on the above Bylaw in writing, your correspondence may be released to the public, subject to the provisions of the Freedom of Information and Privacy Act.





4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608

---

SUBJECT:	<b>UPDATE ON MUNICIPAL DEVELOPMENT PLAN FROM ISL ENGINEERING &amp; LAND SERVICES</b>				
SUBMISSION TO:	Regular Council Meeting	REVIEWED AND APPROVED FOR SUBMISSION			
MEETING DATE:	March 11, 2014	CAO:	MH	MANAGER:	SAR
DEPARTMENT:	Infrastructure & Planning/Planning & Development	GM:	GG	PRESENTER:	SAR
FILE NO./LEGAL:		LEGAL/ POLICY REVIEW:			
STRATEGIC PLAN:		FINANCIAL REVIEW:			

---

RECOMMENDED ACTION:

**MOTION: That Council accepts the Municipal Development Plan update for information as presented.**

---

BACKGROUND / PROPOSAL:

Dave McRae will be in attendance to provide an update on the current status in regards to revisions of the Municipal Development Plan.

The Plan has been updated to meet requirements of the Alberta Land Stewardship Act with provisions for conservation easements and the transfer of development density credits. Reserve dedications for environmental and municipal reserve sections have been reworded. The protection and retention of agricultural lands remain in place. There is potential to increase densities in country residential subdivisions. A comprehensive Land Use Map will provide geographic context to the various policy areas and overall review of the Plan will ensure compliance with the Municipal Government Act (MGA). The suggested changes from administration to address Area Structure Plans have been updated and clarified.

The most recent copy of the draft Plan has been attached for Council's reference.

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OPTIONS - BENEFITS / DISADVANTAGES:

N/A

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COSTS / SOURCE OF FUNDING:

N/A

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ATTACHMENT(S):

- MDP (Version 5) Enclosed



# **MUNICIPAL DEVELOPMENT PLAN (DRAFT)**



Inspiring sustainable thinking

**June 2013**

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Map 2	Future Land Use Concept	Following Page 2
Map 3	Future Land Use Concept (Hamlets)	Following Page 16
Map 4	Future Land Use Concept (Settlements)	Following Page 16

## **SECTION 1 INTRODUCTION**

### **1.1 GENERAL OVERVIEW**

- 1.1.1 The Municipal District of Greenview No. 16 is located in the southern portion of the Peace River Region as illustrated on Map 1 (Geographic Context). Its location is strategic as most goods bound for points north must pass through the Municipal District. There is a wide diversity of resources from oil and gas to lumber and mining, as well as tourism opportunities. Rapid development in these resource sectors has resulted in the Municipal District being host to a strong and diverse economic base. There is also a good deal of arable agricultural land, but the amount of agricultural land is finite so steps must be taken to limit its loss. With the wide variety of resources and opportunity available there is a need to ensure that future development is managed effectively.
- 1.1.2 This Municipal Development Plan (MDP) directs growth towards our hamlets as logical centres for future residential and commercial development. The infrastructure requirements associated with our hamlets will in many cases require additional upgrading and expansion to meet future needs.
- 1.1.3 The MDP also provides a framework for future decisions on land use that will ultimately affect the economic development of the Municipal District. The MDP will attempt to achieve this while balancing the need for growth with measures to protect our limited agricultural and environmental resources.
- 1.1.4 The Municipal District's previous MDP (Bylaw 03-397) was adopted in 2003. Best practice directs regular reviews of the MDP in order that its policies remain current and responsive to community needs. The preparation of this new MDP is timely and required to:
- (a) Bring clarity to some existing policies in the 2003 MDP that remain valid but require more substance to improve their interpretation and enforceability;
  - (b) Achieve compliance with the Province's Land-use Framework and the Alberta Land Stewardship Act. The MDP must conform to the requirements of these new provincial initiatives. In addition, there is an opportunity for the new MDP to influence the direction for growth management in the future Upper Peace Regional Plan;
  - (c) Align MDP policies with the strategic priorities and initiatives contained in Council's 2012 Strategic Plan;
  - (d) To strengthen policy for the protection of groundwater and the coordination of energy exploration and extraction activities;
  - (e) Reinforce policy to emphasize agriculture as the priority land use in the Municipal District;
  - (f) Clarify MDP policies regarding requirements for country residential subdivisions and developer responsibilities for all subdivision;
  - (g) Enhance existing policies on lakeshore development and protection of riparian areas;
  - (h) Update policies respecting relationships and agreements with the urban municipalities located within the Municipal District.

### **1.2 GOALS OF THE PLAN**

- 1.2.1 It is intended that this MDP achieve the following goals:

- (a) To provide a framework for the future growth and development of the Municipal District in a sustainable fashion and that is consistent with its strategic priorities;
- (b) Maintain the long term viability of the Municipal District's agricultural land base;
- (c) Allowing for population growth by increasing densities without negatively impacting on agricultural land through measures which:
  - (i) conserve agricultural land by limiting the acreage removed for other uses,
  - (ii) provide for development and employment opportunities in the rural area,
  - (iii) allow for higher densities of residential development when they can be located in nodes or in areas of limited agricultural capacity, and
  - (iv) provide the opportunity for families to care for the aging or disabled members of the community in a home setting;
- (d) Minimize the possibility of conflicts between potentially incompatible land uses;
- (e) Ensure that municipal services and infrastructure are provided to meet the demand created by growth;
- (f) Facilitate inter-municipal and inter-jurisdictional cooperation in matters affecting development in the region; and
- (g) Ensure that the natural environment is protected and that significant environmental features are preserved.

### **1.3 GROWTH STRATEGY**

1.3.1 The growth strategy for the Municipal District is based upon the desire to promote and accommodate growth that will preserve and strengthen the positive attributes of the Municipal District.

- (a) The Municipal District's current land use patterns are illustrated on Map 2, the Future Land Use Concept. This MDP contains policies respecting each type of land use which are presented in subsequent sections of this MDP.
- (b) The Municipal District shall accommodate growth:
  - (i) By supporting agricultural production through the opening of new agricultural lands;
  - (ii) Through the development of uses which support and benefit agriculture;
  - (iii) By supporting the exploration and responsible extraction of natural resources;
  - (iv) By promoting and accommodating developments which contribute to a diversification of the area's economy;
  - (v) By supporting the expansion of the rural population base in appropriate locations; and
  - (vi) By supporting the improvement of transportation and utility infrastructure.

## 1.4 DEFINITIONS

1.4.1 For the purpose of interpreting this MDP, the following definitions shall apply:

<b>Access</b>	Means the provision of legal and/or physical road access to a proposed development to the satisfaction of the Municipal District.
<b>Act</b>	Means the Municipal Government Act, Chapter M-26, RSA 2000.
<b>Better Agricultural Land</b>	Means land which has a Rural Farmland Assessment (RFA) Rating of 35% or higher. This rating is subject to confirmation by more current assessment ratings conducted by the Municipal District's Assessment Department, independent soils analysis, site inspections or a combination thereof. The definition may exclude any land which by reason of physical features, slope, configuration, surrounding land use, size, physical severance, or lands that are identified for development in an approved Area Structure Plan may impair the ability of the land to be economically farmed.
<b>Fragmented Parcel</b>	Means a portion of a parcel of land that is physically severed from the balance by a road, railway, water body, watercourse, ravine or similar feature that limits the agricultural productivity or viability of the severed portion.
<b>Hazard Land</b>	Means land which may be prone to flooding, shoreline erosion or slope instability, or other natural hazard that may result in life loss or injury, property damage, social and economic disruption or environmental degradation. Hazards may include surface and subsurface features such as active and abandoned gas/oil wells, mines, unstable slopes, areas exhibiting subsidence and other natural or man-made features.
<b>Rural Municipality(ies)</b>	Means Birch Hills County, the County of Grande Prairie No. 1, Municipal District of Big Lakes, Municipal District of Smoky River No. 130, Woodlands County, and Yellowhead County.
<b>Statutory Plan</b>	Means a Municipal Development Plan, Intermunicipal Development Plan, or Area Structure Plan prepared and adopted in accordance with the Act.
<b>Urban Municipality(ies)</b>	Means the Towns of Fox Creek, Grande Cache, and Valleyview.

1.4.2 All other words or expressions contained in this MDP shall have the meanings respectively assigned to them in the Act, the Subdivision and Development Regulation, and the Land Use Bylaw.

## SECTION 2 NATURAL ENVIRONMENT

### 2.1 INTRODUCTION

An important resource to the Municipal District is its natural environment. The Eastern Slopes, Waskahigan River Natural Area, and Kakwa Falls are examples of the wealth of recreational and environmental resources in the Municipal District. The Municipal District's wetlands, riparian areas, lakes, water courses, forests, and ground water resources are invaluable and are strong contributors to the quality of life enjoyed by Municipal District residents. In addition, the protection of ecological systems is necessary to support the long term health of the land, flora and fauna. Responsible stewardship of these ecological features is essential to retain their integrity and value.

### 2.2 OBJECTIVES

- (a) To protect and preserve sensitive environmental features such as water bodies and their shores and banks, as well as other features such as flood plains, steep slopes or special habitat features.
- (b) To ensure the patterns of human settlement and activity can take place safely while limiting the impact to the natural environment.

### 2.3 GENERAL

<b>Resource Activity</b>	2.3.1	The Municipal District recognizes forestry, mining, oil and gas exploration as acceptable uses within the Municipal District subject to the necessary government permits, which in turn would address environmental matters.
<b>Environmentally Sensitive Lands</b>	2.3.2	In addition to those labeled on the Future Land Use Concept maps, features such as, but not limited to river valleys, lakes, drainage areas, wildlife areas, and historic sites are considered to be individually, or in combinations thereof to be environmentally sensitive recreational areas and/or hazard lands. The actual sensitivity of each feature and its development constraints shall be confirmed with the applicable government department at the time that development or subdivision applications are considered.
<b>Compatible Uses</b>	2.3.3	<p>The type of development that may be considered compatible within or adjacent to areas that are deemed to be environmentally sensitive are those that</p> <ul style="list-style-type: none"> <li>(a) Promote the area to remain in its natural state;</li> <li>(b) Shall not lead to overuse or deterioration of the feature;</li> <li>(c) Will be associated with appropriate environmental impact assessments or reviews as may be required by the Municipal District;</li> <li>(d) Provide for the adequate rehabilitation of a site; and</li> <li>(e) Provide sufficient setbacks as may be recommended by the applicable government department.</li> </ul>

**Intensive Agricultural Uses** 2.3.4 With the exception of confined feeding operations, the development of intensive agricultural uses such as market gardens may be permitted within environmentally sensitive areas such as river valleys.

**Preparation of Plans** 2.3.5 The Municipal District supports the preparation of Area Structure Plans, integrated resource management plans, or land reservations depending upon the jurisdiction for the management of recreational and/or environmental features such as Kakwa Falls, Highway No. 40 corridor, Sturgeon Lake-Puskwaskau East Area, Fox Creek-Knight Area, and the Grande Cache Area.

**Watershed Management** 2.3.6 All Municipal District policies shall be consistent with modern watershed management policies, processes and science. The Municipal District shall work with landowners, government agencies, neighbouring municipalities and other stakeholders to protect and enhance wetlands, riparian areas, forests, native range lands, groundwater and surface water bodies, in order to minimize negative impacts on watersheds in the Municipal District.

## 2.4 HAZARD LANDS

**Development Setbacks Required** 2.4.1 The Municipal District shall require that developers provide development setbacks from water bodies, water courses, slopes, and other hazard lands to protect against erosion, flooding, loss of fish and wildlife habitat, and damage to natural features. Such setbacks shall be provided in accordance with the requirements of the Land Use Bylaw.

**Flood-Prone Lands** 2.4.2 New residential development or the expansion of existing residential developments shall not be permitted on lands that are contained within a 1:100 year flood plain or otherwise known to be flood-prone, unless sufficient flood protection measures designed by a professional engineer registered to practice in Alberta are provided by the developer.

**Slopes** 2.4.3 Permanent development shall not be permitted on slopes exceeding 15% or on land that is subject to erosion. Development on such lands may only be considered after sufficient geo-technical investigation has demonstrated that the site in question is suitable for development.

**Environmental Reserve Dedication** 2.4.4 As a condition of subdivision approval, lands that are subject to flood hazard, contain sensitive habitat, or are subject to potential erosion due to steep or unstable slopes, shall be dedicated as Environmental Reserve (ER). The Municipal District may require that Environmental Reserve be dedicated either in parcel or easement form as provided in the Act.

<b>Determination of Environmental Reserve</b>	2.4.5	Further to Policy 2.4.4 (" <b>Environmental Reserve Dedication</b> "), an <del>Environmental Reserve</del> setback or easement shall be provided from the top of the bank of a river or stream and/or the high water mark of a wetland or lake. The specific setback requirement may, at the discretion of the Municipal District, be determined by a qualified professional including geotechnical and hydrogeological studies to establish a site specific setback requirement.
<b>Confirmation of Environmental Reserve</b>	2.4.6	Where the need for <del>Environmental Reserve</del> requires confirmation, or situations arise where the amount of <del>Environmental Reserve</del> proposed to be dedicated exceeds the allocations identified in the Act, the Municipal District shall require that a geotechnical report, biophysical assessment, and/or hydrogeological study be prepared by a qualified professional to support the proposed dedication.
<b>Conservation Easements</b>	2.4.7	The Municipal District shall encourage and promote the use of Conservation Easements as a voluntary means of protecting environmentally sensitive features on private lands outside of the subdivision process.

## 2.5 GROUNDWATER EVALUATION AND PROTECTION

<b>Groundwater Evaluation</b>	2.5.1	To protect the quality and quantity of surface water bodies and groundwater, at a minimum, <b>Alberta Environment's Interim Guidelines for Evaluation of Groundwater Supply for Unserved Residential Subdivisions</b> , and any subsequent amendments, as well as the groundwater evaluation and licensing requirements of the Water Act shall be applied to all applications for unserved subdivisions.
<b>Protection of Water</b>	2.5.2	<p>The Municipal District shall not approve development that will negatively affect surface water bodies and groundwater quality and quantity. In order to ensure the protection of surface water, groundwater and alluvial aquifers, the following provisions shall apply:</p> <ul style="list-style-type: none"> <li>(a) Sand and gravel operations shall be required to submit, prior to an application being considered for approval, a hydrogeological assessment prepared by a qualified engineer to confirm the depth of the aquifer and identify mitigative measures that will be undertaken to ensure that the integrity of the alluvial aquifer will not be compromised by pit activities;</li> <li>(b) Industrial development that has the potential to generate impact surface water quality or groundwater quality or supply shall not be allowed unless a hydrogeological assessment prepared by a qualified engineer demonstrates that surface water bodies and groundwater will not be negatively affected.</li> </ul>
<b>Proof of Water Supply</b>	2.5.3	The Municipal District shall require that developers submit with their subdivision and/or development applications proof of water

supply if accessing groundwater, or identify the proposed method of water servicing, for all residential, industrial, and commercial developments.

## 2.6 FIRESMART

- |   |       |   |
|---|-------|---|
| <b><i>Design Principles</i></b>                 | 2.6.1 | The Municipal District shall encourage developers to recognize FireSmart: Protecting Your Community from Wildfire design principles when preparing Area Structure Plans and multi-lot subdivision proposals.  |
| <b><i>Damage Mitigation</i></b>                 | 2.6.2 | <p>Subdivision and development proposals shall be designed so as to minimize the potential for wildfire damage through:</p> <ul style="list-style-type: none"> <li>(a) The provision of Municipal Reserve along the outer perimeter of the development so that the developed portions may be separated from natural areas;</li> <li>(b) The provision of a fire guard which will serve as a buffer between development and the surrounding natural areas; and,</li> <li>(c) The development of trails between developments and surrounding forested lands which may be used in an emergency for fire prevention purposes.</li> </ul>      |
| <b><i>Multi-Lot Residential Development</i></b> | 2.6.3 | <p>The Municipal District shall encourage development practices as outlined below for multi-lot residential development which may be determined to be too remote to be adequately protected by existing firefighting services:</p> <ul style="list-style-type: none"> <li>(a) The provision of adequate on-site water supplies for firefighting purposes;</li> <li>(b) The use of fire resistant building methods;</li> <li>(c) The installation of spark arresters on all chimneys; and</li> <li>(d) The provision of an emergency access to developments to help prevent property damage and the potential for loss of life.</li> </ul> |

## 2.7 RECREATION AND HISTORIC SITES

- |  |       |   |
|--|-------|---|
| <b><i>Recreation Master Plan</i></b>         | 2.7.1 | The Municipal District may prepare a Recreation and Open Space Master Plan, which shall be used as the basis for recreation and tourist planning in the Municipal District. The Plan may include, but not be limited to, the identification of recreation sites and the identification of all-terrain vehicle and snowmobile trail systems. |
| <b><i>Wapiti Corridor Planning Study</i></b> | 2.7.2 | The Municipal District shall continue to support the development of the Wapiti Corridor Planning Study, and commits to the  |

implementation of the Study's recommendations through its recreation and capital planning processes. [Add detail](#)

<b>Community Associations</b>	2.7.3	The Municipal District strongly encourages the involvement of community associations in the provision, financing and maintenance of recreation facilities.
<b>Private Recreation Facilities</b>	2.7.4	The establishment of privately owned recreational facilities operated on a for-profit basis is encouraged.
<b>Eco- and Agri-Tourism</b>	2.7.5	The Municipal District supports eco-tourism and agri-tourism as a means to create employment opportunities and diversify the municipality's economy.
<b>Passive Recreation</b>	2.7.6	The Municipal District supports the use of lake shores, river corridors and other environmentally sensitive areas for passive recreational purposes. All recreational activities occurring in these areas shall be undertaken in an environmentally responsible fashion.
<b>Public Access</b>	2.7.7	Through the subdivision process, public access to shoreline areas shall be accommodated through the dedication of Environmental and/or Municipal Reserve.
<b>Area Structure Plan Required</b>	2.7.8	<p><del>The Municipal District may require that an Area Structure Plan be prepared for multi-lot country residential subdivisions or recreational resorts located next to lakes or other watercourses. These plans shall address the following issues to the satisfaction of the Municipal District:</del></p> <ul style="list-style-type: none"> <li><del>(a) Conformity with this Plan, other Statutory and non-statutory plans, if any, and the Land Use Bylaw;</del></li> <li><del>(b) Detailed site plans indicating proposed land uses, setbacks from top of bank or shoreline as applicable, existing and proposed vegetation patterns, and proposed access points to shore line areas;</del></li> <li><del>(c) Impacts on adjacent uses and environmentally sensitive areas, including provision for buffers;</del></li> <li><del>(d) Proposed methods of water supply, sewage disposal, storm drainage, and waste disposal;</del></li> <li><del>(e) Provision for access and internal circulation; and</del></li> <li><del>(f) The allocation of Municipal and Environmental Reserve.</del></li> </ul>

**Historical Resources** 2.7.8

In the preservation and promotion of historical resources, the Municipal District may refer proposed development applications that may affect historical resources to Alberta Culture for its comments and recommendations respecting the preparation of a Historic Resources Impact Assessment.

**Historical Sites** 2.7.9

The Municipal District supports the identification and appropriate development of historical sites such as the Edson Trail.

## SECTION 3 AGRICULTURE

### 3.1 INTRODUCTION

The preservation and promotion of the agricultural land base are major goals of this MDP. This involves limiting the types of non-agricultural activities allowed on better agricultural land.

### 3.2 OBJECTIVES

- (a) To minimize the loss of better agricultural land to non-agricultural uses.
- (b) To encourage development of the agricultural community and promote the rights of farmers to continue normal agricultural operations.
- (c) Promote the construction of agriculture operations in a sustainable manner.

### 3.3 GENERAL

<b><i>Agriculture as Priority Use</i></b>	3.3.1	On lands shown as “Rural Community” on the Future Land Use Concept, agricultural uses shall have priority over all other uses except as provided for in this MDP.
<b><i>Non-Agricultural Uses</i></b>	3.3.2	The development of non-agricultural uses in the rural area shall not negatively impact existing agricultural operations. As new development occurs in the rural area, notice to developers respecting the presence of agricultural operations shall be made in accordance with the provisions of the Land Use Bylaw.

### 3.4 BETTER AGRICULTURAL LAND

<b><i>Land Use on Better Agricultural Land</i></b>	3.4.1	<p>The development of non-agricultural uses on better agricultural lands will not be permitted, except where the Municipal District determines that the proposed use has no suitable alternative location, or the proposed location will utilize a limited amount of agricultural land and will not interfere with or negatively affect existing nearby agricultural uses or adjacent residential uses. The types of non-agricultural uses that may be considered acceptable on better agricultural lands include:</p> <ul style="list-style-type: none"><li>(a) Agricultural industry which directly benefit and serve the rural community;</li><li>(b) Natural resource extractive industries;</li><li>(c) Temporary storage of oilfield related equipment and pipe;</li><li>(d) Recreational uses;</li><li>(e) Public uses and public utility systems; and</li><li>(f) Home-based business.</li></ul>
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**Subdivisions of  
Better Agricultural  
Land**

- 3.4.2 The Municipal District may support the subdivision of better agricultural land where the proposed subdivision is for:
- (a) A farmstead separation;
  - (b) A first parcel out for residential purposes in accordance with Policy 3.4.3;
  - (c) A fragmented parcel;
  - (d) An agricultural industry;
  - (e) A natural resource extractive industry;
  - (f) A public use or public utility;
  - (g) A confined feeding operation or other intensive agricultural use;
  - (h) A lot contained within an approved Area Structure Plan; or
  - (i) Hamlet expansion.

**Vacant First Parcel  
Out**

- 3.4.3 Pursuant to Policy 3.4.2(b) ([“Subdivision of Better Agricultural Land”](#)), the subdivision of one vacant parcel out of a previously unsubdivided quarter section for a residential use shall only be allowed if the following criteria are met to the satisfaction of the Municipal District:
- (a) the proposed subdivision boundary and building site adheres to Provincial Regulations regarding setback distances between property lines, buildings, water sources and private sewage disposal systems;
  - (b) legal and year round physical access to a developed Municipal District road is provided;
  - (c) the proposed use of the parcel does not negatively impact adjacent agricultural uses,
  - (d) the proposed parcel is not located within the required Minimum Distance Separation of an established confined feeding operation (CFO), and will not be located so as to interfere with the future expansion of existing CFOs;
  - (e) in the sole discretion of the Municipal District, the parcel is in a location that minimizes to the greatest extent possible disturbance to and loss of environmentally significant areas, or other environmentally sensitive features such as wetlands, riparian vegetation, natural drainage courses and tree stands; and
  - (f) any other considerations as may be determined by the Municipal District.

- |  |       |  |
|--|-------|--|
| <b>Parcel Location</b>                     | 3.4.4 | Where possible, subdivisions identified in 3.4.2 ( <u><b>“Subdivision of Better Agricultural Land”</b></u> ) will be encouraged to locate on portions of a quarter section that are: <ul style="list-style-type: none"><li>(a) Physically severed or are of lower agricultural capability; and/or</li><li>(b) Adjacent to or near quarter section boundaries to minimize the fragmentation of agricultural land and without constraining or otherwise impacting agricultural operations on the quarter section.</li></ul>  |
| <b>Fragmented Parcels</b>                  | 3.4.5 | The subdivision of a fragmented parcel may be approved if: <ul style="list-style-type: none"><li>(a) The proposed parcel(s) can be adequately serviced;</li><li>(b) It does not conflict with adjacent uses;</li><li>(c) A suitable building site is present; and</li><li>(d) There is legal and physical access to the proposed parcel.</li></ul>   |
| <b>Consolidation of Fragmented Parcels</b> | 3.4.6 | Where possible, the consolidation of fragmented agricultural parcels with adjacent lands should be encouraged.   |
| <b>Parcel Size Requirements</b>            | 3.4.7 | <ul style="list-style-type: none"><li>(a) The size of a farmstead separation shall be at the discretion of the Municipal District based on the location of the existing buildings, fences, shelter belts and required setback distances for the existing private sewage system.</li><li>(b) The size of a subdivided lot approved under Policy 3.4.3 (<u><b>“Vacant First Parcel Out”</b></u>) shall be in accordance with Land Use Bylaw requirements.</li><li>(c) The size of a Fragmented Parcel approved under Policy 3.4.5 (<u><b>“Fragmented Parcels”</b></u>) shall be determined by the size of the fragment itself which must contain the entire fragmented portion of the quarter section.</li></ul> |

### 3.5 OTHER AGRICULTURAL LANDS

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| <b>Subdivision of Agricultural Land</b> | 3.5.1 | On those lands that are not defined as better agricultural lands, or that are considered exceptions by the Municipal District to the definition of better agricultural land by virtue of slope, configuration, surrounding land use or size, the Municipal District may allow the subdivision and/or development of non-agricultural uses. |
|---|-------|--|

<b>Non-Agricultural Uses</b>	3.5.2	Proposals for non-agricultural uses may be supported depending upon the merits of the proposal as determined under <a href="#">Section 10.3 (“Subdivision and Development Requirements”)</a> , and its effect on the farming area.
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### 3.6 CONFINED FEEDING OPERATIONS

<b>Support for Confined Feeding Operations</b>	3.6.1	Applications to the Natural Resources Conservation Board for the establishment or expansion of confined feeding operations (CFO) shall not be supported by the Municipal District unless they are compatible with adjacent land uses and do not generate adverse health or environmental effects.
<b>Expansion of CFOs</b>	3.6.2	<p>Notwithstanding the requirements of the Agricultural Operation Practices Act, the expansion or establishment of CFOs will not be supported:</p> <ul style="list-style-type: none"> <li>(a) Within 3.2 km (2 miles) of a recreation or community facility, or the boundaries of a hamlet;</li> <li>(b) In areas designated for country residential development;</li> <li>(c) In areas identified for potential annexation in an Intermunicipal Development Plan;</li> <li>(d) Within 3.2 km (2 miles) of an environmentally sensitive area, water body, watercourse, recreational area or drainage channel unless measures are employed to prevent negative impacts on these features to the satisfaction of the Municipal District; or</li> <li>(e) In areas in which intensive agriculture is precluded by the provisions of an approved Area Structure Plan or other Statutory Plan.</li> </ul>
<b>Minimum Distance Separations</b>	3.6.3	Where possible, the Minimum Distance Separation for CFOs should be accommodated on land owned by the operator.
<b>Contamination of Runoff</b>	3.6.4	CFOs should not be established or expanded where there is any risk that runoff will contaminate ground or surface water supplies.
<b>Protection of Existing CFOs</b>	3.6.5	The Municipal District shall protect existing CFOs by refusing development permits for new residences proposed to be located within the Minimum Distance Separation of these operations as defined by Agricultural Operations and Practices Act.

## SECTION 4 COUNTRY RESIDENTIAL

### 4.1 INTRODUCTION

Multi-lot country residential subdivisions are an important component of the Municipal District's residential land use pattern. Due to the proximity of employment opportunities in Grande Prairie and Valleyview, it is anticipated that country residential demand within commuting distance of these two centres will continue.

### 4.2 OBJECTIVES

- (a) To ensure that multi-lot country residential developments are properly serviced and situated in appropriate locations.
- (b) To meet the need and demand for properly serviced country residential lots throughout the Municipal District.
- (c) To ensure that country residential development does not negatively impact surrounding land uses or the Municipal District's infrastructure.

### 4.3 POLICIES

<b><i>Better Agricultural Land</i></b>	4.3.1	Multi-lot country residential development shall not occur on better agricultural land.
<b><i>Parcel Size</i></b>	4.3.2	Proposed country residential parcels shall be a minimum of 1.2 ha (3 ac) and a maximum of 4 ha (10 ac) in size. Country residential parcels in excess of 4 ha (10 ac) shall only be considered if, in the opinion of the Municipal District the additional lands are warranted by site-specific topographic or geographic constraints.
<b><i>Proximity to Intensive Agriculture</i></b>	4.3.3	Proposals for country residential subdivisions shall not be supported in proximity to existing confined feeding operations and other intensive agricultural uses.
<b><i>Restrictions on Location</i></b>	4.3.4	<p>The Municipal District shall direct the development of multi-lot country residential subdivisions away from:</p> <ul style="list-style-type: none"><li>(a) Urban fringe areas unless contained within an Intermunicipal Development Plan;</li><li>(b) Active sanitary landfills and waste transfer stations;</li><li>(c) Environmentally sensitive lands;</li><li>(d) Existing confined feeding operations;</li><li>(e) Highways, unless accommodated in an approved Area Structure Plan;</li><li>(f) Existing sand and gravel extraction sites; and</li></ul>

- (g) Sour gas facilities or other potentially hazardous industrial operations.

**Evaluation of  
Development  
Proposals**

- 4.3.5 Multi-lot country residential subdivisions shall only be supported if the following conditions are met:
- (a) The proposal is not located on Better Agricultural Land;
  - (b) The land has a demonstrated ability to accommodate on-site water services, unless the proposed subdivision is to be served by a municipal water supply. For any proposal that proposes to utilize wells or groundwater-fed dugouts for water supply, the applicant shall submit to the Municipal District a hydrogeological assessment prepared by a qualified professional engineer that determines the availability of an onsite water supply that does not negatively impact neighbouring licensed wells and is adequate for domestic purposes in accordance with Alberta Environment guidelines;
  - (c) The land has a demonstrated ability to accommodate on-site sewer services, unless the proposed subdivision is to be served by a municipal sewer system. For any proposal that proposes to utilize on-site sewage disposal systems, the applicant shall submit to the Municipal District soils tests prepared by a qualified professional engineer that demonstrates the presence of suitable soil conditions in accordance with the requirements of Alberta Municipal Affairs;
  - (d) The proposal does not conflict with existing surrounding agricultural uses;
  - (e) The subject lots contain a suitable building site;
  - (f) Significant recreational or environmental areas are not be negatively impacted;
  - (g) The site has legal and physical access to the satisfaction of the Municipal District; and
  - (h) The proposed development does not unduly hinder the future extraction of known natural resources.

**Resubdivision of  
Lots**

- 4.3.6 The resubdivision of a country residential parcel will not be allowed unless the applicant can demonstrate to the Municipal District that the proposal will meet the criteria under Policy 4.3.5 (["Evaluation of Development Proposals"](#)).

## SECTION 5 HAMLETS AND SETTLEMENTS

### 5.1 INTRODUCTION

Hamlets play an important role in the Municipal District as they provide services, minor commercial uses, schools and recreation activities to rural residents. Although they contain only a small portion of the Municipal District's population, they are the focus for much of the extensively developed farming areas. In many cases hamlets also serve as retirement centres for the aging farming population of the area. As such, hamlets need to be well planned and serviced to meet the needs of the local population. In addition, there are several settlements in the Municipal District, namely Nose Creek, Aspen Grove and the Grande Cache Co-ops that are home to native communities.

### 5.2 OBJECTIVES

- (a) To support and strengthen the role of hamlets and other settlements as the primary locations for community services and facilities.
- (b) To allow for the continued, orderly growth of hamlets in the Municipal District.

### 5.3 POLICIES

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| <b>Designated Hamlets</b>    | 5.3.1 | Grovedale, Landry Heights, Ridgevalley, Little Smoky and DeBolt are designated as hamlets as shown on Map 2, the Future Land Use Concept, and the boundaries and existing land uses for the subject hamlets are noted on Map 3, Future Land Use Concept - Hamlets. The locations of all other settlements are also illustrated on Maps 2 and 4 (Future Land Use Concept – Settlements).  |
| <b>Hamlet Development</b>    | 5.3.2 | Hamlet development may occur as infilling of vacant sites, rehabilitation of deteriorating buildings, relocation and redevelopment of inappropriate uses, or a hamlet expansion. Each of the above hamlet growth options will be considered on its own merits.   |
| <b>Land Uses</b>             | 5.3.3 | The Municipal District shall encourage commercial, industrial and institutional uses that intended to serve the rural area to locate in hamlets where possible.  |
| <b>Preferred Development</b> | 5.3.4 | <p>Within hamlets the following types of development shall be encouraged by the Municipal District:</p> <ul style="list-style-type: none"> <li>(a) Residential uses, including single family dwellings and manufactured homes;</li> <li>(b) Convenience commercial uses;</li> <li>(c) Institutional uses such as churches, community halls, and schools;</li> <li>(d) Light industrial uses developed in accordance with Policy 5.3.6 (<u>"Light Industrial Uses"</u>); and</li> </ul> |

(e) Recreational uses.

<b>Buffers</b>	5.3.5	In order to ensure that future hamlet development is compatible with existing uses, the Municipal District shall ensure that adequate distance separations or landscaped buffers and fencing are provided between residential and non-residential uses.
<b>Light Industrial Uses</b>	5.3.6	The types of light industrial uses permitted in hamlets shall be limited to small scale industries which can be compatibly located adjacent or near residential areas.
<b>Lot Sizes</b>	5.3.7	Residential lot sizes in hamlets shall be urban in nature and be serviced with municipal water and sewer services where available.
<b>Hamlet Plans</b>	5.3.8	The Municipal District shall prepare new Area Redevelopment Plans or Area Structure Plans, or review existing Plans as required, for its Hamlets.
<b>Development in Proximity to Hamlets</b>	5.3.9	In order to help maintain the long term sustainability of its Hamlets, the Municipal District shall allow multi-lot country residential subdivisions and light industrial uses to be located adjacent to these communities.
<b>Native Settlements</b>	5.3.10	The Municipal District supports the continuing development of the native settlements provided such development does not negatively impact surrounding uses.

## SECTION 6 INDUSTRY AND COMMERCE

### 6.1 INTRODUCTION

- 6.1.1 Industrial and commercial development in the Municipal District ranges in scope from major industries to home-based businesses. Local industrial development has grown and diversified to serve several resource sectors, including agriculture, forestry, mining, and oil and gas. The majority of this activity is based on provincial Crown Lands.
- 6.1.2 Commercial development in the Municipal District is more limited, with some located adjacent to primary highways, as well as in hamlets. Home-based businesses, of both an industrial and commercial nature, are commonplace throughout the Municipal District.

### 6.2 OBJECTIVES

- (a) To promote and accommodate the development of industrial and commercial uses at appropriate locations.
- (b) To accommodate the growth and development of home-based business.

### 6.3 INDUSTRIAL DEVELOPMENT

#### ***Industrial Uses Supported***

- 6.3.1 The types of industry which may be supported in the Municipal District include those that:
- (a) Cater to the needs of agriculture, forestry, or natural resource extraction;
  - (b) Have comparatively large land requirements;
  - (c) Are not suited to an urban area;
  - (d) Do not conflict with adjacent land uses in terms of appearance, emissions, noise, or traffic generation, unless suitable buffers are provided;
  - (e) Are located on sites that are suitable for the proposed development in terms of soil stability, groundwater level, and drainage; and
  - (f) Have minimal servicing requirements.

#### ***Location of Development***

- 6.3.2 Industrial development proposals:
- (a) Should wherever possible locate in an industrial park;
  - (b) Shall not be permitted to locate on better agricultural land, unless the proposal has unique site requirements or no suitable alternative location; and
  - (c) Shall not locate in an environmentally sensitive area.

**Evaluation of  
Development  
Proposals**

- 6.3.3 All industrial development proposals will be evaluated according to the following:
- (a) Potential impact on quality and quantity of water supplies and water courses and conformity with guidelines, policies and conditions as required by the applicable provincial departments or agencies;
  - (b) Proximity to residential, recreational, and public uses, and environmentally sensitive areas;
  - (c) The proposal does not interfere with agricultural operations;
  - (d) Impacts on the local road network;
  - (e) Provision for stormwater management and control of surface runoff;
  - (f) Sufficiency of on-site water storage for fire protection purposes in accordance with National Fire Protection Association guidelines (NFPA 1142) and Alberta Safety Code requirements; and
  - (g) Conformity with relevant Statutory Plans and the Land Use Bylaw.

**Industrial Parks  
Preferred**

- 6.3.4 With the exception of farm-based industries, resource extraction, and heavy industrial uses, industrial development should be encouraged to locate in industrial parks.

**Oil and Gas  
Facilities**

- 6.3.5 When reviewing subdivision and/or development applications, the Municipal District shall apply Energy Resources Conservation Board setback regulations and guidelines to all applications in close proximity to sour gas and other oil and gas facilities, including pipelines.

**Dangerous Goods**

- 6.3.6 The Municipal District may support the storage and processing of dangerous goods subject to the following:
- (a) The proposed location is isolated in nature and located away from residential, institutional or recreational development;
  - (b) Public access to the site is restricted;
  - (c) That the facility receives approval from the applicable licensing agency; and
  - (d) Preparation of an emergency response plan.

## 6.4 COMMERCIAL DEVELOPMENT

<b>Commercial Development Supported</b>	6.4.1	The Municipal District supports the development of highway commercial and local commercial developments at appropriate locations.
<b>Location of Development</b>	6.4.2	Unless alternative locations can be justified, the location of local commercial uses should be limited to existing commercial areas in hamlets and rural settlements, as well as proximity to existing highway commercial sites.
<b>Better Agricultural Land</b>	6.4.3	With the exception of homed-based businesses, commercial development shall not be permitted to locate on better agricultural land, unless no suitable alternative location is available.
<b>Evaluation of Development Proposals</b>	6.4.4	<p>Highway commercial development proposals will be evaluated according to the following:</p> <ul style="list-style-type: none"> <li>(a) Proximity to urban centres;</li> <li>(b) The type of commercial use proposed;</li> <li>(c) Suitability of the site in terms of soil stability, groundwater level, and drainage;</li> <li>(d) Provisions for access and impacts on the transportation network; and</li> <li>(e) Conformity with relevant Statutory Plans and the Land Use Bylaw.</li> </ul>
<b>Referrals</b>	6.4.5	All applications for highway commercial development shall be referred to Alberta Transportation for review and comment prior to a decision being issued by the Municipal District.
<b>Hamlet Commercial</b>	6.4.6	<p>All commercial development proposals in hamlets will be evaluated according to the following:</p> <ul style="list-style-type: none"> <li>(a) Proposed location as such developments should be situated on the main street, and not dispersed throughout residential areas;</li> <li>(b) Compatibility with surrounding land uses;</li> <li>(c) Suitability of access and impacts on the local road network;</li> <li>(d) Adequate provision for parking; and</li> <li>(e) Provision for landscaping, fencing and buffering.</li> </ul>

## 6.5 HOME-BASED BUSINESS

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|---|-------|---|
| <b><i>Home-Based Business Supported</i></b> | 6.5.1 | <p>The Municipal District supports and encourages the continued development of home-based businesses provided that:</p> <ul style="list-style-type: none"> <li>(a) The scale of the proposed business is appropriate for the character of the neighbourhood;</li> <li>(b) It is compatible with the uses in the area where it is located;</li> <li>(c) There is, in the opinion of the Municipal District, negligible impact on the environment, water, municipal infrastructure or neighbouring properties;</li> <li>(d) It is clearly secondary in nature to the residential or agricultural use of the property; and</li> <li>(e) In the case of light industrial uses, the proposed development site is rezoned to the applicable land use district in the Land Use Bylaw.</li> </ul> |
| <b><i>Scale of Use</i></b>                  | 6.5.2 | <p>The establishment of home-based businesses shall only be supported if they do not negatively impact adjacent land uses. If the Municipal District determines that, in its opinion a home-based business has exceeded the capacity of the site and/or is determined to have a detrimental impact on the neighbourhood or adjacent properties, measures shall be undertaken to direct the home business use to relocate on appropriately zoned commercial or industrial lands.</p>   |
| <b><i>Bed and Breakfast</i></b>             | 6.5.3 | <p>Bed and breakfast establishments and guest ranches shall be encouraged by allowing such uses in accordance with the Land Use Bylaw.</p>  |

## 6.6 RESOURCE EXTRACTION ON PRIVATE LANDS

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| <b><i>Location Criteria</i></b> | 6.6.1 | <p>Resource extraction activities that are proposed to be located on private lands shall not be allowed:</p> <ul style="list-style-type: none"> <li>(a) In close proximity to Hamlets; and</li> <li>(b) In areas which are known to possess unique historical and/or environmental features that would be disturbed or destroyed by resource extraction, or in areas that are deemed to be environmentally sensitive.</li> </ul> <p>In addition, support for resource extraction operations shall be contingent on the mitigation or minimization of the cumulative adverse impacts upon adjacent land uses, soil, water, and agricultural operations.</p> |
|---------------------------------|-------|--|

<b>Proximity to New Development</b>	6.6.2	New subdivision and development, particularly residential, may be directed away from active and potential nonrenewable surface resource extraction areas to minimize the potential for conflict between incompatible land uses.
<b>Permitting and Licensing</b>	6.6.3	The permitting and licensing process for sand and gravel operations will be coordinated between the Municipal District and Alberta Environment and Sustainable Resource Development.
<b>Sand and Gravel Operations</b>	6.6.4	The development of sand and gravel extraction operations is subject to reclamation in accordance with the Code of Practice for Pits as set out by Alberta Environment and Sustainable Resource Development.

## SECTION 7 INTERMUNICIPAL AND INTERGOVERNMENTAL RELATIONS

### 7.1 INTRODUCTION

- 7.1.1 The facilitation and implementation of inter-municipal planning and cooperation is a significant thrust of the Act. Although the Municipal District has entered into Intermunicipal Development Plans with the Towns of Valleyview, Fox Creek and Grande Cache, it is important that the spirit and intent of these documents be incorporated into the MDP. In addition, the Municipal District believes that strong, reciprocal inter-municipal relationships are critical to the long term sustainability of all of the communities, and that the MDP needs to reflect this. It is also necessary for the Municipal District to recognize its relationships with its rural neighbours.
- 7.1.2 The Municipal District also recognizes that the planning requirements of the Alberta Land-use Framework and Alberta Land Stewardship Act need to be complied with through participation in the development of the Upper Peace Regional Plan.

### 7.2 OBJECTIVES

- (a) To support and implement the Intermunicipal Development Plans which are in place with its Urban Municipalities.
- (b) To foster a cooperative approach to inter-municipal community development, and to continue to support administrative and funding agreements with the Urban Municipalities.
- (c) To support and encourage intergovernmental cooperation and partnership with the Urban and Rural Municipalities and other levels of government regarding regional development issues.
- (d) To establish a process for joint planning and referrals with adjacent rural municipalities.
- (e) To cooperate with the Province in future regional planning initiatives.

### 7.3 POLICIES

<b><i>Intermunicipal Development Plans</i></b>	7.3.1	The Municipal District shall continue to support its Intermunicipal Development Plans with the Urban Municipalities. The Municipal District agrees to participate in the monitoring and review of these Plans to ensure they remain current and reflect the needs of the respective municipalities and area residents.
<b><i>IDP Compliance</i></b>	7.3.2	The Municipal District shall not approve any development proposal in contravention of an Intermunicipal Development Plan. If such a development is proposed and deemed to have merit, then an amendment to the Intermunicipal Development Plan may be pursued in accordance with the provisions of the Intermunicipal Development Plan.
<b><i>Rural Fringe</i></b>	7.3.3	The Municipal District shall establish a 3.2 km (2 mile) fringe zone adjacent to its boundaries with neighbouring Rural Municipalities. In this zone, the Municipal District shall circulate the following to the affected municipality for review and comment:

- (a) Subdivision applications, with the exception of applications for farmstead separations, boundary adjustments and public uses;
- (b) Development permit applications for discretionary uses under the Land Use Bylaw;
- (c) Transportation and utility master plans; and
- (d) Statutory Plan and land use bylaw amendments.

**Annexation**

- 7.3.4 The Municipal District will support the annexation of lands into neighbouring Urban Municipalities provided that the following criteria are met:
- (a) The proposal conforms to the relevant Intermunicipal Development Plan;
  - (b) The lands in question represent a logical extension to existing urban land use patterns and servicing networks, and are identified as suitable areas for long term expansion in an approved area structure plan;
  - (c) That better agricultural lands are not subject to the annexation, unless no practical alternatives are available; and
  - (d) There is agreement to the proposed annexation from a majority of the affected landowners.

**Inter-Municipal Agreements**

- 7.3.5 The Municipal District supports the continuing use of inter-municipal agreements as means of delivering services in a co-operative manner and maximizing available resources.

**Joint Development Areas**

- 7.3.6 The Municipal District shall explore, with the Urban Municipalities, the establishment of **joint development** areas to assist with the funding of community facilities and programs in accordance with the Act.

**Upper Peace Regional Plan**

- 7.3.7 The Municipal District shall cooperate with Alberta Environment and Sustainable Development and other municipalities in the region in the preparation of the Upper Peace Regional Plan.

## SECTION 8 CROWN LAND

### 8.1 INTRODUCTION

The use, disposition and protection of Provincially controlled Crown lands is a significant issue in the Municipal District, as these areas constitute approximately 85 percent of its land base. These lands are also significant as they accommodate a diversity of major economic activities, including oil and gas, forestry, sand and gravel extraction, and agriculture. They also contain the Municipal District's major environmental features including rivers and lake shores. As a result, the development of Crown lands is an important land use issue, but the Municipal District's role is limited due to Provincial control of these lands.

### 8.2 OBJECTIVE

To cooperate with Provincial Government departments in the planning and development processes affecting Crown lands.

### 8.3 POLICIES

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| <b><i>Land Uses on Crown Land</i></b>           | 8.3.1 | Lands within the Crown Land District are primarily reserved for resource management, recreation, environmental protection and associated activities.   |
| <b><i>Review of Development Proposals</i></b>   | 8.3.2 | <p>When reviewing proposals for development on Crown land, consideration shall be given to the following:</p> <ul style="list-style-type: none"> <li>(a) Adjacent land uses;</li> <li>(b) Provision of water, sewer, and emergency and community services;</li> <li>(c) Access; and</li> <li>(d) Environmental impacts.</li> </ul>   |
| <b><i>New Agricultural Lands</i></b>            | 8.3.3 | <p>The Municipal District shall consider the following factors when reviewing and commenting on proposals to open up new agricultural lands:</p> <ul style="list-style-type: none"> <li>(a) The impact on the existing road system and the cost of constructing roads, if any, into the new areas; and</li> <li>(b) The potential loss of alternative resource development, recreational opportunities, or environmentally sensitive lands.</li> </ul> |
| <b><i>Involvement in Approval Processes</i></b> | 8.3.4 | <p>As a means of ensuring that the interests of the Municipal District are recognized and reflected in the development of Crown lands, the following measures are supported and encouraged by the Municipal District:</p> <ul style="list-style-type: none"> <li>(a) Participation in the Province's Integrated Resource Plan process; and</li> </ul>  |

- (b) Involvement and cooperation in Provincial approval processes for proposed leases and other dispositions, serving as a means for conveying the concerns of residents to the appropriate Provincial agencies, and active participation in the review processes utilized by the Energy Resources Conservation Board and the Natural Resources Conservation Board.

## SECTION 9 TRANSPORTATION AND SERVICING

### 9.1 INTRODUCTION

The residents of the Municipal District are served by an extensive network of highways and local roads, and maintaining the integrity, safety and quality of the road network is a high priority. With the exception of the Provincial Highway system, the road network is the responsibility of the Municipal District. As a result of increased residential and industrial development activity in the rural area, clearly defined transportation policies are required. In addition, policies respecting other forms of infrastructure (water, sewer, waste disposal) are required to ensure that all new developments are adequately serviced and the needs of residents are met.

### 9.2 OBJECTIVES

- (a) To ensure that the Municipal District maintains a safe and efficient transportation network.
- (b) To ensure that all development is serviced to the satisfaction of the Municipal District.

### 9.3 TRANSPORTATION

<b>Capital Plan</b>	9.3.1	The Municipal District shall regularly review and update its 10-Year Capital Plan as a means of budgeting and prioritizing future road construction and maintenance requirements.
<b>New Roads</b>	9.3.2	All public roads and accesses shall be sited and constructed in accordance with Municipal District standards.
<b>Road Access</b>	9.3.3	All subdivision and development proposals shall have access to developed roads. The provision of roads within a proposed subdivision and approaches to individual developments are the sole responsibility of the developer. In addition, all road improvements that are required as a result of proposed subdivision or development shall be constructed to the satisfaction of the Municipal District.
<b>Alberta Transportation Requirements</b>	9.3.4	All subdivision and development located in proximity to a highway shall be required to meet the requirements of Alberta Transportation. The Municipal District shall refer all applications located within 0.8 km (0.5 mi) to Alberta Transportation for review and advice prior to making a decision.
<b>Proximity to Highways</b>	9.3.5	Developments that are expected to generate relatively large traffic volumes will be encouraged to locate near highways in accordance with Alberta Transportation requirements.
<b>Traffic Impact Assessments</b>	9.3.6	Applicants for major development proposals and multi-lot subdivision applications may be required to prepare traffic impact assessments (TIA) as a means of determining road access and roadway improvement and upgrading requirements. If required,

TIAs shall be submitted prior to subdivision or development permit approval.

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| <b>Joint Infrastructure Planning</b> | 9.3.7 | The Municipal District shall cooperate with other area municipalities to establish a process of joint planning for future road and other infrastructure improvements.  |
| <b>Road Widening</b>                 | 9.3.8 | Road widening for municipal roads shall be dedicated at the time of subdivision in accordance with Municipal District operational requirements and engineering standards. Road widening shall be provided by caveat or plan of survey at the discretion of the Municipal District along the frontage of both the subdivision and the balance of the quarter section. |
| <b>Road Use Agreements</b>           | 9.3.9 | Road Use Agreements will be required with industry at the discretion of the Municipal District to address haul routes, maintenance and/or upgrading if necessary, dust control, and any other matters relative to the road use.  |

#### 9.4 MUNICIPAL SERVICES

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| <b>Private Water and Sewer Services</b> | 9.4.1 | With the exception of development located within the serviced area of a hamlet <b>or in proximity to municipal or regional water or sewer lines pursuant to Policy 9.4.5 ("Connection to Municipal Systems")</b> , all developments in the Municipal District are required to provide private water and sewer services in accordance with provincial standards. |
| <b>On-Site Sewage Systems</b>           | 9.4.2 | As part of the development permit approval process, the Municipal District shall require that developers submit a location plan for any proposed sewage disposal system. The Municipal District may require that soil percolation tests be undertaken by the developer to determine that the soils are suitable to accommodate on-site sewage disposal systems. |
| <b>Communal Sewage Systems</b>          | 9.4.3 | The Municipal District may allow developments to be serviced with central (communal) sewage collection, provided that such systems are constructed and maintained by the developer in accordance with provincial standards.   |
| <b>Proof of Water Supply</b>            | 9.4.4 | The Municipal District shall, for all industrial, highway commercial, and multiple parcel country residential developments, require that the developer demonstrate that a sufficient and suitable groundwater supply is available to service the proposal.  |
| <b>Connection to Municipal Systems</b>  | 9.4.5 | The Municipal District shall require developers to connect to municipal or regional water and sewer systems where such systems are in place. <b>An on-site water or sewer system will not be permitted on any lot or development(?) that is located adjacent to a</b>   |

municipal or regional water or sewer line. Connection is also required for any multi-lot(?) subdivision ~~consisting of four or more lots~~ that is located within 800 m (0.5 mi) of a municipal or regional water or sewer line.

**Solid Waste**

- 9.4.6 The Municipal District shall, in cooperation with other local authorities, continue to establish and encourage the use of solid waste disposal sites and transfer stations.

## SECTION 10 IMPLEMENTATION

### 10.1 INTRODUCTION

The purpose of this Section is to outline the mechanisms to be used in the implementation of the policies contained in this MDP.

### 10.2 LAND USE BYLAW

#### ***Land Use Bylaw Amendments***

- 10.2.1 (a) All amendments to the Land Use Bylaw (LUB) shall be consistent with this MDP. If a proposed amendment is contrary to this MDP, but is deemed desirable by Council, this MDP shall be amended as required to ensure that consistency is maintained.
- (b) If an amendment to the ~~Land-Use-Bylaw~~ is required to accommodate a proposed subdivision, the amendment shall receive third reading from Council prior to subdivision approval taking place.

### 10.3 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

#### ***Evaluation of Applications***

- 10.3.1 All applications for ~~Land-Use-Bylaw~~ amendments, subdivisions and development permits shall be evaluated by the Municipal District according to the following criteria:
- (a) Compliance with the Act, Regulation, ~~Land-Use-Bylaw~~, and any other Statutory Plans that are in effect;
- (b) Adequacy of road access and off-site traffic impacts generated by the proposed development;
- (c) Proposed methods of water supply, sewage disposal and storm drainage, supported by hydrogeological and geotechnical testing provided by the developer with the application;
- (d) Compatibility with adjacent land uses, including the potential impact on agricultural operations;
- (e) Site suitability in terms of soils, topography, and size;
- (f) Environmental factors including the potential for erosion, flooding, or watercourse contamination; and
- (g) The quality of agricultural land, and the fragmentation and loss of agricultural lands.

#### ***Area Structure Plans Prepared by Developer***

- 10.3.2 The Municipal District shall require the adoption of an Area Structure Plan (ASP), prepared in accordance with Section 633 of the Act prior to the approval of:
- (a) An industrial or commercial subdivision exceeding one (1) lot;

(b) A country residential subdivision exceeding four (4) lots; ~~or~~

(c) Any multi-lot country residential subdivision or recreational resort located next to a lake or other watercourse; or

~~(e)~~(d) Any subdivision located in proximity to a highway when requested by Alberta Transportation.

A plan prepared under this policy may be referred to as a “Minor” ASP.

Add Outline Plan provision?

**Area Structure Plans** 10.3.3  
**Prepared by**  
**Municipal District**

a) The Municipal District may undertake the preparation of ASPs for its hamlets and other areas within the Municipal District that are determined to be of strategic development interest, including but not limited to  
i) the hamlets of Debolt and Ridgevalley,  
ii) the Grande Cache airport(?)  
iii) others?

A plan prepared under this policy may be referred to as a “Major” ASP.

b) Major ASPs shall address the criteria identified in Policy 10.3.4 (“Area Structure Plan Content”), and will generally exceed one quarter section in size. Such plans may be undertaken in partnership with neighbouring municipalities, developers or industry partners.

c) The Municipal District shall commit to the review and update of existing ASPs for Sturgeon Lake and Grovedale.

**Area Structure Plan** 10.3.4  
**Content**

The preparation of a Minor Area Structure Plans required under Policy 10.3.2 (“Area Structure Plans Prepared by Developer”) shall be the responsibility of the developer, based on Terms of Reference prepared by the Municipal District, and should address the following matters to the satisfaction of the Municipal District:

- (a) Conformity with this MDP, other Statutory Plans, other non-statutory documents and the Land Use Bylaw;
- (b) Proposed land uses, population and employment projections for those land uses;
- (c) Proposed lot layout and phasing;
- (d) Impacts on adjacent uses, environmentally sensitive areas, and recreational uses, including provision for buffers and development setbacks;
- (e) Proposed methods of water supply, stormwater management and sewage disposal, supported by report requirements contained in Policy 10.3.5 (“Supporting Technical Reports”);

- (f) Access point(s) and internal circulation network and impacts on the external existing transportation network;
- (g) Allocation of Municipal Reserve and Environmental Reserve;
- (h) Suitability of the site for development in terms of soil stability, groundwater level, and drainage;
- (i) Confirmation of the location and geographic extent of any environmentally significant areas, environmentally sensitive areas, riparian areas, surface water bodies, forests, wildlife corridors, hazard lands, and historic or archaeological sites. Any detailed scientific or engineering analysis that may be required by the Municipal District shall be undertaken by qualified technical Professionals with all costs borne by the developer;
- (j) Integration of natural areas into the design of developments to form part of a future linked and integrated parks and open space system, including the retention of forests, wildlife corridors, wetland areas, and the provision of stormwater ponds and parks to form continuous open spaces; and
- (k) Any other matters identified by the Municipal District.

**Supporting  
Technical Reports**

10.3.5 All ~~Area Structure Plans~~ and applications for rezoning and multi-lot subdivisions shall be accompanied by the necessary professional technical reports including but not limited to Engineering Servicing Design Reports, Geotechnical Reports, Hydrogeological Reports, and Environmental Impact Assessments as determined by the Municipal District.

**Development  
Agreements**

10.3.6 As a condition of subdivision or development permit approval, the Municipal District may require the developer to enter into a development agreement with respect to the provision of all infrastructure required to service the site.

**Developer  
Responsibility**

10.3.7 Developers shall be responsible for all infrastructure and utility costs associated with development, including the payment of offsite levies.

**10.4 MUNICIPAL RESERVE**

**Municipal Reserve  
Required**

10.4.1 As a condition of subdivision, the Municipal District shall require that ten percent (10%) of the developable lands be dedicated as Municipal Reserve as provided for under the Act.

**Municipal Reserve  
Dedication**

10.4.2 The Municipal District shall require the Municipal Reserve be **dedicated** as cash-in-lieu in all cases except as follows:

- (a) Where the subdivision results in the creation of a multi-parcel country residential development, all or a portion of Municipal Reserve owing may be dedicated in parcel form if required for community open space;
- (b) In industrial or other non-residential subdivisions, all or a portion of Municipal Reserve may be dedicated in parcel form to serve as buffers from incompatible land uses;
- (c) Where it may be dedicated in parcel form or deferred to the balance in accordance with an approved ~~Area Structure Plan~~;
- ~~(d) Where land is required as Community Service Reserve to accommodate required public facilities in accordance with the Act;~~
- (d) When subdivision occurs in an urban expansion area as defined in an Intermunicipal Development Plan, Municipal Reserve shall be deferred in order to allow the affected urban municipality to optimize the available lands after annexation takes place; or
- ~~(d)~~(e) In the event that the amount of Municipal Reserve owing is relatively small, it may be deferred to the balance.

<b>Cash-in-Lieu Value</b>	10.4.3	If the applicant for a subdivision and the Municipal District cannot agree on a land value to determine the amount of cash-in-lieu of land for Municipal Reserve dedication, the applicant shall provide a market value appraisal certified by a qualified appraiser, pursuant to the Act. Alternatively, the rate of payment may be based on the assessed value of the subject land as determined by the Municipal District assessor.
<b>Use of Municipal Reserve Funds</b>	10.4.4	The Municipal District shall use the funds generated through Municipal Reserve dedication to acquire lands for recreational purposes, for the purchase of associated equipment or facilities, or to contribute to regional recreational facilities.
<b>Land Quality</b>	10.4.5	Land dedicated as Municipal Reserve shall be of similar quality as the land being subjected to development. Land that is deemed undevelopable in its natural state or is otherwise more suited as Environmental Reserve, it will not be accepted.
<b>Public Access</b>	10.4.6	For new residential subdivisions adjacent to lakeshores, rivers or stream banks, Municipal Reserve should be used to supplement shoreline Environmental Reserve parcels to enhance public access to the water body, where appropriate. The location and configuration of Municipal Reserve lands should recognize its potential public access function.
<b>Municipal Reserve Disposal</b>	10.4.7	Municipal Reserve parcels which serve no existing or potential open space or school purpose may be disposed of and sold, or

allocated as Community Service Reserve. Moneys obtained from the sale of Municipal Reserve lands shall be allocated to the Municipal District's reserve fund for the purposes outlined in Policy 10.4.4 ("Use of Municipal Reserve Funds").

## 10.5 MONITORING AND REVIEW

- |                          |        |  |
|--------------------------|--------|--|
| <b>Five Year Reviews</b> | 10.5.1 | To ensure that this MDP continues to be current and relevant, it should be reviewed at five year intervals unless changing conditions warrant a review prior to that time. Such reviews may reflect such factors as legislative change, changes to the local development climate, the impact of new major projects, or Council philosophy. |
| <b>Plan Amendments</b>   | 10.5.2 | If a significant change in policy direction is desired, or if subsequent studies indicate the need for a change to this MDP, it shall be amended in accordance with the Act.   |



4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608

SUBJECT: **Bylaw No.14-721**

SUBMISSION TO: Regular Council REVIEWED AND APPROVED FOR SUBMISSION

MEETING DATE: Tuesday, March-11-2014 CAO: MH MANAGER:

DEPARTMENT: Infrastructure & Planning GM: GG PRESENTER: GC

FILE NO./LEGAL: A14-001 / NE-28-69-22-W5M LEGAL/ POLICY REVIEW: LC

FINANCIAL REVIEW:

#### RECOMMENDED ACTION:

**MOTION: That the Council give First Reading to Bylaw No. 14-721 for Reeves to re-designate the lands from Agricultural District to Country Residential One District on NE 28-69-22-W5M.**

**MOTION: That the Council schedule a Public Hearing for Bylaw No. 14-721 under Reeves to be held on April 8, 2014 at 10:00 a.m.**

#### BACKGROUND / PROPOSAL:

Greenview has received a request to re-designate 10.25 Acres from Agriculture (A) to Country Residential One (CR-1).

#### APPLICATION OVERVIEW:

Applicant	Steve & Conny Reeves
Property Owner	Steve & Conny Reeves
Existing Parcel Size	10.25 ac +/- or 4.15 ha +/-
Purpose of Re-designation	To create one (1) CR-1 lot for residential use
Ward	3 - Valleyview
Rural Area	Valleyview

#### Applicable Policy and Regulations:

Intermunicipal Development Plan:	N/A
Municipal Development Plan:	Section 4.2 Country Residential
Area Structure Plan:	N/A
Land Use Bylaw:	Country Residential One (CR-1)
Policy and Procedures:	Once a First Reading is given; a Public Hearing will be scheduled.

#### Location & Geography:

Closest Urban Center & Proximity:	6.5 km / 4.2 miles North to: Valleyview
Situated within 800 meters of HWY: 43 East	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Situated within Growth Centre:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Situated in Urban Referral/Fringe Area	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

**Land Use and Development:**

Predominant Land Use on Property:	Agricultural
Predominant Development on Property:	Single Family Dwelling
Oil and Gas Facilities on Property/Adjacent:	N/A
Surrounding Land Uses:	Residential
Proximity to Utilities:	Adjacent to: ATCO Electric Power Line; East Smoky Gas Pipeline

**Physical and Natural Features:**

Water bodies and Wetlands on Property:	Creek
Topographical Constraints on Property:	Mixed
Soil Characteristics:	Clay
Vegetation and Drainage:	Cleared and Mixed Forest
Potential for Flooding:	No potential for flooding noted during site visit.

**Planning & Development History:**

Prior LUB/SD/DP Applications:	
Certificate of Title:	072 594 780
Encumbrances on Title Affecting Application:	East Smoky Gas Co-op: Right-of-Way; Alberta Power Limited: Right-of-Way Caveat Easement "For the benefit of Lot 1 Plan 9221726"

**Servicing & Improvements Proposed:**

Water Services:	Dugout <input checked="" type="checkbox"/> Existing <input type="checkbox"/> Proposed
Sewer Services:	Holding Tank <input checked="" type="checkbox"/> Existing <input type="checkbox"/> Proposed
Storm water/Drainage Improvements:	N/A <input type="checkbox"/> Existing <input type="checkbox"/> Proposed
Solid Waste Disposal:	N/A <input type="checkbox"/> Existing <input type="checkbox"/> Proposed
Approach/Road Access	Range Road 223 <input type="checkbox"/> Existing <input type="checkbox"/> Proposed

#### Suitability Assessment:

Land Suitable for Intended Use	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Compatible with Surrounding Land Uses	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appropriate Legal and Physical Access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Complies with IDP/MDP/ASP/LUB Requirements	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

#### Key Dates, Communications & Other Information:

Application Submitted:	January 17 2014
Application Circulated:	January 20 2014
Supportive Information Requested/Submitted:	
Application Revised from Submission:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Referral Comments:	<b>East Smoky Gas Co-op</b> , January 20, 2014:
Objections Received and Addressed:	<input type="checkbox"/> Yes <input type="checkbox"/> No objections received.

#### OPTIONS - BENEFITS / DISADVANTAGES:

N/A

#### COSTS / SOURCE OF FUNDING:

N/A

#### ATTACHMENT(S):

- Bylaw No. 14-721 and Schedule "A" (Proposed Amendment Map)
- Land Use Amendment Application and Sketch
- Ownership/Location Map
- Referral Comments



## BYLAW NO. 14-721 of the Municipal District of Greenview No. 16

### **A Bylaw of the Municipal District of Greenview No. 16, in the Province of Alberta, to amend Bylaw No. 03-396, being the Land Use Bylaw for the Municipal District of Greenview No. 16**

**PURSUANT TO** Section 692 of the Municipal Government Act, being Chapter M-26, R.S.A. 2000, as Amended, the Council of the Municipal District of Greenview No. 16, duly assembled, enacts as follows:

1. That Map No. 224 in the Land Use Bylaw, being Bylaw No. 03-396, be added to reclassify the following area:

A Portion of  
the Northeast quarter of Section Twenty-eight(28)  
Within Township Sixty-nine (69)  
Range Twenty-two (22), West of the Fifth Meridian (W5M)  
Is reclassified from Agriculture "A" District to Country Residential One "CR-1" District,  
As identified on Schedule "A" attached.

This Bylaw shall come into force and effect upon the day of final passing.

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, A.D., \_\_\_\_\_.

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, A.D., \_\_\_\_\_.

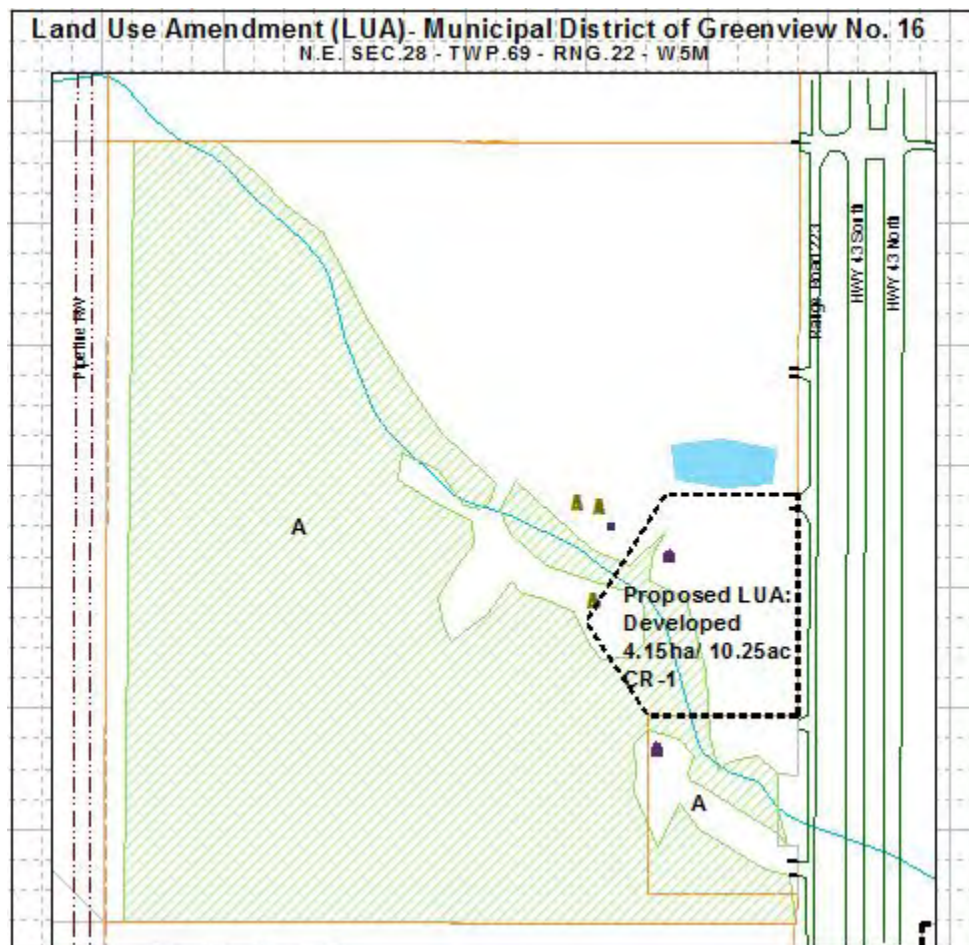
Read a third time and finally passed this \_\_\_\_\_ day of \_\_\_\_\_, A.D., \_\_\_\_\_.

\_\_\_\_\_  
REEVE


\_\_\_\_\_  
CHIEF ADMINISTRATIVE OFFICER

## SCHEDULE "A"

To Bylaw No. 14-721  
MUNICIPAL DISTRICT OF GREENVIEW NO. 16  
A Portion of  
the Northeast quarter of Section Twenty-eight(28)  
Within Township Sixty-nine (69)  
Range Twenty-two (22), West of the Fifth Meridian (W5M)  
Is reclassified from Agriculture "A" District to Country Residential One "CR-1" District,  
As identified below:



# Land Use Amendment Application and Sketch



**MUNICIPAL DISTRICT  
OF GREENVIEW No. 16**  
**RECEIVED**  
**JAN 17 2014**  
**VALLEYVIEW**

**LAND USE AMENDMENT APPLICATION**

Municipal District of Greenview No. 16  
P.O. Box 1079, 4806 - 36<sup>th</sup> Avenue, Valleyview, Alberta T0H 3N0  
Phone (780) 524-7600 Fax: (780) 524-4307

**FOR ADMINISTRATIVE USE**

LUB MAP NO. <u>224</u>	BYLAW NO.
APPLICATION NO. <u>A14-001</u>	
RECEIPT NO. <u>0120640</u>	
ROLL NO. <u>37693</u>	

**NAME OF APPLICANT(S)**  
Steve & Conny Reeves

**ADDRESS**  
Box 210  
Valleyview AB

**POSTAL CODE** T0H-3N0 **TELEPHONE (Res.)** 780-524-5291 **(Bus.)** 524-8803

Complete if Different from Applicant

**NAME OF REGISTERED LANDOWNER(S)**  
Steve & Conny Reeves

**ADDRESS**  
Box 210  
Valleyview AB

**POSTAL CODE** T0H-3N0 **TELEPHONE (Res.)** 780-524-5291 **(Bus.)** 524-8803

**Legal description of the land affected by the proposed amendment**

QTR./L.S. <u>NE</u>	SEC <u>28</u>	TWP. <u>69</u>	RG. <u>22</u>	M. <u>W5</u>	OR	REGISTRATION PLAN NO.	BLOCK	LOT
------------------------	------------------	-------------------	------------------	-----------------	----	-----------------------	-------	-----

**Land Use Classification for Amendment Proposed:**

**FROM:** Agricultural **TO:** Country residential one

**Reasons Supporting Proposed Amendment:**

to sell the house and keep the shop and yardsite on the remainder of the quarter

**Physical Characteristics:**

**Describe Topography:** flat except creek **Vegetation:** poplar growth & pasture **Soil:** clay

**Water Services:**

**Existing Source:** Town Water and dugout water **Proposed Water Source:** same

**Sewage Services:**

**Existing Disposal:** (2) septic systems **Proposed Disposal:**

**Approach(es) Information:**

**Existing:**  **Proposed:**

☐ I / We have enclosed the required Application Fee of \$ 200.00.

**Date:** Jan 17 14 **Applicant(s):** Steve & Conny Reeves

**Registered Landowner(s):** Steve Reeves  
Conny Reeves

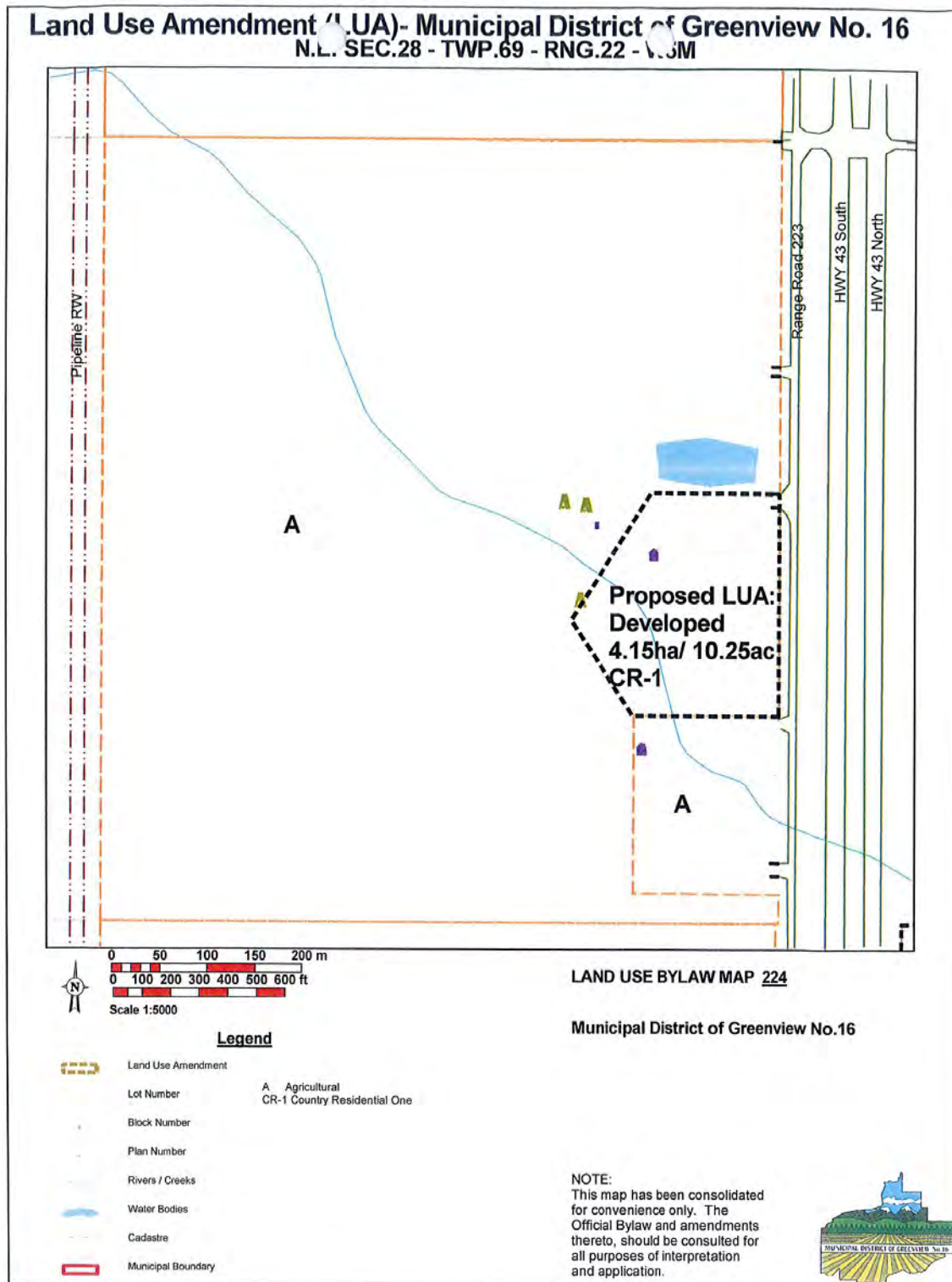
**NOTE: Registered Landowner(s) Signatures required if different from Applicant.**

Any personal information that the Municipal District of Greenview may collect on this form is in compliance with Section 33 of the Freedom of Information and Protection of Privacy Act. The information collected is required for the purpose of carrying out an operating program or activity of the Municipality, in particular for the purpose of our Development program. If you have any questions about the collection please contact the Freedom of Information and Protection of Privacy Coordinator at 780-524-7600.

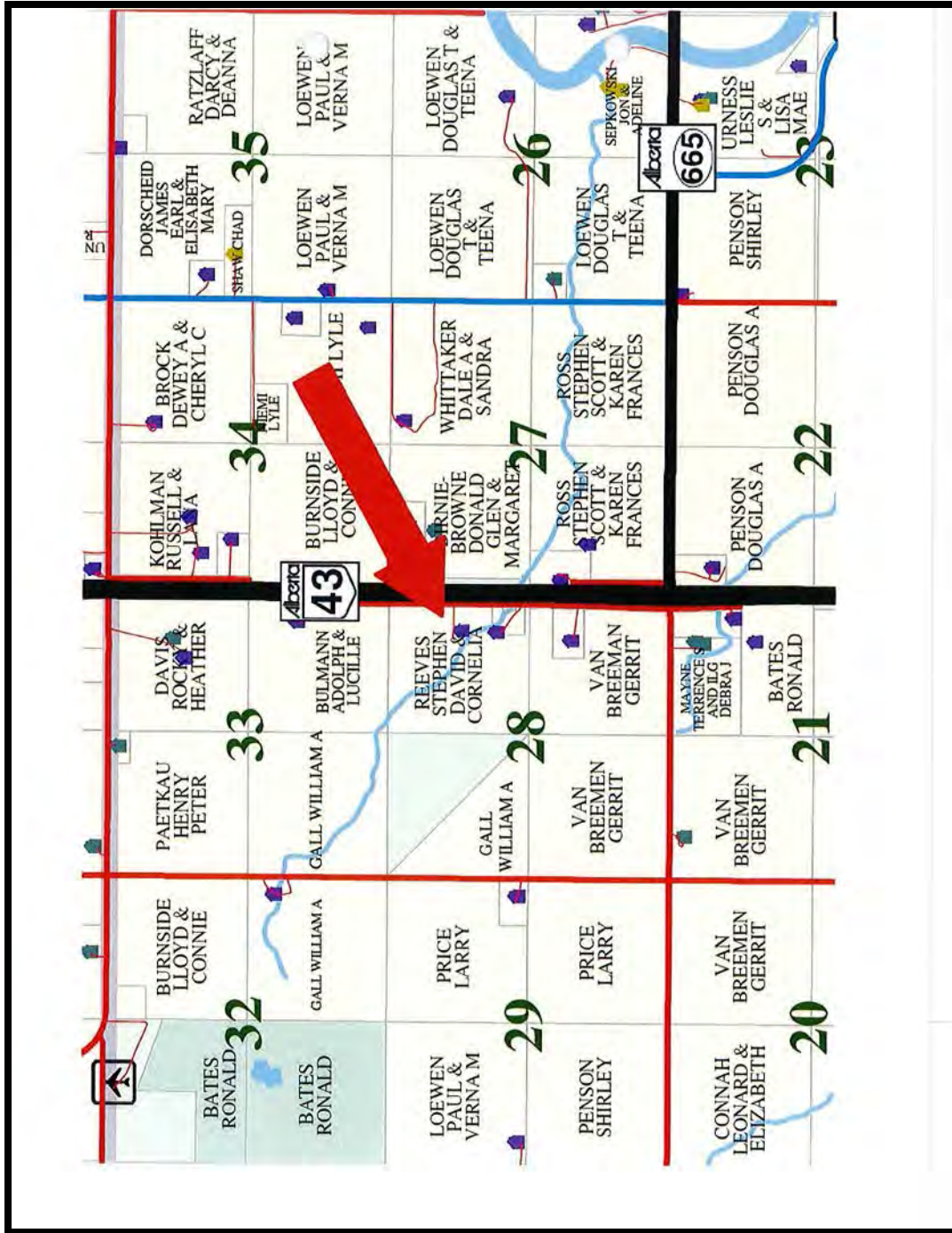
Land Use Amendment Application and Sketch



# Land Use Amendment Application and Sketch



# Ownership/Location Map



## Referral Comments



Room 1401, 10320 - 99 St  
GRANDE PRAIRIE AB T8V 6J4  
Phone: (780) 538-5310  
Fax: (780) 538-5384

Our Ref: 69-22-W5M

February 10, 2014

Municipal District of Greenview No.16  
Box 1079  
4806 -36<sup>th</sup> Avenue  
Valleyview, AB T0H 3N0

**RE: PROPOSED LAND USE AMENDMENT (A TO CR-1)  
AND SUBSEQUENT SUBDIVISION  
NE 28-69-22-W5M  
REEVES**

**YOUR FILE # A14-001**

Thank you for referring the proposed land use amendment to Alberta Transportation for review and comments.

It is premature for the department to provide comment on the above described Land Use Amendment and any subsequent subdivision referral, until such time the department has completed the Highway 43 Valleyview Bypass Functional Planning Study.

Yours truly,


A handwritten signature in cursive script, appearing to read "Gerry Benoit".

Gerry Benoit

cc: Peter Ngo, Hwy & Roadside Planning Engineer – Regional Services Division  
Danny Jung, Infrastructure Manager – Alberta Transportation, Peace River

# Referral Comments

4-01-22 20:32 EASTSMOKYGASCOOP 1780957254 >> 780 524-4307 P 1/1

 **M.D. OF GREENVIEW NO. 16**  
 Box 1079 4806 36th Ave, Valleyview, AB T0H 3N0  
 Tel: (780) 524-7600, Fax: (780) 524-4307

*Jan 24/14*  
*Entered into*  
*M.S.*  
*Shuf*

**NOTICE TO REFERRAL AGENCIES**

**Faxed:** January 20, 2014 **File No.:** A14-001  
**Legal Description:** NE-28-69-22-W5  
**Applicant:** REEVES STEPHEN DAVID & CORNELIA

**PROPOSED LAND USE AMENDMENT: Agriculture - A to Country Residential One - CR1**

Please provide your comments on the **PROPOSED LAND USE AMENDMENT AND SUBSEQUENT SUBDIVISION** in the space provided below or attach any additional comments on a separate sheet. If you have any questions regarding the attached, please contact our office. Deadline for your written comments: **NOON, March 7, 2014** insofar as your agency is concerned. See Sketch attached. *File 11*

*If no comment is received by the above-specified date, it will be deemed as 'no objection'.*

If you have any questions regarding the attached, please contact Sally Ann Rosson, Manager, Planning & Development, at the number provided below.

**COMMENTS:**

*Note:* A new gas service contract will have to be entered into due to the fact that presently both properties would be served by a single gas service contract. Each legal subdivision must have it's own gas service.

**NAME (PLEASE PRINT)** *Bill Harder* **SIGNATURE** *[Signature]*

**Please check box for corresponding referral agency**

Circulated to:

- ☐ Alberta Environment and Sustainable Resource Development - Samuel Wahab - Fax: - Email: Samuel.Wahab@gov.ab.ca
- ☐ Alberta Environment and Sustainable Resources Development - David Pochallo - Fax: (780) 538-1941 - Email: david.pochallo@gov.ab.ca
- ☐ Alberta Municipal Affairs - Safety Services - Tony Winia - Fax: (780) 833-4326 - Email: Tony.winia@gov.ab.ca
- ☐ Alberta Transportation - Gerry Benoit - Fax: - Email: Gerry.Benoit@gov.ab.ca
- ☐ ATCO Electric - Roger Boyd - Fax: 780-524-2789 - Email: roger.boyd@atcoelectric.com
- ☒ East Smoky Gas Co-op - Bill Harder - Fax: (780) 957-2544 - Email: bill@esgas.ca
- ☐ M.D. Engineering Services - Grant Gyurkovits - Fax: (780) 524-4432 - Email: grant.gyurkovits@mdgreenview.ab.ca
- ☐ M.D. Environmental Services - Simon Doiron - Fax: (780) 524-4432 - Email: Simon.Doiron@mdgreenview.ab.ca
- ☐ M.D. Road Manager - Norm Patterson - Fax: (780) 524-5237 - Email: Norm.Patterson@mdgreenview.ab.ca
- ☐ Telus Communications Inc. - Barry Erhardt - Fax: (780) 538-8632 - Email: cell: 780-962-7129

<b>Administration Office</b> Box 1079, 4806-36 Ave Valleyview, AB T0H 3N0 Phone: 780-524-7600 Fax: 780-524-4307	<b>Operations Building</b> Box 1079, 4807-36 Ave Valleyview, AB T0H 3N0 Phone: 780-524-7602 Fax: 780-524-5237	<b>Family &amp; Community Support Services</b> Box 1079, 4707-50th Street Valleyview, AB T0H 3N0 Phone: 780-524-7603 Fax: 780-524-4130	<b>Greendale Sub-Office</b> Box 404, Lot 9, Block 1, Plan 0728786, Greendale, AB T0H 1X0 Phone: 780-539-7337 Fax: 780-539-7711	<b>Grande Cache Sub-Office</b> Box 214, 10018-99st Street Grande Cache, AB T0E 0Y0 Phone: 780-827-3155 Fax: 780-877-6145
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## Referral Comments



### M.D. OF GREENVIEW NO. 16

Box 1079 4806 36th Ave, Valleyview, AB T0H 3N0  
Tel: (780) 524-7600, Fax: (780) 524-4307

#### PUBLIC WORKS REFERRAL

File No.: A14-001  
Applicant: REEVES STEPHEN DAVID & CORNELIA  
Legal Description: NE-28-69-22-W5

☐ Approach to Proposal Exists ☒ Yes ☐ No

Comments: Good Access NO UPGRades Required

☐ Approach to Balance Exists ☒ Yes ☐ No

Comments: APPROACH TO BALANCE IS Good And Access To  
LOT A IS Good, NO UPGRader REQUIRED.

☐ Road Widening Required ☐ Yes ☒ No

Details: 5.03 m on TOWNSHIP ROAD \_\_\_\_\_ and/or RANGE ROAD \_\_\_\_\_

Comments: \_\_\_\_\_

☐ Drainage Concerns: NONE

Other: \_\_\_\_\_

FINAL COMMENTS PRIOR TO ENDORSING PLAN:

Reviewed By:

NORM PATTERSON  
Public Works Representative Signature

Jan 22 / 14  
Date

M.D. of Greenview No. 16  
Application Number: A14-001

Page 1 of 2

## Referral Comments

### Shelby Goodrich

**From:** Roger.Boyd@atcoelectric.com  
**Sent:** January-22-14 11:54 AM  
**To:** Shelby Goodrich  
**Subject:** RE: A14-001 / Reeves / NE-28-69-22-W5

No conflict with atco powerlines

**Roger Boyd**  
P.L.T. Team Lead Service | NE Region  
**ATCO Electric | Operations Division**  
5103 50St | Valleyview, AB T0H3N0  
T. 780.524.4601 | C. 780.524.8521  
E. [roger.boyd@atcoelectric.com](mailto:roger.boyd@atcoelectric.com)

**From:** Shelby Goodrich [mailto:Shelby.Goodrich@MDGreenview.ab.ca]  
**Sent:** Monday, January 20, 2014 4:25 PM  
**To:** Samuel.Wahab@gov.ab.ca; david.pochallo@gov.ab.ca; tony.winia@gov.ab.ca; Gerry Benoit; Boyd, Roger; bill@esgas.ca  
**Cc:** Sally Rosson; Gwen Charlton; Shelby Goodrich  
**Subject:** A14-001 / Reeves / NE-28-69-22-W5

Good Afternoon All,

The attached is the Notice to the Referral Agencies for the Land Use Amendment application A14-001, Stephen and Cornelia Reeves, NE-28-69-22-W5.

Please review and send any comments, concerns and/or advice back to Sally Ann Rosson, Manager, Planning & Development.

Thank you for your time.  
Cheers,

**Shelby Goodrich**  
Development Secretary Interim



M. D. of Greenview No. 16  
Box 1079, Valleyview, AB, T0H 3N0  
Tel: 780.524.7600 | Direct: (780)-524-7641  
Cell: 780.524.4971 | Fax: 780.524.4307 | Web: [www.mdgreenview.ab.ca](http://www.mdgreenview.ab.ca)

Jan 22/14 -  
Entered in  
MuniSight  
APG.



4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608  
[www.mdgreenview.ab.ca](http://www.mdgreenview.ab.ca)

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SUBJECT:	<b>Road Closure Request – Government Road Allowance SE 15-69-21-5</b>		
SUBMISSION TO:	Regular Council Meeting	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	February 25, 2014	CAO: MH	MANAGER:
DEPARTMENT:	Infrastructure & Planning/Construction & Maintenance	GM:	PRESENTER: SR
FILE NO./LEGAL:		LEGAL/ POLICY REVIEW: LC	
STRATEGIC PLAN:		FINANCIAL REVIEW:	

---

**RECOMMENDED ACTION:**

**MOTION:** That Council approve first reading of Bylaw 14-717 closing the original government road allowance adjoining the South boundary of SE 15-69-21-5 as per section 22 of the *Municipal Government Act*.

**MOTION:** That Council approve the sale of the government road allowance adjoining the south boundary of SE 15-69-21-5 approximately 3.00 acres (actual size to be determined by legal survey) at the price of \$715.00 an acre to Grant Berg and Roy Berg for a total price of \$2,145.00 plus GST, plus all associated survey and transfer costs, subject to Ministerial approval and third reading of Bylaw 14-717.

---

**BACKGROUND / PROPOSAL:**

Greenview has received a Road Closure request from Grant Berg and Roy Berg. The Bergs have subdivided their property and require the triangle area south of secondary highway 665 to remain with the NE 10-69-21 W5M. This will provide access to their residential yard site. Only if the road closure is finalized can the triangle shape parcel be consolidated with the NE 10-69-21 W5M property.

Due to topography and a major water course to the west it is not likely that the road allowance would be developed in the future. As such, Staff do not feel that permanent closure of the road will present any future issue for Greenview.

Section 22 of the Municipal Government Act reads:

1. No road in a municipality that is subject to the direction, control and management of the municipality may be closed except by bylaw.

To meet the requirements of Section 22 of the MGA, a road closure bylaw is necessary.

After consultation with Legal, Land Titles Office, Assessor and Beairsto Lehnerns & Ketchum Legal Land Surveyors Staff recommend the above motion.

---

**OPTIONS - BENEFITS / DISADVANTAGES:**

That Council deny first reading of Bylaw 14-717 closing the original government road allowance adjoining the South boundary of SE 15-69-21-5 as per section 22 of the *Municipal Government Act*. This would preserve the ability to construct a future roadway.

Limiting the future road networking system is a disadvantage to closing an undeveloped road allowance and is generally avoided. Staff feel that this is a special circumstance due to the location, geography of the area, and it being the only available access to the residence. Historically only a handful of these types of road closures have been permitted in Greenview.

Additionally, closing the road allowance would limit future the access options to NW 10-69-21 W5M. At this time SW 15-69-21 W5M and NW 10-69-21 W5M are designated as grazing lease. Alternate access options still remain so Staff do not see this as a large issue.

---

**COSTS / SOURCE OF FUNDING:**

All costs will be covered by the purchaser.

---

**ATTACHMENT(S):**

- Location map
- Copy of request from Landowners
- Bylaw 14-717
- Copy of email response from Troy Britles, Accurate
- Copy of quote from Beairsto, Lehnars Ketchum

**BYLAW NO. 14-717**

**of the Municipal District of Greenview No. 16**

**A Bylaw of the Municipal District of Greenview No. 16, in the Province of Alberta, for the purpose of closing to public travel, and creating title to, Portions of a public highway in accordance with Section 22 of the Municipal Government Act, Chapter M26.1, Revised Statutes of Alberta 2000, as amended.**

**WHEREAS** the lands hereafter described are no longer required for public travel; and

**WHEREAS** application has been made to Council to have the roadway closed; and

**WHEREAS** the Council of the Municipal District of Greenview No. 16 deems it expedient to provide a bylaw for the purpose of closing to public travel certain roads, or portions thereof, situated in the said municipality, and therefore disposing of same; and

**WHEREAS**, notice of the intention of Council to pass a bylaw has been given in accordance with Section 606 of the Municipal Government Act; and

**WHEREAS**, Council was not petitioned for an opportunity to be heard by any person claiming to be prejudicially affected by the bylaw.

**THEREFORE BE IT RESOLVED** that the Council of the Municipal District of Greenview No. 16 in the Province of Alberta, duly assembled, does hereby close to public travel for the purpose of creating title to, the following described original government road allowance, subject to rights of access granted by other legislation:

**MEREDIAN 5 RANGE 21 TOWNSHIP 69  
ALL THAT PORTION OF THE ORIGINAL GOVERNMENT ROAD  
ALLOWANCE ADJOINING THE SOUTH BOUNDARY OF THE SOUTH  
EAST QUARTER OF SECTION 15 LYING WITHIN PLAN 132\_\_\_\_\_.**

**EXCEPTING THEREOUT ALL MINES AND MINERALS.**

This Bylaw shall come into force and effect upon the day of final passing.

Received first reading this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

\_\_\_\_\_  
**REEVE**

\_\_\_\_\_  
**CHIEF ADMINISTRATIVE OFFICER**

**APPROVED** this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

\_\_\_\_\_  
**MINISTER OF TRANSPORTATION**

Received second reading this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

Received third reading this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

\_\_\_\_\_  
**REEVE**

\_\_\_\_\_  
**CHIEF ADMINISTRATIVE OFFICER**

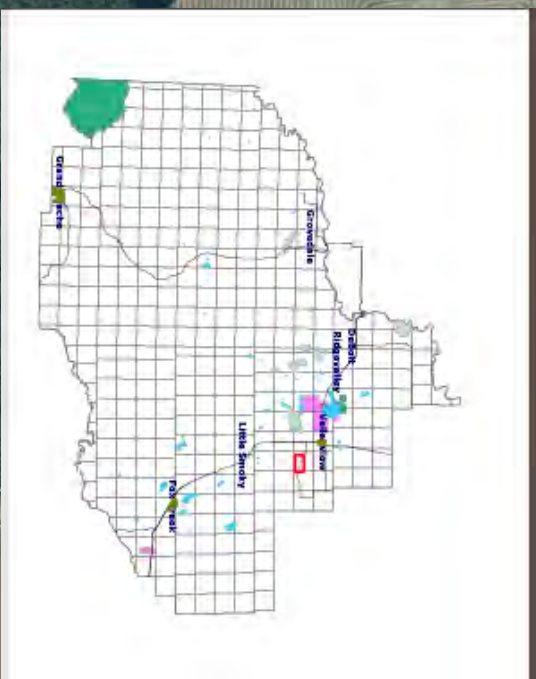
Secondary Highway 665

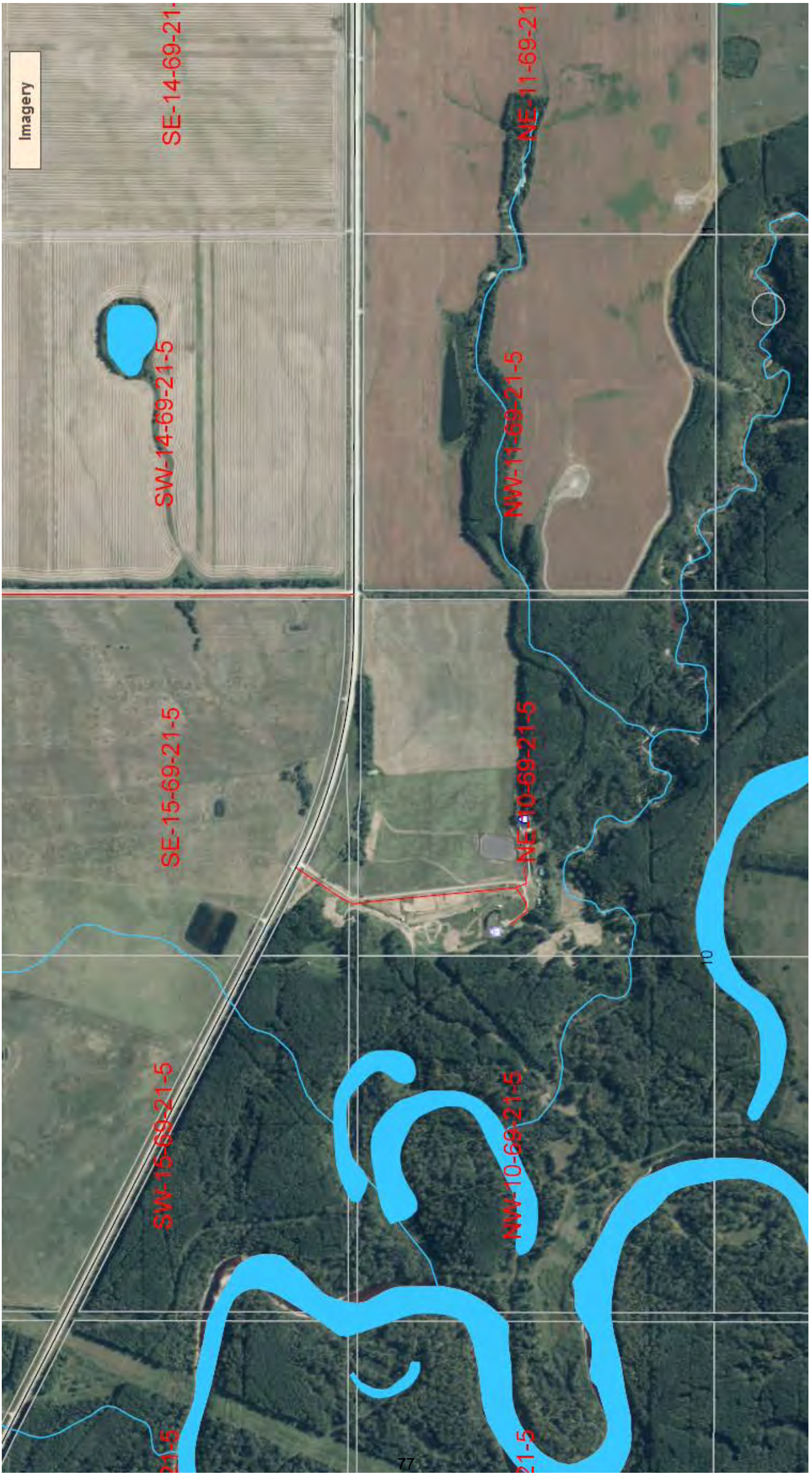
Proposed  
Road  
Closure

HOLLINGWORTH  
FARMS LTD.

69-21-5

NE-10-69-21-5





Imagery

September 17, 2012

MD of Greenview No. 16  
Box 1079  
Valleyview, AB T0H 3N0

Attention: Roy Lidgren  
General Manager Infrastructure & Planning

**RE: Road Closure for Undeveloped Road Allowance  
SE 15-69-21-W5 to NE 10-69-21-W5**

We would like to request a Road Closure for the Undeveloped Road Allowance on the above noted property to allow the continuance of access to the existing residence. Attached is a drawing indicating the area for the portion of the undeveloped road allowance for this request.

Should you have any question please contact the undersigned.



---

ROY BERG  
e-mail: [snowboundropers@hotmail.com](mailto:snowboundropers@hotmail.com)  
617 South – 395 Avenue  
Tonopah, Arizona 85354



---

GRANT BERG  
e-mail: [bg.chyme@yahoo.ca](mailto:bg.chyme@yahoo.ca)  
1000 South Idaho Road  
2058 Klamath Apache Junction, Arizona 85119



---

RICHARD HOLLINGWORTH  
Hollingworth Farms

Enclosure

## Amanda Stroebel

---

**From:** Darrin Trydal <darrint@blkeng.com>  
**Sent:** January-29-14 7:07 AM  
**To:** Amanda Stroebel  
**Subject:** RE: Request for Road Closure - Survey Quote Needed.

Hi Amanda,

You are correct. It will need to be a plan of survey as well so it will be the \$ 10,000 quote. This of course is the upset cost. If we can do it in less time we would invoice the lesser.

Darrin Trydal  
*Survey Operations Manager*  
Survey Department

**BeairstoLehnersKetchum**  
ENGINEERING&SURVEYLTD.

P: 780 532 4919 F: 780 532 4739

E: [darrint@blkeng.com](mailto:darrint@blkeng.com)

101, 10940 - 92 Avenue Grande Prairie, AB T8V 6B5  
[www.blkeng.com](http://www.blkeng.com)

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**From:** Amanda Stroebel [mailto:Amanda.Stroebel@MDGreenview.ab.ca]  
**Sent:** January-28-14 11:46 AM  
**To:** Darrin Trydal  
**Cc:** 'Michelle Paluck'  
**Subject:** RE: Request for Road Closure - Survey Quote Needed.

Hi Darrin,

I have attached my response from land titles, for your review. From what I gather we will need a plan registered in order to consolidate. Can you please confirm this? Does that effect your previous quote provided?

Thank you for your assistance,

**Amanda Stroebel**  
Executive Assistant, General Manager Infrastructure & Planning



Municipal District of Greenview No.16  
Box 1079, 4806-36 Avenue  
Valleyview, Alberta T0H 3N0

Tel: 780.524.7600 or 1.888.524.7601 | Fax: 780.524.4307  
Direct: 780.524.7612 | Cell: 780.552.9040  
Email: [Amanda.Stroebe1@mdgreenview.ab.ca](mailto:Amanda.Stroebe1@mdgreenview.ab.ca)  
Visit our Website at: [www.mdgreenview.ab.ca](http://www.mdgreenview.ab.ca)

" A Great Place to Live, Work & Play"

 Please consider the environment before printing this e-mail

**From:** Darrin Trydal [<mailto:darrint@blkeng.com>]  
**Sent:** January-27-14 9:07 AM  
**To:** Amanda Stroebe1  
**Cc:** 'Michelle Paluck'  
**Subject:** RE: Request for Road Closure - Survey Quote Needed.

Hi Amanda,

I'm not certain we could close this and consolidate this with the NE of 10 by descriptive plan...but if we could it would be about \$1,300.00. If it needs to be closed and consolidated with a plan of survey it is about \$10,000.00. Survey is expensive because we would have to ¼ the section etc which would take a little longer due to limited access to the survey evidence because of the river.

Darrin Trydal  
Survey Operations Manager  
Survey Department

**BeairstoLehnersKetchum**  
ENGINEERING&SURVEYLTD.

P: 780 532 4919 F: 780 532 4739  
E: [darrint@blkeng.com](mailto:darrint@blkeng.com)  
101, 10940 - 92 Avenue Grande Prairie, AB T8V 6B5  
[www.blkeng.com](http://www.blkeng.com)

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---

**From:** Amanda Stroebe1 [<mailto:Amanda.Stroebe1@MDGreenview.ab.ca>]  
**Sent:** January-24-14 10:22 AM  
**To:** Darrin Trydal  
**Subject:** RE: Request for Road Closure - Survey Quote Needed.

Hi Darrin,

Yes in-between SE 15-69-21 5 and NE 10-69-21-5. Please let me know if you have any further questions.

Thanks,



4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608

---

SUBJECT: **Millar Western Letter of Support**

SUBMISSION TO: Regular Council Meeting

MEETING DATE: March 11, 2014

DEPARTMENT: Community Services

FILE NO./LEGAL: N/A

STRATEGIC PLAN:

REVIEWED AND APPROVED FOR SUBMISSION

CAO: MH MANAGER:

GM: DM PRESENTER:

LEGAL/ POLICY REVIEW: LC

FINANCIAL REVIEW:

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RECOMMENDED ACTION:

**MOTION: That Council provide a letter of support to Millar Western to obtain a permit extension from the Minister of Alberta Environment and Sustainable Resource Development to continue to operate the Fox Creek Wood Waste burner until June 30, 2016.**

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BACKGROUND / PROPOSAL:

As per government regulations, Millar Western's permit to operate the wood waste burner in Fox Creek will expire January 2015. Millar Western gave a detailed presentation at the February 18, 2014 Committee of the Whole Meeting.

---

OPTIONS - BENEFITS / DISADVANTAGES:

Council may reject Millar Western's request, which could adversely effect their means of operations.

---

COSTS / SOURCE OF FUNDING:

N/A

---

ATTACHMENT(S):

Millar Western PowerPoint presented at the Committee of the Whole Meeting held February 18, 2014.

# Millar Western Forest Products Ltd.

A resourceful company

## Fox Creek Wood Waste Burner – Path Forward

Presentation to MD of Greenview  
February, 2014



# Millar Western Representatives

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- Jeff Shipton, Environmental Superintendent
- Ed Roste, Area Manager, Boyle



# History of Fox Creek Assets

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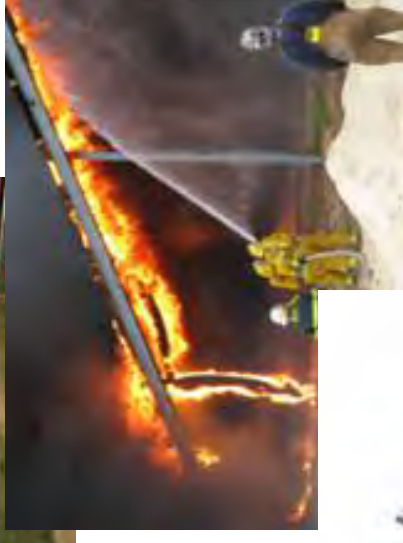
- Millar Western purchased Fox Creek lumber operation in June 2007
- Assets included:
  - Sawmill
  - Planer mill
  - Log inventory
  - Mobile equipment
  - Maintenance shop
  - 140,000 m<sup>3</sup> of timber through quotas
  - 65,000 m<sup>3</sup> of timber through 3<sup>rd</sup> party agreements
- Within one year of purchase, production increased by 20%, to 60 million board feet/year



# Fox Creek Fire

---

- Sawmill destroyed by fire  
August 29, 2008
- Some equipment salvaged:  
log infeed deck, two cut-off saw systems, bins in J-Bar sorting system, one lumber stacking system
- Planer, kiln, mobile shop also survived fire



*A Resourceful Company*

# Fox Creek Rebuild

- At time of fire, Alberta government implementing “**surge-cut strategy**” to maintain healthy pine forest in face of MPB infestation
- In consultation with Province and industry partners, Millar Western determined there was sufficient fiber to warrant rebuilding Fox Creek



	<i>Millions \$</i>
1. Construct new sawmill	\$50.0
2. Upgrade planer	\$5.9
3. Enhance log yard, add of fire protection pond	\$1.6
4. Replenish mobile equipment fleet	\$1.3
5. Install dry kilns	<u>\$1.5</u>
	<b>\$60.3</b>

# Current Status

---

- In 2012, Millar Western started operation of new Fox Creek mill
- All design targets quickly met and exceeded
- Fox Creek a success story in Alberta forest industry



- One of most technologically advanced and efficient sawmills in Alberta, maximizing value of forest resource
- Significant contributor to employment and economy of Fox Creek and surrounding region



*A Resourceful Company*

# Economic Impact

---

- Fox Creek has a significant economic impact on the region, through payment of taxes, local purchases and employment:

- Direct employees: **75**

- Indirect employees: **200**

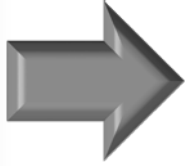
- Annual payroll: **\$7.5 million**



# MW Committed to Efficient use of Residuals

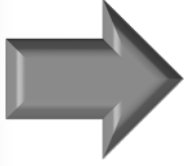
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Sawmill  
chips



Used to make  
pulp and  
newsprint

Pulp mill  
biomass



Used as soil  
enhancer in  
agriculture

Shavings,  
sawdust,  
bark



Used to  
generate green  
energy, make  
products like  
MDF



# Residual Disposal at Fox Creek: Current

---

- Fox Creek disposes of residual waste (bark, sawdust, trim blocks & debris) by incineration
- Wood waste burners being phased out by Province
- Fox Creek's permit to operate burner expires January 1<sup>st</sup>, 2015
- Fox Creek has found solution to utilize wood waste, eliminate burner
- To implement solution, Fox Creek requires "Certificate of Variance" extending burner operation to June 30, 2016



# Summary of Material Incinerated

Material	Volume
Planer Trim Blocks	6,000 BDT
Sawdust	10,702 BDT
Bark/Debris (Hog)	33,540 BDT
<b>Total Incinerated:</b>	<b>50,242 BDT*</b>

\*(approx. 100,000 gross tonnes (GT) at 50% MC)



# Review of Options Considered

---

- 1. Sell residuals to current regional producers/users of biomass (MDF, hog fuel, pellets, etc):**
  - Most have little to no additional capacity to take Fox Creeks biomass or are under long-term contracts
- 2. Build combined biomass heat and power plant:**
  - Utilizes all Fox Creek waste biomass residuals
  - But, rate of payback very poor (>20 years) at current power pricing and capital costs in Alberta



# Review of Options Considered

---

## 3. Build pelletizing plant:

- Only addresses sawdust (20% of material now incinerated)
- Need solution for remaining 80%

## 4. Invest in natural gas displacement system:

- Only partial solution, utilizing 35-40% of residual biomass to meet all heat requirements
- Poor economics with current natural gas pricing (<\$5/GJ)

## 5. Build Rankine Cycle biomass power plant:

- Same issues as conventional biomass power: high capital cost, poor return on investment at current power prices

# Path Forward

---

1. Millar Western has signed MOU with local wood waste facility to take 65,000 GTs of Fox Creek biomass by June 30<sup>th</sup>, 2016
  - Represents 65% of total volume to Fox Creek burner
  - Requires loading infrastructure at Fox Creek mill
  - Engineering is being completed



*A Resourceful Company*

# Path Forward

---

2. Remaining 35,000 GTs of material utilized as follows:
  - Planer trim blocks to be chipped, sold along with sawmill residual chips
  - This currently done at our Whitecourt sawmill
  - Will require installation of chipper and conveyors
  - Engineering is being completed
  - Sawdust to be sold to interested parties for resale into oil & gas sector, pellet markets
  - Will require installation of conveyors and storage bins
  - Engineering is being completed

# Obtaining a Certificate of Variance

---

## Environmental Protection and Enhancement Act 78(1):

- The Minister may issue a certificate of variance if the Minister is of the opinion that:
  - a) The activity to which the certificate relates is operating or is likely to operate in contravention of a term or condition of the approval or a requirement of the regulations as a result of factors beyond the control of the applicant;*
  - b) The proposed variance is not likely to cause significant adverse effect; and*
  - c) Refusal to grant the COV would result in serious economic hardship to the applicant without an offsetting benefit to others.*



# Public Consultation Plan

---

- MWFP responsible for ensuring public advised of COV request, has opportunity for input on burner extension:
  - Direct contact with landowners/occupants within 2 km radius of Fox Creek operations
  - Ads in local newspapers
  - Presentations to Town of Fox Creek, M.D. of Greenview, Millar Western Public Advisory Committee
  - Inform MLA, MP
  - Material posted to corporate website
  - Distribute information to Millar Western employees



# Key Communication Points

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- Certificate of Variance required to maintain burner operations to June 30, 2016
- Burner operating procedures unchanged – nearby landowners/occupants will notice no difference in Fox Creek’s operation
- Millar Western conducting air modeling through independent expert to ensure no air quality issues from continued operation of burner
- Permit extension will enable Millar Western to implement waste disposal plan that achieves following goals:
  - Decommission burner by June 2016
  - Put waste to use in generating regional economic activity
  - Ensure environmentally sound utilization of regional forest resources



# Millar Western Request

---

Millar Western is seeking support from Town of Fox Creek, MD of Greenview:

- Letter to Minister of AESRD, stating your support of Millar Western's efforts to secure a Certificate of Variance that would allow it to continue to operate the Fox Creek burner to June 30, 2016
- Help respond to questions, direct community members to Millar Western contacts and information



# Summary

---

1. MWFP has a solid plan to eliminate the burner
2. By June 30<sup>th</sup>, 2016 MW will:
  - Send 65,000 GTs of biomass to local biomass waste facility
  - Chip planer mill trim blocks, sell alongside sawmill chips
  - Collect and sell sawdust into the oil & gas, pellet markets
3. MWFP will require a permit extension by the Minister of AESRD to continue burner operation until June 30, 2016
4. Letters of support from Town of Fox Creek and MD of Greenview will assist with our application for permit extension

# Thank you!

---

## QUESTIONS?





4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608

SUBJECT: **Water Well Confirmation**  
SUBMISSION TO: Regular Council Meeting  
MEETING DATE: March 11, 2014  
DEPARTMENT: Infrastructure & Planning  
FILE NO./LEGAL:  
STRATEGIC PLAN:

REVIEWED AND APPROVED FOR SUBMISSION

CAO: MH MANAGER: SD  
GM: GG PRESENTER: GG  
LEGAL/ POLICY REVIEW: LC  
FINANCIAL REVIEW:

RECOMMENDED ACTION:

**MOTION: That Council direct Administration to engage the services of HCL Consultants Ltd. to conduct a field study confirming ownership, status and location of the water wells identified in their preliminary table top study of the Grande Cache area, with an upset limit of \$11,500.00 to come from the 2014 Capital Budget.**

BACKGROUND / PROPOSAL:

In October of 2013 HCL conducted a tabletop study that generated a report that identified 14 water wells within the Municipal District of Greenview in the Grande Cache area. Identification, location and usage of these wells need to be recognized and documented. If any of these wells are registered to Greenview then this report will be able to identify the well status and usage and provide recommendations for well reclamation.

OPTIONS - BENEFITS / DISADVANTAGES:

The benefit will be to confirm the overall condition status, usage and ownership of the identified water wells in the preliminary report. With this information Greenview will be able to confirm if there are wells registered to Greenview that will be recommended to be abandoned and sealed off.

There are no perceived disadvantages to this project.

COSTS / SOURCE OF FUNDING:

2014 Capital Budget

ATTACHMENT(S):

HCL Field Study Estimate of works

# hydrogeological consultants Ltd. (HCL)

17740 - 118 Avenue NW  
Edmonton, Alberta T5S 2W3  
CANADA

**Estimate No.: 13-173**

Page 1 of 3

## Estimate For:

### M.D. of Greenview

Attention: Owen Farnel  
Box 1079 4806-36 Avenue  
Valleyview, AB T0H 3N0

**Date:** October 24, 2013

**Terms:** Progress Billing

**Project Manager:** Mike Semple

**Email:** mike@hcl.ca

**Phone:** 780.702.2228

**Fax:** 780.484.9413

---

**Project:** M.D. Greenview Water Well Confirmation  
Near Grande Cache

**Area:** Tp 056 to 058, R 07 to 09, W6M

**Scope:** In a 2012 report, Hydrogeological Consultants Ltd. (HCL) identified 14 water wells that may belong to the M.D. of Greenview. The present program is to confirm the status of these water wells through a field-verified water well survey.

HCL will arrange, from the office, the field activities associated with the confirmation of the water wells and prepare a report with recommendations of which wells, if any, need to be reclaimed. HCL Ltd. will be on-site to verify the location and ease of access of each well, and to determine which wells are in use. HCL will update The Groundwater Centre database with the data collected during this project.

The expected timeline of this project would be three days:

Day 1: Drive to valleyview and meet with M.D. staff to obtain possible information and review the information in the existing files.

Day 2: Field work in the area of Grande Cache: locate water wells, take measurements, update database.

Day 3: Spend half the day in the Grande Cache area getting additional information, and drive back to Edmonton.

## Terms:

1. Fees are based on hourly rates. Actual costs may vary as increasing knowledge of site conditions is gained through field work. If it becomes evident at any time that the scope of the project has changed, the client will be notified to allow for the project to be stopped or to modify the terms of reference.
2. Invoices will be submitted to the client monthly or whenever work in progress exceeds \$1,000 (CDN).
3. Invoices are payable within thirty (30) days. Interest will be charged at 1.5% per month on all past due invoices.
4. The client will accept hydrogeological consultants Ltd.'s Terms and Conditions (attached).
5. This estimate (13-173) is valid for thirty (30) days.

---

Thank you for the opportunity to work on this project. Please feel free to contact the undersigned with any questions or concerns.

Sincerely,  
hydrogeological consultants Ltd.

Mike Semple

**hydrogeological consultants ltd. (HCL)**

17740 - 118 Avenue NW  
 Edmonton, Alberta T5S 2W3  
 CANADA

**Estimate No.: 13-173**

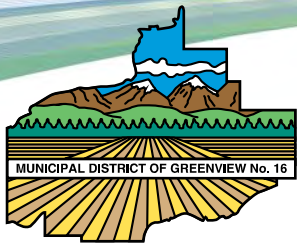
Page 2 of 3

**Estimate For:****M.D. of Greenview**

Attention: Owen Farnel  
 Box 1079 4806-36 Avenue  
 Valleyview, AB T0H 3N0

**Date:** October 24, 2013**Terms:** Progress Billing**Project Manager:** Mike Semple**Email:** mike@hcl.ca**Phone:** 780.702.2228**Fax:** 780.484.9413**Estimated Costs:**

<b>Fees</b>	<b>Quantity</b>	<b>Rate</b>	<b>Amount</b>	
Senior Hydrogeologist	2.0	\$168.00	\$336.00	
Certified Engineering Technologist	38.0	\$130.00	\$4,940.00	
Junior Hydrogeologist	16.0	\$105.00	\$1,680.00	
Administrative Assistant	1.0	\$77.00	\$77.00	
				\$7,033.00
<b>Project-Related Expenses</b>				
Admin & Telecommunication	1	\$346.73	\$346.73	
Courier Long Distance	1	\$36.00	\$36.00	
Mileage	1,400	\$1.10	\$1,540.00	
Subsistence (Food/Lodging)	2	\$230.00	\$460.00	
The Groundwater Centre	1	\$378.00	\$378.00	
				\$2,760.73
		<b>SUBTOTAL</b>		\$9,793.73
		<b>GST</b>		\$489.69
		<b>ESTIMATE TOTAL</b>		<b>\$10,283.42</b>



4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608

---

SUBJECT: **Plow Truck Tender**

SUBMISSION TO: Regular Council Meeting

MEETING DATE: March 11, 2014

DEPARTMENT: Infrastructure & Planning/Operations

FILE NO./LEGAL:

STRATEGIC PLAN:

REVIEWED AND APPROVED FOR SUBMISSION

CAO: MH MANAGER: WB

GM: GG PRESENTER: GG

LEGAL/ POLICY REVIEW: LC

FINANCIAL REVIEW:

---

RECOMMENDED ACTION:

**MOTION:** That Council approve the tender submitted by Greatwest Kenworth Ltd. of Grande Prairie in the amount of \$484,396.16 plus G.S.T. for the supply of two plow trucks complete with sanding and plowing equipment as identified in the specifications, as per the 2014 Capital Budget.

---

BACKGROUND / PROPOSAL:

Council has previously authorized the issuance of a tender for the supply of two trucks to be used for the summer and winter maintenance of Greenview roadways. The recommended tender was one of three (3) received and was the lowest that met all the conditions and specifications.

The operations department has realized some difficulties over the past couple of years in maintaining the paved roads due to the increase in the amount of paved roads and as a result of equipment failures. Previous discussion with Council has identified this as a concern and subsequently authorized the issuance of this tender.

The 2014 Capital Budget includes \$550,000.00 for these items. The lowest bid received is \$484,396.16.

---

OPTIONS - BENEFITS / DISADVANTAGES:

A more efficient level of service will be realized with the addition of the new trucks and by having a spare unit during periods of equipment failure. A delay in the addition of snow clearing equipment to the fleet would result in much lower response times and resident dissatisfaction with the service provided.

---

COSTS / SOURCE OF FUNDING:

The amount of \$484,396.16 plus G.S.T. is included as per the 2014 Capital Budget.

---

ATTACHMENT(S):

- Tender results



**MUNICIPAL DISTRICT OF GREENVIEW NO. 16**  
**2014 PLOW TRUCK TENDER**  
**Closing Friday, February 21, 2014 at 2:00 p.m.**

Unofficial Results – for information only – does not constitute a tender award.

SUPPLIER	Description	Delivery Date	TOTAL BID	COMMENTS
Greatwest Kenworth Ltd.	Kenworth T800B 2015 2 Units	6 weeks from order confirmation	\$484,396.16	Attachments: Viking Cives Ltd.
Western Star & Freightliner Trucks of Grande Prairie	Western Star 4900SB 2015 2 Units	12 weeks after order to body builders	\$504,073.66	Attachments: Viking Cives Ltd.
Drive Products	Western Star 4900SB 2015 2 Units	12 weeks after order to body builders	\$517,166.86	Attachments: Bonnell Industries Inc.
			\$	
			\$	
			\$	

Note: prices do not include G.S.T.

**WE, the undersigned, having been present at the tender opening and having examined the tender documents, do hereby certify that the information as recorded above is correct.**

MUNICIPAL DISTRICT REPRESENTATIVE \_\_\_\_\_

WITNESS *Felicia Duggin* \_\_\_\_\_



MUNICIPAL DISTRICT OF GREENVIEW NO. 16  
2014 PLOW TRUCK TENDER  
Closing Friday, February 21, 2014 at 2:00 p.m.

Unofficial Results – for information only – does not constitute a tender award.

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Greatwest Kenworth Ltd.	Kenworth T800B 2015 2 Units	6 weeks from order confirmation	\$484,396.16	Attachments: Viking Cives Ltd.
Western Star & Freightliner Trucks of Grande Prairie	Western Star 4900SB 2015 2 Units	12 weeks after order to body builders	\$504,073.66	Attachments: Viking Cives Ltd.
Drive Products	Western Star 4900SB 2015 2 Units	12 weeks after order to body builders	\$517,166.86	Attachments: Bonnell Industries Inc.
			\$	
			\$	
			\$	

Note: prices do not include G.S.T.

WE, the undersigned, having been present at the tender opening and having examined the tender documents, do hereby certify that the information as recorded above is correct.

MUNICIPAL DISTRICT REPRESENTATIVE \_\_\_\_\_

WITNESS Falicia L. Buggin



**MUNICIPAL DISTRICT OF GREENVIEW NO. 16**  
**2014 PLOW TRUCK TENDER**  
**Closing Friday, February 21, 2014 at 2:00 p.m.**

Unofficial Results – for information only – does not constitute a tender award.

SUPPLIER	Description	Delivery Date	TOTAL BID	COMMENTS
Greatwest Kenworth Ltd.	Kenworth T800B 2015 2 Units	6 weeks from order confirmation	\$484,396.16	Attachments: Viking Cives Ltd.
Western Star & Freightliner Trucks of Grande Prairie	Western Star 4900SB 2015 2 Units	12 weeks after order to body builders	\$504,073.66	Attachments: Viking Cives Ltd.
Drive Products	Western Star 4900SB 2015 2 Units	12 weeks after order to body builders	\$517,166.86	Attachments: Bonnell Industries Inc.
			\$	
			\$	
			\$	

Note: prices do not include G.S.T.

**WE, the undersigned, having been present at the tender opening and having examined the tender documents, do hereby certify that the information as recorded above is correct.**

MUNICIPAL DISTRICT REPRESENTATIVE \_\_\_\_\_

WITNESS *Felicia L. Buggin* \_\_\_\_\_



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---

SUBJECT:	<b>Caterpillar Training and Safety Days</b>	REVIEWED AND APPROVED FOR SUBMISSION		
SUBMISSION TO:	Regular Council Meeting	CAO:	MH      MANAGER:	WB
MEETING DATE:	March 11, 2014	GM:	GG      PRESENTER:	GG
DEPARTMENT:	Infrastructure & Planning/Operations	LEGAL/ POLICY REVIEW:		LC
FILE NO./LEGAL:		FINANCIAL REVIEW:		
STRATEGIC PLAN:				

---

RECOMMENDED ACTION:

**MOTION: That Council approve sending two Operations employees to attend the Caterpillar Safety Training Days in Peoria, Illinois from April 2<sup>nd</sup> to April 4<sup>th</sup>, 2014.**

---

BACKGROUND / PROPOSAL:

This training was verbally approved by the General Manager of Infrastructure and Engineering upon recommendation from the Manager of Operations. Policy states that Council approval is required for travel outside of Canada.

Greenview will need to cover costs related to travel to and from the event. All other costs are covered by Caterpillar.

---

OPTIONS - BENEFITS / DISADVANTAGES:

The requested training would expose the Operations Roads assistant supervisors to new technology available and familiarize them with Caterpillar's manufacturing processes and quality control. This event also provides training regarding safety and general maintenance of the equipment. This would be an excellent opportunity to compare the quality of materials and manufacturing to other suppliers. This will also offer an opportunity for networking with peers from across North America.

---

COSTS / SOURCE OF FUNDING:

Costs covered by Greenview are included in the 2014 Operational Budget.

---

ATTACHMENT(S):

2013 caterpillar Training Days Schedule - 2014 not yet available

## 2013 Governmental Training and Safety Days Agenda North Little Rock, Arkansas

### Two Single Day Sessions

May 21 (Tuesday)      May 22 (Wednesday)

Start	Finish	LOCATION	ITINERARY	DETAILS
7:15 AM - 7:40 AM		Travel from Wyndham to NLR Facility	Travel Time Photo Upon Arrival	Travel Time From Wyndham to NLR Facility 15 Minutes
7:40 AM - 7:55 AM		NLR - Visitor Center	Welcome	Jason Walker, Governmental Sales Support to give Cat Gov't background and team introductions
7:55 AM - 8:25 AM		NLR - Visitor Center	History of the MG	Review the history of the Caterpillar MG and Caterpillar and their dealers commitment to the customer
8:25 AM - 8:35 AM		NLR - Visitor Center	MG Facility Tour Review Group 1	Candice Lawrence - Visitor Services Director
		Groups	<u>MG Walk Around &amp; Value Center Tour</u> Group 2	
		NLR - Visitor Center	Plant Tour	NLR Visitor Staff and Cat Product Specialists
8:35 AM - 10:05 AM		Rotate	Rotate	Groups Change Assignments
10:05 AM - 10:15 AM		Groups	<u>MG Walk Around &amp; Value Center Tour</u> Group 1	
		NLR - Visitors Center	Plant Tour	NLR Visitor Staff and Cat Product Specialists
10:15 AM - 11:45 AM		NLR - Cafeteria / Visitor Center	Lunch	Catered lunch provided by Whole Hog Cafe 'World Champion Barbecue'
11:45 AM - 12:30 PM		BOARD BUS	BOARD BUS	BOARD BUS
12:30 PM - 12:40 PM		Travel from NLR to Wyndham Facility	Travel Time	Travel Time From NLR Facility to Wyndham 15 Minutes
12:40 PM - 1:05 PM		Wyndham Hotel - Silver City Conference Room	Road Maintenance	Video / Mike Keery - Cat® Cross Slope Focus
1:05 PM - 1:30 PM		Wyndham Hotel - Silver City Conference Room	Fleet Management Solutions	Terry Rasmussen review of Equipment Management / Condition Monitoring
1:30 PM - 2:15 PM		BREAK	BREAK	BREAK
2:15 PM - 2:25 PM		Wyndham Hotel - Silver City Conference Room	Safety Best Practices	Caterpillar Safety Solutions
2:25 PM - 3:10 PM		Wyndham Hotel - Silver City Conference Room	Agency Procurement Solutions	Rod Blunier, Program Evaluations
3:10 PM - 4:25 PM		LEISURE TIME	LEISURE TIME	LEISURE TIME
4:25 PM - 5:30 PM		Travel from Wyndham to Clinton Presidential Center	Travel Time	Travel Time From Wyndham to Clinton Presidential Center - 15 Minutes
5:30 PM - 5:45 PM		Clinton Presidential Center	Social / Tour / Dinner	Clinton Presidential Center
5:45 PM - 6:45 PM		DEPART	Evening Closes	Travel Time From Wyndham to Clinton Presidential Center - 15 Minutes
8:45 PM - 9:00 PM				



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---

SUBJECT:	<b>Returnable Beverage Container Deposit Refunds – Rescind Motion #13.10.612</b>		
SUBMISSION TO:	Regular Council Meeting	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	March 11, 2014	CAO: MH	MANAGER:
DEPARTMENT:	Corporate Services	GM: RO	PRESENTER: LC
FILE NO./LEGAL:	Motion #13.10.612	LEGAL/ POLICY REVIEW: LC	
STRATEGIC PLAN:		FINANCIAL REVIEW:	

---

RECOMMENDED ACTION:

**MOTION: That Council rescind motion #13.10.612 which reads as follows:**

**“MOTION: 13.10.612. Moved by: TOLLEFSON**

**That Council authorize the use of funds from the collection of cans and bottles from Greenview facilities to support the annual Staff Christmas Party.”**

---

BACKGROUND / PROPOSAL:

The noted motion was made at the October 8, 2013 meeting. A draft policy in this respect was created and reviewed by the Policy Review Committee. The Committee passed a motion to recommend to Council to rescind the motion from the October 8, 2013 meeting.

The Committee expressed the view that this policy is too restrictive, unnecessary and is better left to the discretion of M.D. Management personnel in determining the disposition of revenue derived this way. The small amount of revenue generated annually did not warrant the formation of a policy.

---

OPTIONS - BENEFITS / DISADVANTAGES:

N/A

---

COSTS / SOURCE OF FUNDING:

N/A

---

ATTACHMENT(S):

None



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---

SUBJECT: **Fire Guardian Appointment 2014**

SUBMISSION TO: Regular Council Meeting

MEETING DATE: March 11, 2014

DEPARTMENT: Community Services/Protective Services

FILE NO./LEGAL: N/A

STRATEGIC PLAN:

REVIEWED AND APPROVED FOR SUBMISSION

CAO: MH MANAGER: JF

GM: DM PRESENTER: JF

LEGAL/ POLICY REVIEW:

FINANCIAL REVIEW:

---

RECOMMENDED ACTION:

**MOTION: That Council appoint Jeff Francis as Fire Guardian for the Municipal District of Greenview No. 16 for the 2014 fire season.**

---

BACKGROUND / PROPOSAL:

The annual appointment of Fire Guardians is a requirement of the Forest and Prairie Protection Act. A Fire Guardian is normally charged with the issuance and enforcement of fire permits. However, the Fire Guardian is also charged with enforcement of the Act. Within the Municipal District this would most likely involve the enforcement of orders referencing removal of fire or burn hazards.

The following are excerpts from the Forest and Prairie Protection Act:

**4(2)** *Each year before March 1 the council of a municipal district shall appoint, for a term not exceeding one year with effect from the beginning of March, a sufficient number of fire guardians to enforce this Act within the boundaries of the municipal district.*

**10(1)** *If the council of a municipal district finds within its boundaries on privately owned land or occupied public land conditions that in its opinion constitute a fire hazard or a burning hazard, it may order the owner or the person in control of the land on which the hazard exists to reduce, remove or eliminate the hazard within a fixed time and in a manner prescribed by the council.*

Failure to appoint a guardian will be a contravention of the Forest and Prairie Protection Act.

---

OPTIONS - BENEFITS / DISADVANTAGES:

Council may choose to appoint another qualified individual; however, Mr. Francis is believed to be the most qualified individual.

---

COSTS / SOURCE OF FUNDING:

N/A

---

ATTACHMENT(S):

N/A



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---

SUBJECT: **Little Smoky Bridge SW 6-69-21 W5M on Twp. Rd 690A**  
SUBMISSION TO: Regular Council Meeting REVIEWED AND APPROVED FOR SUBMISSION  
MEETING DATE: March 11, 2014 CAO: MH MANAGER:  
DEPARTMENT: Infrastructure & Planning GM: GG PRESENTER: GG  
FILE NO./LEGAL: LEGAL/ POLICY REVIEW: LC  
STRATEGIC PLAN: FINANCIAL REVIEW:

---

RECOMMENDED ACTION:

**MOTION: That Council direct Administration to respond to Canadian Natural Resources Ltd.'s request by sending a letter that Greenview will have no future interest in the bridge crossing at SW 6-69-21-W5M on Twp. Rd 690A.**

---

BACKGROUND / PROPOSAL:

The bridge was originally constructed on behalf of Hudson Bay Oil & Gas Company and is understood to have since been managed by a number of owners including Peace River Oil Pipeline Co. Amoco Canada, Poco Petroleums, Burlington Resources, Conoco Phillips, Kereco, Cadence Energy and now Barrick Energy. The Alberta Transportation bridge file maps show the bridge as Bridge File 76707 and the AT Infrastructure Management System records indicate date of construction as 1956. Only one resident lives in the vicinity that may use the bridge to gain access to Hwy 43. If the bridge were close the resident would still have access via a different route.

An assessment was carried out and the resulting recommendation is to close and remove the bridge, relieving Canadian Natural Resources Ltd of their responsibility and risk associated with the deteriorating bridge structure. This is the least expensive option and is estimated to cost \$316,000.00. This cost would not be borne by Greenview. CNRL is proposing that Greenview take over the bridge and conduct necessary repairs. They have indicated a willingness to contribute \$100,000.00 towards those repairs. The lowest priced option relating to repair work on the bridge is estimated to be \$1.5 Million. Staff would not recommend repair or rehab of the bridge and further recommend that Greenview avoid ownership of bridge infrastructure where possible.

---

OPTIONS - BENEFITS / DISADVANTAGES:

Options:

**The report outlines six options and their associated costs.**

closure & removal	do nothing	repair to (5t limit)	rehab current structure	Industrial Bridge	AT-Style Bridge
\$316,000	\$356,000	\$1.5 million	\$3.0 million	\$3.7 million	9.6 million

DISADVANTAGES:

Removing the bridge structure creates a 24km detour.

---

COSTS / SOURCE OF FUNDING:

Funding for this project has not been included in the proposed 2014 Budget.



---

ATTACHMENT(S):

- Little Smoky Bridge Assessment
- Map and alternate access.

# Report

## Barrick Energy

### Little Smoky River Bridge Assessment Report

June 2012



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## 1 Introduction

Barrick Energy Inc. retained Associated Engineering Alberta Ltd. (AE) to complete a bridge assessment of the Little Smoky River Bridge, located at SW 6-69-21-W5, on Township Road 690A, south of Valleyview, Alberta. A bridge assessment was recommended following AE's inspection of the bridge in May 2010.

The scope of this assignment is set out below:

- Meet with Barrick Energy to discuss their long term plans for development of the area and for use of the bridge
- Review the background information
- Review the previous Bridge Inspection Reports conducted by AE in 1999, 2010 and 2011
- Engage Thurber Engineering to provide an updated assessment of the four existing slope inclinometers that they installed in April 2000
- Conduct a site visit and develop possible strategies for the bridge
- Assess three options:
  - Repair and monitoring
  - Rehabilitation
  - Replacement
- Review the controlling factors including structural condition, hydrology, geotechnical, environment, geometrics, traffic usage, future development and traffic accommodation;
- Conduct an economic comparison of the feasible strategies;
- Recommend the optimum bridge management strategy for this crossing.

## 2 Bridge Description

The bridge has three principal spans and five approach spans, two on the west and three on the east. The principal spans consist of four lines of steel girders supporting a cast-in-place concrete deck. The approach spans consist of five lines of precast reinforced concrete channel girders.

The clear width of the bridge is 3.67 m and the crossing is not skewed.

The span arrangement from west to east is 6.1 m – 6.1 m – 25.9 m – 35.1 m – 25.9 m – 6.1 m – 6.1 m – 6.1 m.

Photographs of the site are included in **Appendix B**.

### 3 Bridge Meeting

Tara Alexander, P.Eng., Project Manager and Jessica Gagné, P.Eng., Structural Engineer, of AE met with Rod Saville, P.Eng., Senior Facilities Engineer and Carl Fjeld, Lead Facility Operator, Sturgeon Lake Field of Barrick Energy on August 10, 2011.

#### 3.1 Bridge Usage

At the meeting Barrick Energy made the following remarks regarding the usage of the bridge:

- Barrick Energy anticipate they will make use of the bridge for another 25 years
- Barrick Energy's long term plans for the area include enhanced oil recovery and possibly CO<sub>2</sub> flood. These plans would likely double traffic over the bridge
- The 15 km/h speed limit on the bridge is sufficient and does not need to be increased
- The bridge is not essential to operations as there are alternative routes available. However, the bridge provides access to wells on the east side of the Little Smoky and the increased travel time to take the alternative routes represents a significant cost. Barrick Energy will quantify the business cost of using the alternative route.
- During spring thaw a 75% axle weight restriction is in place on provincial highways, so the bridge, located on Township Road 690A, is more often used to avoid the modifications to trucks that would otherwise be required.
- Vehicles using the bridge include: pick up trucks, water tankers, fluid handling.
- Local traffic also uses the bridge, including residents and employees of ATCO gas who have a plant on the west side of the river.
- A natural gas fuel line crosses the bridge and provides flare and fuel gas needs for the wells on the east side of the river. It would be possible to shut this pipeline down for a short time if required for bridge repairs. The pipeline could also be removed from the bridge and drilled under the river.

#### 3.2 Recent Bridge Flooding

There has been some recent flooding of the river. The water reached to approximately 30 inches (~750 mm) below the girders and flooded adjacent lowlands. According to Carl Fjeld, who lives locally, the river has reached similar levels three times since 1997.

At about the time of the flooding, cracks on the top of the roadway adjacent to the east abutment appeared. Barrick closed the bridge to traffic as a result. Prior to reopening the bridge, Barrick asked AE to confirm that the slope was stable. AE consulted with Thurber Engineering (a specialist geotechnical engineering consultancy) and provided a recommendation. This recommendation is included in [Appendix C](#).

## 4 Bridge History

The bridge was originally constructed on behalf of Hudson Bay Oil & Gas Company, and is understood to have since been managed by a number of owners including Peace River Oil Pipeline Co., Amoco Canada, Poco Petroleums, Burlington Resources, Conoco Philips, Kereco, Cadence Energy and now Barrick Energy. The Alberta Transportation (AT) bridge file maps show the bridge as Bridge File 76707 and the AT Infrastructure Management System records the date of construction as 1956.

In 1998, AE was retained by Poco Petroleums Ltd. to complete a bridge assessment. AE and Thurber Engineering undertook a visual inspection of the bridge on December 17, 1998. Thurber Engineering, were involved with this project due to the history of slope instability at this site and the consequent effects of soil movement on the structure. The inspection was followed by the preparation of an assessment report including recommendations for repair. In 2000, AE was retained by Burlington Resources Ltd., the new owner of the bridge, to conduct a bridge inspection, load rating and recommendations for repair works, as well as geotechnical work including borehole drilling and installation of slope monitoring points by Thurber Engineering. This work is detailed in the report "Detailed Inspection and Repair Work, May 2000".

Following the recommendations of the report, repairs were undertaken to the structure in 2000. Drawings showing the slope inclinometer locations and details of recommended repair work are in **Appendix E**. These included:

- Realignment of the HC precast girders in Spans 1 & 2 (Abutment 1 to Pier 2)
- Modifications to Pier 1 – the drawings show new columns and a replacement pier cap, whereas onsite pier column extensions with a new pier cap can be observed.
- Retrofitting ends of the bridgerail at Pier 2
- New neoprene bearings on all bearing surfaces (excluding steel spans)
- Drill and epoxy rebar at end of precast girders at Pier 5.
- Remove joint fillers at Piers 2 and 5 and place concrete infill
- Placement of new retaining clips and anchors at steel bents and abutments
- Provide bridge monitoring reference points at Piers 2, 3 and 4
- Smooth transitions to the ends of the bridge
- Installation of inclinometers
- A load rating was carried out and the structure was posted for CS1 – 25t, CS2 – 37t, CS3 – 44t.

Barrick Energy retained Associated Engineering to undertake a detailed inspection of the bridge. The inspection was completed in May 2010, the BIM inspection summary is included in **Appendix A**. Following this inspection it was recommended that revised load rating and bridge assessment be carried out.

The revised load rating was completed in August 2010. The structure was posted for CS1 – 11t, CS2 – 21t, CS3 – 33t.

In July 2011, Barrick Energy retained AE to undertake the annual inspection of the bridge as well as the bridge assessment recommended in the 2010 inspection report. The BIM inspection summary from the 2011 inspection report is included in [Appendix A](#).

During the summer of 2011, Alberta was subject to heavy rainfall. The Little Smoky River swelled and filled the channel causing some sloughing of the western approach.

## 5 Site Inspection

The most recent BIM format inspection was carried out on August 16, 2011. The previous two BIM format inspections were carried out on May 11, 2010 and April 5, 2000. Copies of the previous BIM format inspections can be referenced in [Appendix A](#).

A selection of photographs taken during the 2010 and 2011 bridge inspections can be referenced in [Appendix B](#).

The Bridge Ratings from the three most recent BIM format inspections are compared in the table below:

<b>BIM Inspection Results</b>	<b>April 5, 2000</b>	<b>May 11, 2010</b>	<b>August 16, 2011</b>
Approaches	3	3	1
Superstructure (SG)	3	3	2
Superstructure (PCS)	3	3	2
Substructure	3	2	2
Channel	5	3	3
<b>Structural Condition</b>	<b>33.3%</b>	<b>27.7%</b>	<b>22.2%</b>
<b>Sufficiency Rating</b>	<b>22.8%</b>	<b>18.5%</b>	<b>13.0%</b>

As a general guide: A rating of '5' or above indicates that an element is in adequate condition and is functioning as intended. A rating of '4' indicates that an element is below the minimum acceptable condition but is a low priority for repair. A rating of '3' indicates that an element is in poor condition and not functioning as intended and is a medium priority for repair or other appropriate action (replacement, signing etc.). A rating of '2' indicates that the element is in hazardous condition or severely deteriorated and is a high priority for repairs or other appropriate action. A rating of '1' indicates that there is danger of collapse and/or danger to users and that immediate action is required.

## 6 Controlling Factors

The following factors are considered in the evaluation of the various possible approaches to the maintenance, rehabilitation or replacement of the bridge:

- Structural Condition
- Hydrotechnical Issues
- Geotechnical Issues
- Environmental Issues
- Roadway Geometrics
- Traffic Usage
- Future Development
- Other Bridges or Culverts, and
- Traffic Accommodation

These factors are discussed in detail below.

### 6.1 Structural Condition

The Structural Condition Rating is the ratio of the sum of the general ratings to the sum of the maximum possible ratings for the superstructure and the substructure. It reflects the structural condition of the bridge at the time of inspection compared to the structural condition of a new bridge without any defects.

The most recent General Rating for the Principal Spans Superstructure is '2' indicating that it is in hazardous condition or exhibits severe distress/deterioration and is a high priority for replacement, repair or signing. This rating is based on the condition of the surfacing, which has severely deteriorated adjacent to the western approach span causing a hazardous step in the driving surface. The most recent General Rating for the Approach Spans Superstructure is also '2' as a result of the condition of the precast girders, two of which have failed, as they are badly spalled with corroded reinforcement within the anchorage zone.

The most recent General Rating for the Substructure is '2' indicating that it also is in hazardous condition or exhibits severe distress/deterioration and is a high priority for replacement, repair or signing. This rating is based on the condition of the pier caps beneath the approach spans.

The latest Structural Condition Rating (SCR) is 22.2% and is indicative of the generally poor condition of the structure.

The Structural Sufficiency Rating is a single numerical value representing the present condition, level of service, safety of a bridge and its approach roads, relative to the acceptable standard of a new bridge at the same location. The rating ranges from 0% to 100% with lower ratings indicative of higher priority for replacement, rehabilitation or maintenance. A numerical value of 100% is representative of a bridge that is in excellent condition and provides the best possible level of

service at its present location; whereas a value of 50% is likely representative of a bridge that provides a safe and/or acceptable level of service that meets the minimum desirable standard.

The most recent Structural Sufficiency Rating (SSR) is 13.0% indicating that the bridge is providing a level of service well below minimum acceptable standards for the Alberta roadway network.

Based on the discussion above, **Structural Condition is a major controlling factor.**

## 6.2 Hydrotechnical Issues

A full hydrotechnical study is beyond the scope of this report, however the data from the nearest WSC flow gauge on the Little Smoky River was reviewed and anecdotal evidence from the recent flood event was collected.

During the heavy rains in summer 2011, water levels were observed within 750 mm of the bottom flange of the principal spans. The western approach fills also slumped causing some large cracks in the gravel approach road. This indicates that the crossing may not be long enough to provide adequate channel capacity for current design. For this reason the Channel Capacity is rated '5'.

Prior to preliminary design of any major rehabilitation or replacement, a hydrotechnical investigation should be completed to determine if the existing bridge hydraulic opening is adequate for a 1:100 year flood event.

For the purposes of this report it will be assumed that for a replacement scheme the bridge will be lengthened and the vertical alignment raised slightly to provide increased channel capacity. For any rehabilitation scheme that includes work to the west abutment, the addition of wingwalls and the possible extension of the abutment wall will be considered.

Based on the discussion above, **Hydrotechnical Issues are a controlling factor.**

## 6.3 Geotechnical Issues

The bank stability is currently rated '3'. There is evidence of significant movement of the slopes in the past, demonstrated by the inclination of the piers of the principal span, although this now seems to have stabilised to some degree.

Thurber was on site on August 10, 2011, to take readings from the four slope inclinometers that had been installed in 2000 (two on each bank) and compared readings from those taken previously. Only two of the four inclinometers, one on each bank, were in a condition to take the measurements. An email report from Thurber dated August 26, 2011 of the work carried out and graphs indicating the measured deflections and commentary are included in **Appendix C** and summarized as follows:

- The slope inclinometer on the east bank (SI-002) showed up to 30 mm of movement towards the river and up to 25 mm of movement parallel to the river, with most of the movement occurring in the upper 6 m. The slope inclinometer on the west bank (SI-004) showed up to 50 mm of movement towards the river and up to 25 mm of movement parallel to the river, with the movement generally occurring over a depth of 18 m to 20 m. These readings represent movements over the preceding 11 years.
- The SI readings show no evidence of any significant deep-seated movement. This is favourable, however, it must be recognized that both locations (SI-002 and SI-004) are set back from the river further than the two lost SI's (SI-001 and SI-003). There could, potentially, be some deep seated movements closer to the river.

Any rehabilitation of the substructure, will need to be designed so as to minimize the impact on the stability of the slopes. The design of any replacement scheme will need to accommodate or manage slope movements without distress to the structure.

Thurber Engineering conducted some simplified stability analyses of the abutment fills to assess the potential benefit of extending the approach spans and flattening the embankment slopes. These are included in **Appendix C**.

Prior to preliminary design of any major rehabilitation or replacement, a geotechnical investigation should be completed. This investigation should include new test holes, with slope inclinometers and vibrating wire piezometers installed in each hole (see **Appendix C** for more details of these recommendations from Thurber)

Based on the discussion above, **Geotechnical Issues are a major controlling factor**.

#### **6.4 Environmental Issues**

Any bridge removal, replacement or rehabilitation scheme involving in stream work will require approvals from a number of regulatory agencies including: the Department of Fisheries and Oceans, Transport Canada Navigable Waters Protection Act and Alberta Environment under the Code of Practice for Watercourse Crossings. The Little Smoky River at this location is a Class 'C' watercourse, as defined by Alberta Environment, with a restricted activity period of April 16 to July 15, during which no instream works are permitted (see map in **Appendix D**). Other provincial or federal regulations may apply depending on the option chosen.

It is not considered that these restrictions will limit the range of possible options or determine the chosen solution, therefore **Environmental Issues are not a controlling factor**.

## 6.5 Roadway Geometrics

The horizontal alignment of the approach has a rating of '5' and the vertical alignment of the approach has a rating of '4'. The bridge itself has a straight vertical and horizontal alignment. The single lane width bridge is currently adequate for Barrick Energy's needs.

It is considered that a rehabilitation scheme will not need to change the alignment of the bridge or its approaches. A replacement scheme would give some consideration as to whether the alignment could be improved or would need to be changed to keep the current crossing open during construction of the new bridge, but it is not considered that this would limit the range of possible options or determine the chosen solution.

Based on the discussion above, **Roadway Geometrics is not a controlling factor.**

## 6.6 Traffic Usage

Emergency repairs have been undertaken to allow the bridge to be reopened to light traffic with a GVW up to 5t. This is not adequate for Barrick Energy's current or future needs as it means that larger vehicles including the water supply truck need to take the 24 km diversion route to the other side of the river via the next closest bridge over the Little Smoky. There is also the possibility of the bridge being used by unauthorised overload vehicles as access to the bridge is not controlled other than by signage. This exposes Barrick Energy to risks associated with any accident or overload on the bridge, including public liability and possible further structural damage.

A range of options will be considered for improving the load rating of the bridge to different levels, a cost-benefit analysis can then be performed to establish which scheme provides the most overall economic benefit to Barrick in terms of saved detour time and cost vs. construction cost.

Based on the discussion above, **Traffic Usage is a major controlling factor.**

## 6.7 Future Development

Barrick Energy anticipates that there is of the order of 25 years of resource left in this field. It is anticipated that the rate of extraction will increase over the next 7 years and the volume of traffic over the bridge will double over this period.

Any replacement scheme, should consider the possible benefits of increasing the width of the bridge to provide an increased level of service.

Based on the discussion above, **Future Development is a controlling factor.**

## 6.8 Other Bridges or Culverts

The nearest alternative crossing of the Little Smoky River is BF 75538 on Secondary Highway 665. The bridge currently has a rating of CS1 – 47t, CS2 – 54t, CS3 – 63t. The bridge has a structural condition rating of 50.0 % and an Estimated Replacement Year of 2034. The bridge is owned by Alberta Transportation. The total detour via this crossing is 24 km. It is considered that the load rating and level of service provided by this bridge is adequate for any vehicles that are detoured from the bridge owned by Barrick Energy.

Based on the discussion above, **Other Bridges or Culverts are not a controlling factor.**

## 6.9 Traffic Accommodation

The detour from this bridge to the closest alternative crossing is 24 km along local roads, the detour is estimated to take 50 minutes. This represents a significant impact on the operations of Barrick Energy as they have sites on both sides of the river and require access between. Barrick Energy has recently carried out emergency repairs to allow light vehicles (maximum GVW 5t) to cross the bridge pending the results of the assessment and decisions regarding the rehabilitation or replacement of the crossing.

As far as possible any rehabilitation or replacement scheme should minimise the length of time that the bridge is completely closed for construction.

Based on the discussion above, **Traffic Accommodation is a major controlling factor.**

# 7 Assessment Options

## 7.1 Controlling Factors

This bridge is affected by the controlling factors described in Section 5 and summarized below:

**Structural Condition:** The precast girders of the approach span, the approach span pier caps and the principal span surfacing are all high priorities for repair. The condition of the structure is currently limiting the passage of vehicles across to light vehicles only, limiting the utility of the bridge to Barrick Energy.

**Hydrotechnical Issues:** The impact of recent flooding on the approaches indicates that the channel capacity may not be adequate for severe flood conditions.

**Geotechnical Issues:** In the past there has been significant movement of the bank slopes at this crossing. Movement appears to be ongoing but at a slow rate.

**Traffic Usage:** Traffic across the bridge is currently limited to light vehicles only (GVW 5t). This does not meet the need of Barrick Energy for larger vehicles to access their sites on the east of the river.

**Future Development:** Barrick Energy anticipates that there is 25 years work remaining in this field and that traffic over the bridge will double in the next 7 years.

**Traffic Accommodation:** The detour length is 24 km and complete closure of the bridge should be limited to as short a length of time as possible.

## 7.2 Project Requirements

Barrick Energy requires a safe and cost effective solution for the current condition of the bridge for the next 25 years.

The costs for each scheme that is presented will be estimated on a life cycle basis over 25 years, this will enable Barrick Energy to compare the cost of the scheme and the level of service it provides with the detour costs each scheme saves in order to determine the most cost effective and appropriate solution for the site.

## 7.3 Closure

Closure of the bridge would mean that all traffic would need to make the 24 km detour via Secondary Highway 665 in order to cross the river. Closure would require demolition of the bridge, to ensure no unauthorized use of a structure that was not being maintained.

This option has an initial estimated cost of \$216,000 to carry out the work, with fees for engineering and obtaining environmental approvals estimated at an additional \$100,000, for a total estimated cost of \$316,000. The cost estimate for the demolition is based on an estimate prepared by Alberco Construction ([Appendix F](#)). This estimate assumes that demolition would be carried out in the winter when the river is frozen, it includes for demolition of the superstructure and substructure to 600 mm below grade and removal of material from site. There would be no ongoing repair or maintenance costs directly associated with the bridge. This option removes the liability of owning the bridge, which can be accessed by the public. There is however a significant cost to Barrick Energy due to the increased journey time (approx. 50 mins) required to use the alternative route to the other side of the river.

## 7.4 Do Nothing

A Do Nothing strategy is considered to establish a benchmark for the evaluation of other options. This option assumes that the ongoing emergency repairs are completed and the current level of maintenance is continued but that no other rehabilitation measures are undertaken. The 5t load restriction and speed limit of 15 km/h would remain in place. The bridge would continue to require regular inspection, the bridge would remain open until the condition of the pier caps, surfacing or

precast girders made it hazardous for use by even light vehicles, at which point the bridge would need to be either closed, rehabilitated or replaced. It is thought that at best a couple of years of limited use could be obtained from the bridge if this option were pursued. It is noted that the design and construction period for a bridge replacement or rehabilitation is typically quite extended and if this strategy was pursued the existing crossing would remain closed for that period of time.

While this strategy represents the lowest immediate capital expenditure, it is not considered a good strategy to pursue as it exposes Barrick Energy to the risk of the structure deteriorating beyond acceptable limits between inspections, whilst the bridge remains open to traffic. Additionally the bridge would be closed for a period of time while a rehabilitation or replacement solution was developed and constructed.

### **7.5 Repair (Light Vehicles Only)**

This option considers the possibility of maintaining the bridge for light vehicle use (5t or less at 15 km/h) on an ongoing basis. This option assumes that the current level of maintenance and yearly inspections are maintained.

The two girders that have failed, and are bridged by steel plates in the emergency repair scheme would be replaced. Concrete repairs would also be carried out to the eastern approach span pier caps. After each year's inspection any repairs required would be identified. It is considered likely that over the next five years a number of precast girder repairs or replacements will be required as well as some work to the substructure.

Alberco Construction prepared a cost estimate (**Appendix F**) for the initial works associated with this option based on the following scope:

- Remove and Install 2 new 6.1 m HC girders including disposal of existing girders.
- Install additional pier caps to piers 6 & 7.
- Epoxy inject 2 large cracks in the backwall side of Piers 2 & 5. The injection scope is assumed to be 6 m long x 300 mm deep x 6 mm wide in 2 locations.

This option is relatively low cost but provides a low level of service. It also exposes Barrick Energy to the risk of the structure deteriorating beyond acceptable limits between inspections; however this will be mitigated if repair recommendations from the yearly inspections are promptly executed.

It is considered that the bridge could remain open to light traffic for five to ten years under this regime before major rehabilitation works were required to maintain even a minimal level of service.

The estimated cost of the initial works is \$189,000. An allowance of between \$50,000 and \$100,000 should be made for repairs each year excluding the cost of engineering fees and inspection costs. It is estimated that the cost of keeping the bridge open to light vehicles only for the next ten years would be of the order of \$1,000,000 including engineering and inspection costs.

## 7.6 Rehabilitation

This option would replace the approach spans (deck and substructure) and outer main span piers. It would increase the level of service provided by the structure to the design load of the principal spans (HS20) and most road legal vehicles would be able to use the bridge assuming the results of further investigation into the capacity of the principal span deck and central piers are positive. There are no record drawings of these elements, so for previous load ratings reasonable assumptions have been made as the capacity of these elements was not considered to govern. Prior to the development of a finalized rehabilitation scheme, some structural investigation should be undertaken to confirm the validity of these assumptions.

The approach spans would be lengthened and the bank slopes graded back to a safe slope, this would increase the channel capacity mitigating the issue of sloughing of the roadway experienced during the high flows in summer 2011, as well as reducing the risk of slope movement and damage to substructure previously experienced by the bridge. The slopes would also be armoured to mitigate the risk of damage during a flood event. Hydrotechnical investigation needs to be completed to determine the adequacy of the existing hydraulic opening for flood events and confirm the type and extent of the armouring required.

The existing outer principal span piers have been inclined by the slope movements and badly damaged by forces exerted by the approach spans as a result of earth pressure at the abutments and slope movement. The calculated bending moments at the base of the pier shafts due to the eccentricity of the vertical load on the pier are considerably in excess of their capacity. It is thought likely that they are currently acting as if pinned at the base and propped by the deck itself, rather than as cantilevers as they were designed. In order to increase the rating of the structure to full highway loading, it is considered necessary to replace the most heavily inclined and damaged pier shafts with new vertical piers, these would be constructed by piling either side of the existing pier and jacking the girders onto a new substructure, before the existing piers were demolished.

The deck surface would be waterproofed and repaved, solving the deck drainage problems currently caused by the poor condition of the asphalt. Waterproofing the deck would extend the life of the principal span superstructure as long as possible.

It is considered that these measures would extend the life of the structure by 20 years, at which time it is likely that significant work would be required to the principal span deck and perhaps the inner principal span piers.

The estimated cost for carrying out these works is \$2,200,000. An allowance of \$250,000 should be made for geotechnical investigation, hydrotechnical investigation, environmental assessment and detailed survey. Engineering fees, including obtaining the necessary permits, for a rehabilitation of this nature would be of the order of \$200,000. The total estimated project cost is \$2,650,000.

## 7.7 Replacement

The bridge is 55 years old. It is considered that even those elements of the structure that are performing adequately (e.g. principal span girders and concrete deck) have a limited life expectancy, perhaps in the order of about 20 years. Consideration should be given as to whether it would be expedient to replace the entire structure now and achieve a longer time period before work is required rather than expend a considerable amount of money at this stage on repairs whose life would be limited by the condition of the remainder of the structure. A geotechnical investigation needs to be completed to determine if a replacement bridge should be built at this location.

The average cost for a new river crossing, designed to Alberta Transportation standards, in Alberta currently is approximately \$4,700/m<sup>2</sup>. Costs in the north of the province tend to be somewhat higher. It is considered that for this location a unit cost of \$6,000/m<sup>2</sup> would provide a reasonable budget cost. If the bridge were designed to an industrial standard (less girder lines, full depth precast panels etc.) it is considered that a unit cost of the order of \$4,000/m<sup>2</sup> would be achievable.

Replacing the bridge with a two lane structure would give an increased level of performance as well as increased safety for users. If considerable expansion of the oil field and increased traffic is anticipated, this option should be considered. The minimum roadway width for a local road is 7.0 m with 1.0 m shoulders across the bridge, this would give a clear width of 9.0 m and a total bridge width of 10.0 m. Assuming an increased bridge length of 150 m and design to Alberta Transportation standards, the estimated replacement cost is \$9,000,000. An additional \$250,000 should be allowed for geotechnical investigation, hydrotechnical investigation, environmental assessment and detailed survey. Engineering fees, including obtaining the necessary permits, would be of the order of \$350,000. The total estimated project cost is \$9,600,000.

However given that the bridge is currently providing adequate levels of service as a single lane, two way structure, this could be maintained. A clear width of 4.8 m is assumed and a total bridge width of 6.5 m. This is ~1.1 m wider than the existing clear width of 3.67 m, this will be of benefit in terms of user safety as well as reducing the risk of vehicle impact damaging the bridge. Assuming an increased bridge length of 150 m, the estimated replacement cost is \$3,180,000 if design is undertaken to Industrial Standards. An additional \$250,000 should be allowed for geotechnical investigation, hydrotechnical investigation, environmental assessment and detailed survey. Engineering fees, including obtaining the necessary permits, would be of the order of \$300,000. The total estimated project cost is \$3,730,000.

## 8 Evaluation of Options

Each option has been evaluated qualitatively against five criteria:

- Initial capital cost
- Ongoing maintenance costs
- Cost of detour when bridge is closed
- Risk and liability for Barrick Energy
- Level of service provided to bridge users

Each option has been given a rating of 1 to 5 based on how well it meets each criteria, e.g. low cost rates 5, high risk rates 1.

### 8.1 Closure

#### 8.1.1 Initial Capital Cost

The initial capital cost of this option is quite low, estimated to be \$216,000. This option is rated “4” for initial capital cost.

#### 8.1.2 Ongoing Maintenance Costs

This option has no ongoing maintenance costs as the bridge will be closed and demolished. This option is rated “5” for ongoing maintenance costs.

#### 8.1.3 Cost of Detour

The bridge will be closed for the entire 25 year period under consideration. This option is rated “1” for cost of detour.

#### 8.1.4 Risk and Liability for Barrick Energy

Barrick Energy will not be exposed to risk and liability due to the condition of the bridge once it is demolished. This option is rated “5” for risk and liability.

#### 8.1.5 Level of Service

This option provides no service to bridge users, the bridge is removed. This option is rated “1” for level of service.

### 8.2 Do Nothing

#### 8.2.1 Initial Capital Cost

There is no initial capital cost for this option. This option is rated “5” for initial capital cost.

### **8.2.2 Ongoing Maintenance Costs**

An allowance of \$20,000 per annum should be made for inspection until the condition of the bridge requires it to be closed (estimated that this will be within the next 2 years). The bridge will need to be demolished, once it is closed, and an allowance should be made for this. This option is rated “3” for ongoing maintenance costs.

### **8.2.3 Cost of Detour**

It is estimated that the bridge will be completely closed for 23 years of the 25 year period under consideration and will be open only to light vehicles for the remainder. This option is rated “2” for cost of detour.

### **8.2.4 Risk and Liability for Barrick Energy**

Barrick Energy will be exposed to risk and liability whilst the structure remains open, there is no control other than signage to prevent overweight vehicles using the bridge, however it is anticipated that the bridge will remain open for a relatively short period of time. This option is rated “2” for risk and liability.

### **8.2.5 Level of Service**

This option provides a low level of service whilst the bridge remains open. This option is rated “2” for level of service.

## **8.3 Repair (Light Vehicles Only)**

### **8.3.1 Initial Capital Cost**

The initial capital cost of this option would cover the replacement of two precast concrete girders, replacement pier caps at two piers and epoxy injection at two piers. The estimated initial cost is \$189,000. This option is rated “5” for initial capital cost.

### **8.3.2 Ongoing Maintenance Costs**

It is estimated that it would cost \$1,000,000 over a 10 year period to keep the bridge open to light vehicles only. An allowance should also be made for demolition at the end of this period. This option is rated “1” for ongoing maintenance costs.

### **8.3.3 Cost of Detour**

It is estimated that the bridge will be completely closed for 15 years of the 25 year period under consideration. This option is rated “3” for cost of detour.

#### **8.3.4 Risk and Liability for Barrick Energy**

Barrick Energy will be exposed to risk and liability whilst the structure remains open, there is no control other than signage to prevent overweight vehicles using the bridge, the bridge will be open in this condition for an extended period of time. This option is rated “1” for risk and liability.

#### **8.3.5 Level of Service**

This option provides a low level of service whilst the bridge remains open. This option is rated “2” for level of service.

### **8.4 Rehabilitation**

#### **8.4.1 Initial Capital Cost**

The initial capital cost of this option is estimated to be \$2,650,000. This option is rated “3” for initial capital cost.

#### **8.4.2 Ongoing Maintenance Costs**

This option requires regular inspections (3 year cycle initially, 1 year cycle towards the end of the life of the principal spans) over the period the bridge remains open. An allowance should be made for the demolition of the bridge at the end of the 20 year period. This option is rated “4” for ongoing maintenance costs.

#### **8.4.3 Cost of Detour**

It is estimated that the bridge will be completely closed for 5 years of the 25 year period under consideration. This option is rated “4” for cost of detour.

#### **8.4.4 Risk and Liability for Barrick Energy**

Barrick Energy will be exposed to risk and liability whilst the structure remains open, however the bridge will be rehabilitated to take all highway legal loads. The deteriorating condition of the principal spans and constricted bridge width carry some risk. This option is rated “3” for risk and liability.

#### **8.4.5 Level of Service**

Despite the restricted bridge width and one way traffic, this option provides an adequate level of service for all highway legal loads, given the low traffic volumes at the site. This option is rated “3” for level of service.

## **8.5 Replacement – Industrial Style One Lane Bridge**

### **8.5.1 Initial Capital Cost**

The initial capital cost of this option is estimated to be \$3,730,000. This option is rated “2” for initial capital cost.

### **8.5.2 Ongoing Maintenance Costs**

This option requires regular inspections (3 year cycle) but it is not anticipated that any other costs will be occurred other than standard bridge management costs (deck cleaning etc.). At the end of the 25 year period under consideration the bridge will have a remaining life span of 25 to 50 years before major rehabilitation works should be required. This option is rated “5” for ongoing maintenance costs.

### **8.5.3 Cost of Detour**

There are no detour costs associated with this option, except possibly during construction depending on the staging and location of the new construction. This option is rated “5” for cost of detour.

### **8.5.4 Risk and Liability**

Barrick Energy are exposed to some risk and liability through ownership of the bridge, however this is mitigated by the good structural condition and increased width of the bridge structure. There is some residual risk from a relatively long one lane two-way bridge. This option is rated “4” for risk and liability.

### **8.5.5 Level of Service**

This structure provides a good level of service to all highway legal vehicles. A one lane two-way structure is considered adequate given the low traffic volumes at the site and the increased bridge width provides an enhanced level of safety. This option is rated “4” for level of service.

## **8.6 Replacement – Alberta Transportation Style Two Lane Bridge**

### **8.6.1 Initial Capital Cost**

The initial capital cost of this option is estimated to be \$9,600,000. This option is rated “1” for initial capital cost.

### **8.6.1 Ongoing Maintenance Costs**

This option requires regular inspections (3 year cycle) but it is not anticipated that any other costs will be occurred other than standard bridge management costs (deck cleaning etc.).

At the end of the 25 year period under consideration the bridge will have a remaining life span of 25 to 50 years before major rehabilitation works should be required. This option is rated “5” for ongoing maintenance costs.

#### 8.6.1 Cost of Detour

There are no detour costs associated with this option, except possibly during construction depending on the staging and location of the new construction. This option is rated “5” for cost of detour.

#### 8.6.1 Risk and Liability

Barrick Energy are exposed to some risk and liability through ownership of the bridge, however this is mitigated by the good structural condition and increased width of the two lane bridge structure.. This option is rated “5” for risk and liability.

#### 8.6.1 Level of Service

This structure provides an excellent level of service to all highway legal vehicles. A two lane structure is provides an enhanced level of safety and an allowance for future increases in traffic volumes at the site. This option is rated “5” for level of service.

### 8.7 Weighting of the Criteria

Each criterion has been weighted based on its relative importance, these weightings have been provided by Barrick Energy:

- Initial Capital Cost – 50%
- Ongoing Maintenance Costs – 20%
- Cost of Detour – 20%
- Risk and Liability – 10%
- Level of Service – 0%

A rating of “5” for each criterion would result in an overall score of 100%. A rating of “1” for each criterion would result in an overall score of 0%.

### 8.8 Evaluation of the Options

The weighted scores for each option, based on the ratings above, are summarized in the table:

Option	Initial Capital Cost	Ongoing Maintenance	Cost of Detour	Risk and Liability	Level of Service	Total Score
Closure	37.5%	20%	0%	10%	0%	67.5%
Do Nothing	50%	10%	5%	2.5%	0%	67.5%
Repair (5t limit)	50%	0%	10%	0%	0%	60%

Rehabilitation	25%	15%	15%	5%	0%	60%
Industrial Bridge	12.5%	20%	20%	7.5%	0%	60%
AT style Bridge	0%	20%	20%	10%	0%	50%

Comparing the options in this manner provides a method of taking multiple decision criteria into account and is one tool in the decision making process.

The most highly rated options are closure and do nothing.

The estimated costs of each option are summarized below:

COST	OPTION					
	Closure & Removal	Do Nothing	Repair (5t limit)	Rehabilitation	Industrial Bridge	AT style Bridge
<b>Construction (Now)</b>	\$216,000		\$865,000 (over 10 years)	\$2,200,000	\$3,180,000	\$9,000,000
<b>Construction (Future)</b>		\$216,000	\$216,000	\$300,000		
<b>Investigation (Now)</b>				\$250,000	\$250,000	\$250,000
<b>Engineering (Now)</b>	\$100,000	\$40,000 (over 2 years)	\$325,000 (over 10 years)	\$200,000	\$300,000	\$350,000
<b>Engineering (Future)</b>		\$100,000	\$100,000	\$50,000		
<b>Detour (5t+ only)</b>		2 years	10 years	20 years		
<b>Detour (All vehicles)</b>	25 years	23 years	15 years	5 years		
<b>TOTAL</b>	\$316,000 + 25 yrs detour (all vehicles)	\$356,000+ 2 yrs detour (5t+) + 23 yrs detour (all vehicles)	\$1,506,000+ 10 yrs detour (5t+) + 15 yrs detour (all vehicles)	\$3,000,000 + 5 yrs detour (all vehicles)	\$3,730,000	\$9,600,000

## **9 Recommendation**

We recommend that the bridge is closed and demolished. We understand that replacement is not an economic option for Barrick Energy at this time and the condition of the bridge is such that a repair strategy to keep the bridge open even with limited service is very costly. Closing and demolishing the bridge relieves Barrick of the responsibility and risk associated with the deteriorating structure.

### **9.1 Estimated Cost**

The estimated cost of demolishing the bridge is \$316,000.

### **9.2 Next Steps**

The next step is to contact all stakeholders informing them of the plan to close and demolish the bridge. This is the first step in obtaining the required regulatory approvals for the demolition work. An environmental assessment, possibly including fish sampling, will need to be done due to work in the river to remove the piers. A construction work package should be prepared including all requirements for the demolition work; this will enable a suitably qualified contractor to price and complete the work.

## 10 Closure

This report was prepared for Barrick Energy Inc. to present options for the closure, repair, rehabilitation or replacement of Little Smoky River Bridge.

The services provided by Associated Engineering Alberta Ltd. in the preparation of this report were conducted in a manner consistent with the level of skill ordinarily exercised by members of the profession currently practicing under similar conditions. No other warranty expressed or implied is made.

Respectfully submitted,  
Associated Engineering Alberta Ltd.

A circular professional seal for Tara Alexander, a Professional Engineer in Alberta. The seal contains her name and the text "PROFESSIONAL ENGINEER ALBERTA". It is signed with a blue ink signature and dated "May 31, 2012" below the seal.

Tara Alexander M.Sc., P.Eng.  
Project Manager

A circular professional seal for Jessica Gagné, a Professional Engineer in Alberta. The seal contains her name and the text "PROFESSIONAL ENGINEER ALBERTA". It is signed with a blue ink signature and dated "MAY 31, 2012" below the seal.

Jessica Gagné M.Eng., P.Eng.,  
Project Engineer

<b>ASSOCIATED ENGINEERING</b>	
<b>QUALITY MANAGEMENT SIGN-OFF</b>	
Signature:	<i>[Signature]</i>
Date:	<i>May 31, 2012</i>
<b>APEGA Permit to Practice P 3979</b>	

### Appendix A – Inspection Reports (BIM forms)

Bridge Inspection									
Bridge File Number	76707				Form Type	SG PCS			
Year Built/Year Supstr	1956/1956				Lot No				
Bridge or Town Name	VALLEYVIEW				Inspector Name	JESSICA GAGNE P.ENG.			
Located Over	LITTLE SMOKY RIVER				Inspector Class				
Located On	TWP RD 690A				Assistant Name				
Water Body CI/Year	CLASS C				Assistant Class				
Navigabil CI/Year					Inspection Date	AUGUST 16 2011 (MAY 11 2010)			
Legal Land Location	SW SEC 6 TWP 69 RGE 21 W5M				Data Entry By				
Longitude, Latitude					Data Entry Date				
Road Authority					Reviewer Name				
Contract Main Area					Review Date				
Clear Roadway/Skew	3.67m/0				Dept. Reviewer Name				
AADT/Year	UNKNOWN				Dept. Review Date				
Road Classification	RLG-204-80				Follow-Up By				
Detour Length (km)	6								
Allowable Load (t)	Single	11.8 (2010 RATING)	Semi	21.4 (2010 RATING)	Train	33.0 (2010 RATING)	--> On Critical Spans --> Critical Member --> Primary Span		
Design Loading	UNKNOWN								
Posting Information									
Required Vert. Clearance Posting (m)									
Posted Vertical Clearance (Y/N)									
Posted	Lane	On Bridge (m)	In Advance (Y/N)	Lane	On Bridge (m)	In Advance (Y/N)			
Remarks									
Required Load Posting (t)	Single		Semi		Truck Train				
Posted Loading (t)	Single	11	Semi	21	Truck Train	33			
Posted EAST	Lane	At Junction (Y/N)	In Advance (Y/N)	At Bridge (Y/N)	Y				
Posted WEST	Lane	At Junction (Y/N)	In Advance (Y/N)	At Bridge (Y/N)	Y				
Remarks									
Hazard Marker At Bridge (Y/N)	Y								
Remarks									
Other Sign Types	SINGLE LANE, NARROW, SPEED RESTRICT, ROAD CLOSED (TEMP)								
Utilities (Located at)									
Utility Attachments									
Telephone					Gas	GAS LINE ATTACHED TO U/S DECK			
Power					Municipal				
Others					Problem (Y/N)				
Remarks	GAS LINE IS BURIED & MARKED AT EACH ABUTMENT.								
Approach Road									
		Last	Now	Explanation of Condition					
Horizontal Alignment		5	5						
Vertical Alignment		4	4						
Roadway Width (m)	5			BRIDGE IS CURRENTLY CLOSED DUE TO CONDITION OF WEST APPROACH. LARGE CRACKS & LOSS OF FILL.					
Approach Bump		4	1						
Guardrail (Y/N)	Y			SOME DAMAGE TO APPROACH RAIL. SOME SECTIONS REQUIRE REPLACEMENT. TRANSITIONS OF APPROACH RAIL TO CURB ARE POOR, ESPECIALLY AT N.W. CORNER.					
Guardrail		3	3						
Length (m)	21			DRAINAGE PROBLEMS HAVE EXACERBATED WASHING OUT OF FILL DURING FLOOD.					
Current Standard (Y/N)	N								
Termination Type	TURN DOWN								
Drainage		4	3						
Approach Road General Rating		3	1						

Superstructure					
Bridge Component			Last	Now	Explanation of Condition
(Primary Span SG)					
<b>Special Features</b>					
Special Feature					
(Type :)					
Special Feature					
(Type :)					
<b>Wearing Surface/Deck Top Detail Ratings</b>					
	N (%)	1 (%)	2 (%)	3 (%)	
Last	5	3	2	5	
Now	10	3	2	10	
Wearing Surface			3	2	WORN WEARING SURFACE CAUSING STEPS IN DRIVING SURFACE THAT ARE POTENTIALLY HAZARDOUS.
(Material Type : ) ACP					
(Thickness(mm) : )					
Deck Top			X	X	
Deck Rideability			4	2	SNOOPER TRUCK REQUIRED PLANKS TO BRIDGE STEPS IN ROADWAY
Deck Joints			3	2	LARGE AMOUNT OF DEBRIS FALLING THROUGH JOINT AT PIER 2 & CLOGGING BEARINGS
Temperature (deg C)		18°C			
(Expansion Type :)					
(Fixed Type :)					
Gap Size (mm)		Gap Location			
PIER 2 , NORTH		60mm HORIZ			
		50mm. VERT			
PIER 2 , SOUTH		45mm HORIZ			
		60mm VERT			
Deck Drainage			4	4	DRAINS ARE FUNCTIONAL - WORN SURFACING IS CAUSE OF DRAINAGE ISSUES.
Drains Clogged (Y/N)		N			
Curbs/Median			4	4	
(Curb Type :)					
Scaling (Percent Area)		10% / 10%			
Bridge Rail			4	4	
(Type :)					
Bridge Rail Posts			4	4	
(Type :)					
Bridge Rail/Posts Coating			6	6	
(Type :)					
Sidewalk			X	X	
<b>Girder/Beam</b>					
Cover Plate			8	8	
Flange			6	6	
Web			7	7	
Stiffeners			7	7	
Splice			4	4	
Weld			7	7	
Diaphragms/Cross Frame			8	4	PIER 2 DIAPH. MISSING BOLTS, CORROSION. NOT ACCESSIBLE PREV. INSP.

Superstructure				
Bridge Component		Last	Now	Explanation of Condition
(Primary Span - SG)				
Paint Condition		5	4	BASED ON CONDITION OF COATING ON PIER 2 ( & 5 ) DIAPHRAGMS. IN GENERAL CONDITION OF COATING IS ACCEPTABLE.
(Colour Description )	GALVACON			
(Colour Code )	SILVER			
Touchup Required (Y/N)	Y			
Bearings		3	3	COATING IS FAILING IN PLACES, BEARINGS ARE DISTORTED AND EXPANSION
Temperature (deg C)	18°C			
(Expansion Type )	ROCKER			
(Fixed Type )	ROCKER			
Coating Adequate (Y/N)	N			
Functioning (Y/N)	N			
Deck Underside		4	4	
Stains (Percent Area)	15%/15%			
Span Alignment Problems				
Vertical (Y/N)	Y			SOME MISALIGNMENT BETWEEN MAIN SPANS & APPROACH SPANS.
Horizontal (Y/N)	Y			
Superstructure General Rating	S.G. SPANS	3	2	

Superstructure				
Bridge Component		Last	Now	Explanation of Condition
(Secondary Span - PCS)				
Special Features				
Special Feature				
(Type )				
Special Feature				
(Type )				
Wearing Surface/Deck Top Detail Ratings				
	N (%)	1 (%)	2 (%)	3 (%)
Last				
Now				
Wearing Surface		X	X	LATERAL CONNECTIONS INSTALLED DURING REHABILITATION FUNCTION WELL
(Material Type )	EXPOSED CONCRETE			
(Thickness(mm) )				
Lateral Connection Problem (Y/N)	N			
Deck Top		4	4	
Deck Rideability		4	4	
Deck Joints		3	2	DECK JOINT ANGLES ARE A HAZARD FOR SOME VEHICLES EVEN AT LOW SPEED.
Bump (Y/N)	Y / Y			
Deck Drainage		X	X	
Drains Clogged (Y/N)				
Curbs/Median		4	4	VOIDS ALLOWING MOISTURE ACCUMULATION
(Curb Type )				
Scaling (Percent Area)	12% / 12%			
Bridge Rail		4	4	REFER TO S.G. SPANS FOR DETAILS.
(Type )	HSS			
Bridge Rail Posts		4	4	
(Type )	HSS			
Bridge Rail/Posts Coating		6	6	
(Type )	PAINT			

Superstructure					
Bridge Component			Last	Now	Explanation of Condition
(Secondary Span PCS)					
Sidewalk			X	X	
Girder Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	
Last					
Now					
Girders			3	2	SPAN WITHIN ANCHOR ZONE WITH UNSOUND CONCRETE EXTENDING ABOVE TOP HALF OF MAIN REINFT. SEVERE LOSS OF SECTION ON MAIN BARS (SPAN 8).
Last Complete Inspection Date					
Cracking (Y/N)	Y / Y				
Spalling (Percent Area)	20% / ~20%				
Lift or Connector Pocket Grouted (Y/N)	N				
(Number Of Girders ) 5 PER SPAN , 5 N <sup>o</sup> SPANS					
Span Alignment Problems					
Vertical (Y/N)	Y / Y				SPAN ALIGNMENT IS IMPROVED SINCE REHAB BUT REMAINS NON-STANDARD
Horizontal (Y/N)	Y / Y				
Superstructure General Rating	PRECAST SPANS		3	2	
Substructure					
Bridge Component			Last	Now	Explanation of Condition
Abutments					
(Extended Backwall Piles (Y/N) )					
(Extended Backwall Piles Spacing(mm) )					
(Total Number of Caps/Corbels )					
Bearing Seats/Caps/Corbels Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	
Last	NOT APPLICABLE				
Now	NOT APPLICABLE				
Bearing Seats/Caps/Corbels			3	3	WIDE CRACKS IN WEST ABUT. SPALLS AND EXPOSED REBAR EAST ABUT.
(Type )					
(Depth(mm) )					
(Width(mm) )					
Backwalls/Breastwalls			5	3	FILL SLOUGHING BENEATH BACKWALL AT WEST ABUTMENT.
Greatest Height (m)	1.4				
Wingwalls			X	X	WINGWALLS WOULD IMPROVE STABILITY OF APPROACH FILLS.
(Total Number of Bearing Piles )					
Piles Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	
Last	NOT APPLICABLE				
Now	NOT APPLICABLE				
Piles			6	6	PILES ARE GALVANIZED. COATING IS FAILING AND THERE IS SOME SEC <sup>N</sup> LOSS. ROTATION DUE TO GROUND MOVEMENT. SLOUGHING OF FILL AT WEST ABUT CAUSING CRACKING IN APPROACHES.
Paint/Coating			4	4	
Abutment Stability			3	3	
Scour/Erosion			7	3	

Substructure					
Bridge Component			Last	Now	Explanation of Condition
<b>Piers/Bents</b>					
(Type :)	SEE EXPLANATION				STEEL REPLACEMENT CAP @ PIER 1. PIERS 2 & 5 CONCRETE BEARING SEATS WITH BACKWALLS. WIDE CRACKS IN BACKWALL. PIERS 3 & 4 CONCRETE CAP AT TOP OF SHAFT. PIERS 6 & 7 CONCRETE CAPS ON STEEL BENTS, BADLY DETERIORATED, WITH SUPPLEMENTARY STEEL CAPS & BENTS.
(Total Number of Caps/Corbels :)	3 INC. 2 SUPPLEMENTARY				
Bearing Seats/Caps/Corbels Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	
Last	NOT APPLICABLE				
Now					
Bearing Seats/Caps/Corbels			2	2	
(Type :)					
(Depth(mm) :)					
(Width(mm) :)					
(Total Number of Bearing Piles :)	CONC. PIER FOUNDATION NOT VISIBLE				
Piles Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	
Last	NOT APPLICABLE				
Now					
Pier Shaft/Piles			3	3	CRACKING IN PIER SHAFT
Bracing/Struts/Sheathing			X	X	
Nose Plate			6	6	
Paint/Coating			X	X	
(Colour Description :)					
(Colour Code :)					
Pier Stability			3	3	
Scour			5	5	
Debris (Y/N)		Y			DEBRIS ON U/S PIER
Substructure General Rating			2	2	
<b>Structure Usage</b>					
			Last	Now	Explanation of Condition
<b>Channel</b>					
(U/S Direction :)					
(D/S Direction :)					
Alignment			7	7	
Bank Stability			3	3	SLUGHING OF BANKS ADJACENT TO BRIDGE, EVIDENCE OF SLOPE MOVEMENT.
HWM (m below Top of Curb)					
Drift (Y/N)					
Slope Protection			5	5	
(Type :)					
Guidebank/Spurs			X	X	
Adequacy of Opening			9	5	FLOOD EVENT IN SUMMER 2011 FILLED OPENING & CAUSED SLUGHING OF APPROACHES
(Fish Compensation Measure 1 :)					
(Fish Compensation Measure 2 :)					
Channel General Rating			3	3	
<b>Grade Separation</b>					
Road Alignment	NOT APPLICABLE				

Structure Usage				
		Last	Now	Explanation of Condition
Traffic Safety Features				<div>NOT APPLICABLE</div>
Type				
Slope Protection				
(Type )				
Bank Stability				
Drainage				
Grade Separation General Rating				

# Maintenance Recommendations

Inspector Recommendations	Year	Inspector Comments	Department Comments	Target Year	Est. Cost	Cat #
REPAIR/REPLACE BRIDGE RAIL						
GALVANIZE/PAINT BRIDGE RAIL						
RETROFIT BRIDGE RAIL						
SEAL CURBS						
PATCH DECK						
SEAL DECK						
OVERLAY DECK						
REPAIR/REPLACE DECK JOINTS						
RESET/ PAINT BEARINGS						
REPAINT SUPERSTRUCTURE						
STRAIGHTEN/REPLACE MEMBERS						
WASHING						
SHOTCRETE REPAIRS						
REPAIR ABUTMENT SCOUR/EROSION						
PLACE ADDITIONAL RIP RAP						
REMOVE DRIFT ACCUMULATION						
OTHER ACTION						
OTHER ACTION						
OTHER ACTION						
OTHER ACTION						
Structural Condition Rating (Last/Now) (%)	23.7% / 22.7%	Sufficiency Rating (Last/Now) (%)	18.5% / 13.0%	Est. Repl. Yr	Maint. Reqd. (Y/N)	

Special Comments for Next Inspection	Department Comments	Date	Estimated Total
Maintenance Reviewed By			
Proposed Long-Term Strategy			
On 3-Year Program (Y/N)			
Proposed Action			
Previous Inspector's Name	Previous Assistant's Name	NOT APPLICABLE	
Next Inspection Date	Previous Inspection Date	MAY 2010	
Inspection Cycle (months)			
Comment			

## Bridge Inspection

Bridge File Number	76707	Form Type	SG PCS
Year Built/Year Supstr	1956/1956	Lot No.	
Bridge or Town Name	VALLEYVIEW	Inspector Name	JESSICA SMITH P.ENG
Located Over	LITTLE SMOKY RIVER	Inspector Class	
Located On	TWP RD 690A	Assistant Name	
Water Body Cl./Year	CLASS C	Assistant Class	
Navigabil. Cl./Year		Inspection Date	MAY 11 2010 (APRIL 5 2000)
Legal Land Location	SW SEC 6 TWP 69 RGE 21 W5M	Data Entry By	
Longitude, Latitude		Data Entry Date	
Road Authority		Reviewer Name	
Contract Main. Area		Review Date	
Clear Roadway/Skew	3.67m / 0	Dept. Reviewer Name	
AADT/Year	UNKNOWN	Dept. Review Date	
Road Classification	RLG - 204 - 80	Follow-Up By	
Detour Length (km)	6		
Allowable Load (t):	Single 26.5 (2000 RATING)	Semi 38.2 (2000 RATING)	Train 45.7 (2000 RATING)
Design Loading:	UNKNOWN		

## Posting Information

Required Vert. Clearance Posting (m)				
Posted Vertical Clearance (Y/N)	NOT APPLICABLE			
Posted: Lane	On Bridge (m)	In Advance (Y/N)	Lane	On Bridge (m)
Remarks				
Required Load Posting (t)	Single		Semi	
Posted Loading (t)	Single	25	Semi	37
Posted: EAST Lane	At Junction (Y/N)		In Advance (Y/N)	
Posted: WEST Lane	At Junction (Y/N)		In Advance (Y/N)	
Remarks				
Hazard Marker At Bridge (Y/N)	Y			
Remarks				
Other Sign Types	SINGLE LANE, NARROW BRIDGE & SPEED RESTRICTION			

## Utilities (Located at)

Utility Attachments		
Telephone		Gas
Power		Municipal
Others		Problem (Y/N)
Remarks	GAS MAIN IS BURIED & MARKED AT EACH ABUTMENT.	

## Approach Road

	Last	Now	Explanation of Condition
Horizontal Alignment	5	5	
Vertical Alignment	4	4	
Roadway Width (m)	5		
Approach Bump	3	4	SOME SMALL POTHOLES.
Guardrail (Y/N)	Y		
Guardrail	5	3	SOME DAMAGE TO APPROACH RAIL
Length (m)	21		SOME SECTIONS REQUIRE REPLACEMENT.
Current Standard (Y/N)	N		TRANSITIONS OF APPROACH RAIL TO CURB ARE POOR ESP. AT NW CORNER.
Termination Type	TURN DOWN		
Drainage	6	4	WASHING OUT AT CORNER OF ABUTMENT.
Approach Road General Rating	3	3	

Superstructure						
Bridge Component		Last	Now	Explanation of Condition		
(Secondary Span : PCS)						
Sidewalk		X	X			
Girder Detail Ratings						
	N (count)	1 (count)	2 (count)	3 (count)		
Last						
Now						
Girders		3	3	SPALL WITHIN ANCHORAGE ZONE SPAN 1. WIDE CRACK WITHIN ANCHORAGE ZONE. END DIAPHRAGM SPALLS.		
Last Complete Inspection Date						
Cracking (Y/N)	Y / Y					
Spalling (Percent Area)	20% /					
Lift or Connector Pocket Grouted (Y/N)	N					
(Number Of Girders : ) 5 / SPAN , 5 SPANS						
Span Alignment Problems						
Vertical (Y/N)	Y / Y			SPAN ALIGNMENT IS IMPROVED SINCE REHAB, BUT REMAINS NON-STANDARD		
Horizontal (Y/N)	Y / Y					
Superstructure General Rating	PRECAST SPANS	3	3			
Substructure						
Bridge Component		Last	Now	Explanation of Condition		
Abutments						
(Extended Backwall Piles (Y/N) : )	N			WIDE CRACKS IN WEST ABUT. SPALLS AND EXPOSED REBAR EAST ABUT.		
(Extended Backwall Piles Spacing(mm) : )						
(Total Number of Caps/Corbels : )	2					
Bearing Seats/Caps/Corbels Detail Ratings						
	N (count)	1 (count)	2 (count)			3 (count)
Last						
Now	NOT APPLICABLE					
Bearing Seats/Caps/Corbels		4	3	PIPES DISPLACED & STARTING TO CORRODE IN PLACES.		
(Type : )						
(Depth(mm) : )						
(Width(mm) : )						
Backwalls/Breastwalls		7	5	WINGWALL WOULD PREVENT SLOUGHING OF MATERIAL AT B/WALL CORNER		
Greatest Height (m)	1.4					
Wingwalls		X	X			
(Total Number of Bearing Piles : ) 4 PER ABUT.						
Piles Detail Ratings						
	N (count)	1 (count)	2 (count)	3 (count)		
Last						
Now	NOT APPLICABLE					
Piles		7	6	PILES ARE GALVANIZED. COATING IS FAILING AND THERE IS SOME SEC <sup>N</sup> LOSS. ROTATION DUE TO GROUND MOVEMENT.		
Paint/Coating		X	4			
Abutment Stability		3	3			
Scour/Erosion		7	7			

Substructure					
Bridge Component			Last	Now	Explanation of Condition
<b>Piers/Bents</b>					
(Type : )	SEE EXPLANATION				STEEL REPLACEMENT CAP AT PIER 1 PIERS 2 & 5 CONCRETE BEARING SEATS WITH BACKWALLS. WIDE CRACKS IN BACKWALL. PIERS 3 & 4 CONCRETE CAP AT TOP OF SHAFT. PIERS 6 & 7 CONCRETE CAPS ON STEEL BENTS, BADLY DETERIORATED, WITH SUPPLEMENTARY STEEL CAPS & BENTS.
(Total Number of Caps/Corbels : )	9 (INC. 2 NO SUPPLEMENTARY)				
Bearing Seats/Caps/Corbels Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	
Last					
Now	NOT APPLICABLE				
Bearing Seats/Caps/Corbels			3	2	
(Type : )					
(Depth(mm) : )					
(Width(mm) : )					
(Total Number of Bearing Piles : )			CONCRETE PIER FOUNDATION NOT VISIBLE		
Piles Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	
Last					
Now	NOT APPLICABLE				
Pier Shaft/Piles			3	3	CRACKING IN PIER SHAFT
Bracing/Struts/Sheathing			X	X	
Nose Plate			6	6	
Paint/Coating			X	X	
(Colour Description : )					
(Colour Code : )					
Pier Stability			3	3	
Scour			5	5	
Debris (Y/N)		Y			DEBRIS ON U/S SIDE OF PIERS - DOES NOT BLOCK OPENING
Substructure General Rating			3	2	
Structure Usage					
			Last	Now	Explanation of Condition
<b>Channel</b>					
(U/S Direction : )					SLOUGHING OF BANKS ADJACENT TO BRIDGE, EVIDENCE OF SLOPE MOVEMENT.
(D/S Direction : )					
Alignment			7	7	
Bank Stability			5	3	
HWM (m below Top of Curb)					
Drift (Y/N)			N		
Slope Protection			6	5	
(Type : )					
Guidebank/Spurs			X	X	
Adequacy of Opening			9	9	
(Fish Compensation Measure 1 : )					
(Fish Compensation Measure 2 : )					
Channel General Rating			5	3	
<b>Grade Separation</b>					
Road Alignment			NOT APPLICABLE		

Structure Usage				
		Last	Now	Explanation of Condition
Traffic Safety Features				<div style="transform: rotate(-45deg); position: absolute; top: 50%; left: 50%; font-weight: bold; font-size: 2em;">NOT APPLICABLE</div>
Type				
Slope Protection				
(Type : )				
Bank Stability				
Drainage				
Grade Separation General Rating				

## Maintenance Recommendations

Inspector Recommendations	Year	Inspector Comments	Department Comments	Target Year	Est. Cost	Cat #
REPAIR/REPLACE BRIDGE RAIL						
GALVANIZE/PAINT BRIDGE RAIL						
RETROFIT BRIDGE RAIL						
SEAL CURBS						
PATCH DECK						
SEAL DECK						
OVERLAY DECK						
REPAIR/REPLACE DECK JOINTS						
RESET/ PAINT BEARINGS						
REPAINT SUPERSTRUCTURE						
STRAIGHTEN/REPLACE MEMBERS						
WASHING						
SHOTCRETE REPAIRS						
REPAIR ABUTMENT SCOUR/EROSION						
PLACE ADDITIONAL RIP RAP						
REMOVE DRIFT ACCUMULATION						
OTHER ACTION						
OTHER ACTION						
OTHER ACTION						
OTHER ACTION						

Structural Condition Rating (Last/Now) (%)	33-39% / 27-71% Sufficiency Rating (Last/Now) (%)	Est. Repl. Yr	Maint. Reqd. (Y/N)
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Special Comments for Next Inspection	Department Comments	Estimated Total
Maintenance Reviewed By	Date	
Proposed Long-Term Strategy		
On 3-Year Program (Y/N)		
Proposed Action		
Previous Inspector's Name	Previous Assistant's Name	TAMER AKKURT P.ENG.
Next Inspection Date	Previous Inspection Date	APRIL 2000
Inspection Cycle (months)		
Comment		

# BRIDGE INSPECTION CHECKLIST

ASSOCIATED  
ENGINEERING



<b>A. GENERAL DATA</b>					
.1	Bridge ID :	BF76707			Inspection Date: April 5, 2000
.2	Bridge Name :	Valleyview			Inspected by: R. Scarth, T. Akkurt
.3	Stream/Hwy :	Little Smoky River			Temperature: +2 °C
.4	Legal :	SSE6 - 21 - 69 - W5 [1/4-S-Twp-Rg-Mer]			OWNER: Poco Petroleum Ltd Address: POB 1080 Valleyview AB, T0H 3N0 Ph: (780)
.5	Road Class :	RLG - 204 - 80 [Rd Typ - N° lanes & width-speed]			
.6	AADT/Year :	100 / 2000			
.7	Bridge Properties :	N° Spans: 8	Span Lengths: 6.1-6.1-25.9-35.1-25.9-6.1-6.1-6.1		Total: 117.4 m
		Clear Width: 3.67 m	Skew: 0 deg [L/R HF]		Special Features:
		N° Girders: 5HC/4RB	Girder Type(s): HC/RB/HC		
.8	Detour Length :	6 km			
.9	Design Load :	Configuration:	Single : tonne	Semi : tonne	Truck train : tonne
.10	Posted Load :	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	Single : tonne	Semi : tonne	Truck train : tonne
.11	Hazard Signs :	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	Remarks:		
.12	Other Signs :	one lane bridge ahead			
.13	Utilities :	<input checked="" type="checkbox"/> Gas 90 dia pipe under bridge	<input type="checkbox"/> Power	<input type="checkbox"/> Other:	
		<input type="checkbox"/> Tel	<input type="checkbox"/> Muni	Remarks:	

		Last	Now	Remarks
<b>B. APPROACHES</b>				
.1	Horiz Align :		5	sharp curve leading from west approach
.2	Vert Align :		4	poor sight line, vertical rise to bridge
.3	Road width: 5 m	*****	*****	gravel roadway and approaches
	Embank slope: 2 : 1	*****	*****	natural vegetation
.4	Approach Bump :		3	speed reduced onto bridge, 30mm dp potholes at approaches
.5	Guardrail: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		5	missing addnl posts next to approach spans
	Length: 21 m	*****	*****	
	Termination End : Turn down	*****	*****	
.6	Drainage :		6	positive drainage away from bridge
<b>APPROACH GENERAL RATING</b>			<b>3</b>	

NB: Shaded items reflect the critical elements used for each GENERAL RATING [General Rating cannot be higher than lowest critical element]	Rating = 5 assumes the bridge element is adequate for <u>CONDITION</u> & remains <u>FUNCTIONAL</u> , however it may NOT meet current standards
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9	8	7	6	5	4	3	2	1	N	X
Very Good		Good		Adequate		Poor		Immediate Action	Not Access.	Not Applic.



			Last	Now	Remarks
<b>C. SUPERSTRUCTURE</b>					
.1	Special Features :		*****	*****	
.2	Wear Surface: 50 mm			4	ACP overlay on main steel spans, exposed deck at HC approach spans
	Timber, Conc, Silica Fume, <u>ACP</u> , PMA, LMC, PMO,		*****	*****	Numerous potholes along curb line, moderate gravel accum on deck surface
.3	Rideability :			4	speed reduction to 35-30 kph due to rough drive surface
.4	Wheel Guard: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		*****	*****	
	Size: x mm		*****	*****	
.5	Deck Joints : <u>Gap</u>			X	WF beam "gap filler" at Pier 2 & 5, buffer angles at HC spans
A1	<u>E/F</u> :	Buffer L X	*****	*****	Water seepage through all joint faces
P1	<u>E/F</u> :	Buffer L 40	*****	*****	
P2	<u>E/F</u> :	WF Steel Bm 250	*****	*****	
P5	<u>E/F</u> :	WF Steel Bm 450	*****	*****	
P6	<u>E/F</u> :	Buffer L 40	*****	*****	
P7	<u>E/F</u> :	Buffer L 40	*****	*****	
A2	<u>E/F</u> :	Buffer L X	*****	*****	
.6	Bridge rail :			4	substandard bridgerail support element, tack welded fabrication, minor impact damage at west railing
	Timber, <u>HSS</u> , Flexbm, Stl,		*****	*****	102 x 102 x 6mm HSS
.7	Bridge posts :			4	substandard anchorage to exterior faces, not resistant to truck impact
	Timber, <u>HSS</u> , Pipe, Stl,		*****	*****	102 x 102 x 6mm HSS
.8	Bridge rail/post coating :			6	good condition, blue enamel paint, no primer
	<input type="checkbox"/> No <input type="checkbox"/> Galv <input checked="" type="checkbox"/> Paint		*****	*****	
.9	Deck underside:			6	good condition, minimal reflective cracking
	Defects: 0 % of area		*****	*****	
	Stains: 10 % of area		*****	*****	
.10	<u>STEEL GIRDERS</u> :		*****	*****	non-composite design
	Size: 4 - W920 x 271		*****	*****	
.1	Cover Plate	19x30x6420 mm		8	Bolted coverplates, top & bottom at Piers 3 and 4 only
.2	Flange :	300 x 30 mm		6	numerous bird nests on btm flange, good camber line
.3	Web :	900 x 19 mm		7	good, no defects
.4	Stiffeners :	bolt angles mm		7	angle stiffeners at each pier bearing support
.5	Splices :	mm		7	numerous bird nests on splice bolts
.6	Weld :			7	good
.7	Diaphragms :	C380 x75x6		8	good, bolted connections

9	8	7	6	5	4	3	2	1	N	X
Very Good		Good		Adequate		Poor		Immediate Action	Not Access.	Not Applic.



		Last	Now	Remarks
<b>C. SUPERSTRUCTURE (contd)</b>				
.11	<b>PRECAST GIRDERS :</b>		3	1.0m spall near P6 anchorage, stirrups intact, heavy wate seepage btwn keyways
	Girders: HC Conforce 1968	*****	*****	West approach span extended 400mm behind Abutment 1
	Cracking: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	*****	*****	East approach span extended 150mm behind Abutment 2
	Spalls: 20 %	*****	*****	
.12	<b>Deck :</b>		5	moderate gravel abrasion on exposed surfaces
	Type: Exposed surface	*****	*****	no major spalls or punch outs
	Thickness: X mm	*****	*****	
	Underside Spall: 0 %	*****	*****	
	Top Surf Delam: 0 % of area	*****	*****	
.13	<b>Bearings : Function</b>		3	over rotation at P2 rocker #4 (from U/S)
A1	E/F : 20mm FB Y/N	*****	*****	HC girder extended 400mm behind abutment cap
P1	E/F : 20mm FB Y/N	*****	*****	
P2	E/E : 20 FB /rocker Y/N	*****	*****	28% CCW rotation at Rocker 4 (from U/S), Rocker 2 NOT welded to btm flange
P3	E/E : fix rocker Y/N	*****	*****	
P4	E/F : rocker Y/N	*****	*****	typ 3-5% CW, good condition
P5	E/E : 20 FB /rocker Y/N	*****	*****	typ 3-4% CW rotation, good condition
P6	E/F : 20mm FB Y/N	*****	*****	
P7	E/F : 20mm FB Y/N	*****	*****	
A2	E/F : 20mm FB Y/N	*****	*****	HC girder extended 150mm behind abutment cap
.14	<b>Paint:</b>		7	good, painting in good condition
	Type: Galvacon	*****	*****	
	Colour: Silver	*****	*****	
	Spall: 0 %	*****	*****	
.15	<b>Span Alignment Problems:</b>		4	65 Horiz offset & 100mm settlement at west spans
	Horizontal: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	*****	*****	
	Vertical: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	*****	*****	
.16	<b>Sidewalk:</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		X	
	Clear width: X mm	*****	*****	
.17	<b>Drainage:</b> 100 dia galv pipe		7	good, each side of steel main span, extended below btm flange
	Clogged: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	*****	*****	
.18	<b>Curb:</b> Median <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		4	poor anchorage to precast deck, 15M rebar pins @ 1.0m o/c punched through deck
	Height: 260 mm	*****	*****	
	Scaling: 10 %	*****	*****	
<b>SUPERSTRUCTURE GEN. RATING</b>			3	

9 Very Good	8	7 Good	6	5 Adequate	4	3 Poor	2	1 Immediate Action	N Not Access.	X Not Applic.
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	Last	Now	Remarks
<b>D. SUBSTRUCTURE</b>			
.1 <b>ABUTMENTS:</b>		4	Substandard cap connection to piling, welded angle to HP-Conc Cap
Timber, <u>Conc</u> , HP, Stl, Gabion,	*****	*****	
Cap: 4.9 l x 1 w x 1 d	*****	*****	
.1 Backwall/Breastwall :		7	Texas grating pipe backwall sheeting, spill through abutment, 7.0m dp
Greatest Height : 1.4 m	*****	*****	
.2 Wingwall :		X	no wingwalls
Greatest Height : X m	*****	*****	
.3 Piling:		7	HP300
Timber, Conc, <u>HP</u> , Stl,	*****	*****	
Nº Bearing Piles: 4	*****	*****	
Nº Extension Piles: 0	*****	*****	
.4 Paint/Coating : none		X	
.5 Abutment Stability:		3	11 to 16% batter due to ground movement, visible cap rotation, welded angles intact
.6 Scour/Erosion:		7	no scour or surface erosion along headslopes
.2 <b>PIERS:</b>		3	900mm eccentric load at Pier 1, supported on welded WF framed pier cap// Substandard connection of Conc pier caps at Pier 6 & 7 to HP piling.
Timber, <u>Conc</u> , HP, Stl,	*****	*****	Concrete shafts at Pier 2, 3, 4, & 5
Cap: 4.9 l x 1 w x 0.5 d	*****	*****	No dowel pins btwn HC precast and pier cap; removed or destroyed
Pier Ht. Above SB : 8 m	*****	*****	
.1 Piling :		3	stub columns installed on HP steel bents, substandard welded connections
Timber, Conc, <u>HP</u> , Stl,	*****	*****	East HC spans dually supported on exist conc cap & stub column
Nº Piles: 4	*****	*****	
.2 Bracing/Struts/Sheathing:		X	
.3 Nosing Plate : none		6	good, minor void at top of m/nose plate
.4 Paint/Coating : none		X	
.5 Pier Stability:		3	8-16% batter at Piers 2, 3, 4, 5 and 0-1% batter at Piers 1, 6, 7
.6 Pier Scour:		5	no evidence of river scour or surface erosion
.3 Debris: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7	
<b>SUBSTRUCTURE GENERAL RATING</b>		<b>3</b>	

9	8	7	6	5	4	3	2	1	N	X
Very Good		Good		Adequate		Poor		Immediate Action	Not Access.	Not Applic.



		Last	Now	Remarks
E.CHANNELU/S DIRECTION: <b>SOUTH</b>				
.1	Alignment :		7	Pier shafts aligned with channel at end of oxbow bend
	HWL above SB:      5      m	*****	*****	
	Drift: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	*****	*****	
.2	Bank Stability :		5	evidence of slope instability, 4 slope monitoring tubes installed April 5, 2000
.3	Slope Protection :		6	no scour or erosion
	Type: <u>Natural</u> , Gabion, Conc,	*****	*****	
	Rock size:      0      mm	*****	*****	
.4	Guidebank/Spurs :		X	
.5	Adequacy Bridge Opening :		9	
CHANNEL GENERAL RATING			5	

9	8	7	6	5	4	3	2	1	N	X
Very Good		Good		Adequate		Poor		Immediate Action	Not Access.	Not Applic.

## INSPECTION SUMMARY

ESTIMATED REMAINING LIFE: 10 YEARS

B.I.C. General Rating				General Rating		Structural Condition Rating
[NF = non factored]	Last	Now	x Factor	Last	Now	
Approach		3	10.00%	0.0	0.3	
Superstructure		3	45.00%	0.0	1.4	= $\frac{[NF \text{ Super} + NF \text{ Sub}]}{18} = \underline{33.3\%}$
Substructure		3	30.00%	0.0	0.9	
Channel/Gr Separation		5	15.00%	0.0	0.8	
General Rating Total 100.00%				0.0	3.3	

## RECOMMENDED MAINTENANCE ACTIONS

Item	Actions	Year	Estimated Cost	Remarks
1	Gravel fill & grading at E&W approaches	2000		Actions intended to provide a minimum level of safety
2	Realign E&W approach spans & bridgerail	2000		
3	Remove WF Bm gap filler At Pier 2 & 5	2000		
4	Realign Pier 2 Rocker bearings	2000		
5	Neoprene bearing pads under HC precast girders	2000		
6	Complete a Bridge Load Rating & Posting	2000		
7				
8				
9	Surface patch to HC girder legs	2002		

Annual Maintenance: Bridge washing, gravel removal

## COMMENTS FOR NEXT INSPECTION:

Monitor pier batter and slope movement

DATE NEXT INSPECTION: April 2001

PREVIOUS INSPECTION : NIL

INSPECTED BY: ROBERT SCARTH, P. ENG.

INSPECTION DATE: APRIL 5, 2000

9	8	7	6	5	4	3	2	1	N	X
Very Good		Good		Adequate		Poor		Immediate Action	Not Access.	Not Applic.

## Appendix B – Site Photographs

OWNER:	<u>Barrick Energy</u>	PROJECT NO.:	<u>20113369</u>	REPORT NO.:	<u>                    </u>
PROJECT:	<u>Little Smoky River Bridge</u>	FILE NO.:	<u>                    </u>	SHEET:	<u>1 OF 7</u>
LOCATION:	<u>SW 6 – 69 – 21 – W5</u>	DATE:	<u>August 16, 2011</u>		
	<u>Valleyview, AB</u>				
ASSOCIATED ENGINEERING REP.:	<u>J. Gagné P.Eng.</u>				

## PROJECT REPORT



Photo 1: Girder D, Span 2 at Pier 1. Spalled concrete limits bearing of web on Piercap.



Photo 2: Girder C, Span 2 at Pier 1. Diagonal cracking in anchorage zone.

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Photo 3: Very wide horizontal cracks in Pier 2.



Photo 4: Spalling of Piercap at Pier 2.



Photo 5: Debris on bearing shelf at Pier 2.



Photo 6: Diaphragm at Pier 2. Missing bolts and failing coating. Joint material falling through joint.

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Photo 7: Condition of underside of principal spans appears to be little changed since last inspection.



Photo 8: Evidence of flooding of banks



Photo 9: Debris on outside of girders at Pier 3.



Photo 10: Appears nests may have been washed off face of pier during recent flood event.

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Photo 11: Main span. Bird nests around diaphragms.



Photo 12: Some rust spotting of coating (approx.. mid span of main span)



Photo 13: Horizontal crack in Pier 4 just above water line



Photo 14: Corrosion of Diaphragm at Pier 3 and failing joint concrete



## INSPECTION PHOTO SHEET

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Photo 15: Wide crack in Pier 5



Photo 16: Diagonal crack in Piercap at Pier 5



Photo 17: Pier 7 Spalling reinforcement



Photo 18: Pier 7 Deteriorating concrete

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Photo 19: Pier 7 Spalled concrete and corroding reinforcement



Photo 20: Gider D, Span 8 – spalled concrete and very corroded reinforcement



Photo 21: Spalled concrete at east abutment



Photo 22: East approach with slight bump at end of bridge

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Photo 23: Principal spans deck surfacing looking east



Photo 24: Cracks in west approach and visible change in level between approach, approach span and principal spans.



Photo 1: Upstream (South) Elevation



Photo 2: Upstream (North) Elevation



Photo 3: Upstream Channel



Photo 4: Downstream Channel



Photo 5: West Approach No. 1



Photo 6: West Approach No. 2



Photo 7: East Approach No. 1



Photo 8: East Approach No. 2



Photo 9: Snooper Truck No. 1



Photo 10: Snooper Truck No. 2

OWNER:	<u>Barrick Energy</u>	PROJECT NO.:	<u>20103044</u>	REPORT NO.:	<u>                    </u>
PROJECT:	<u>Little Smoky River Bridge</u>	FILE NO.:	<u>                    </u>	SHEET:	<u>1 OF 17</u>
LOCATION:	<u>SW 6 – 69 – 21 – W5</u>	DATE:	<u>May 11, 2010</u>		
	<u>Valleyview, AB</u>				
ASSOCIATED ENGINEERING REP.:	<u>J. Smith P.Eng.</u>				

## PROJECT REPORT      Progress/Status/Conformance To Design/Workmanship/Comments/Recommendations



Photo 1: Damaged guardrail at NW corner



Photo 2: Damaged guardrail at SW approach



Photo 3: Wash out at S corner of W abutment (note step in approach rail to curb transition)



Photo 4: Buried gas line marked at SW approach

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Photo 5: Transition of Approach Rail to curb at NW corner



Photo 6: Lack of termination SE approach rail



Photo 7: Transition of eastern approach rail to curb. Damage to NE approach rail.



Photo 8: Span 3 – looking east

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Photo 9: North curb Span 3



Photo 10: North curb Span 3



Photo 11: Span 2 looking west



Photo 12: North curb joint Pier 5

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Photo 13: South curb joint Pier 5



Photo 14: Swallow nests on diaphragm



Photo 15: Distorted splice cover plate – Girder 3



Photo 16: Efflorescing crack above diaphragm

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Photo 17: Honeycombing on underside of deck



Photo 18: Spalling concrete at Pier 5 joint between Girders 2 & 3.



Photo 19: Gas line supported between Girders 3 & 4



Photo 20: End of Girders at Pier 5

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Photo 21: Pier 3, Girder 1 bearing, from east



Photo 22: Pier 3, Girder 2 bearing, from east



Photo 23: Pier 3, Girder 3 bearing, from east



Photo 24: Pier 4, Girder 4 bearing, from east

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Photo 25: Pier 4, Girder 1 bearing, from west



Photo 26: Pier 4, Girder 2 bearing, from west



Photo 27: Pier 4, Girder 3 bearing, from west



Photo 28: Pier 4, Girder 4 bearing, from west

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Photo 29: Pier 5, Girder 1 bearing



Photo 30: Pier 5, Girder 2 bearing



Photo 31: Pier 5, Girder 3 bearing



Photo 32: Pier 5, Girder 4 bearing

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Photo 33: Underside of Span 1



Photo 34: Spalling on Girder 2, Span 2



Photo 35: Wide crack in leg of Girder 2, Span 2



Photo 36: Spans 1 and 2, looking east

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Photo 37: North curb joint at Pier 2



Photo 38: Spall on Girder 1 at Pier 5



Photo 39: Large spall on Girder 2 at Pier 5



Photo 40: Spall on Girder 4 at Pier 5

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Photo 41: Crack in leg of Girder 4, Span 6



Photo 42: Damage to Girder 5, Span 6



Photo 43: Longitudinal Crack in Girder 2, Span 7



Photo 44: Cracked Girder, Span 7

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Photo 45: Deformed bearing, Span 7, Pier 6



Photo 46: East approach, looking west



Photo 47: South curb joint, Pier 6



Photo 48: Spall in north curb of Span 7

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Photo 49: Cracked north curb, Pier 7



Photo 50: West Abutment



Photo 51: Looking east towards Piers 1 and 2



Photo 52: Crack in upstand wall of Pier 2

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Photo 53: Crack in upstand wall of Pier 2



Photo 54: Cracking in Pier 3 piercap



Photo 55: Pier 4



Photo 56: Crack in west face of Pier 4 pier stem

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Photo 57: Pier 5 pier cap



Photo 58: Wide crack in east face of Pier 5



Photo 59: Wide crack in east face of Pier 5



Photo 60: Pier 6 from east

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Photo 61: Pier 6 pier cap



Photo 62: Pier 7



Photo 63: Pier 7 pier cap



Photo 64: Pier 7 pier cap

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Photo 65: North corner east abutment



Photo 66: Sloughing of east bank



Photo 67: Debris built up on widened east bank



Photo 68: Boat slip north east of bridge

## Appendix C – Geotechnical Information

From: Henry Crawford <HCrawford@thurber.ca>  
Sent: Friday, August 26, 2011 3:36 PM  
To: Tara Alexander  
Cc: Chris Workman  
Subject: Smoky River Bridge - Update of Geotechnical Issues  
Attachments: Little Smoky Site Plan.pdf; Little Smoky TH Logs.pdf; Little Smoky River Bridge - Selected Photos.docx; 004\_West.pdf; 002\_East.pdf

Hello Tara,

Following up on our phone call from yesterday, this e-mail provides a brief summary of Thurber's past and current involvement with the Smoky River bridge, currently owned and operated by Barrick Energy Inc. It also comments on the risk, from a geotechnical perspective, of bringing the bridge back into service.

#### 1998 – 1999 Assessment by Thurber

- In 1998-99, Thurber Engineering was retained by Associated Engineering to undertake a geotechnical assessment of the bridge. At that time the bridge was be operated by Poco Petroleum, who had inherited it from Amoco Canada.
- This assessment included a site reconnaissance by Henry Crawford, P.Eng. of Thurber but no sub-surface field program, i.e., no test holes or test pits were drilled/excavated.
- As part of the assessment, it was learned that the bridge had been constructed in 1968 and had had a long history of stability problems, including movement of the abutment fills and closing of the bridge expansion joints.
- The results of this geotechnical assessment were summarized in a letter to Tamer Akkurt, P.Eng. of AE, dated January 11, 1999. That letter summarized the site assessment and commented on the geotechnical aspects of the three options being considered for the bridge at the time. These included:
  1. Perform the minimal remedial work necessary to keep the bridge in service subject to a continuing level of high maintenance;
  2. Undertake significant remedial measures to upgrade the existing bridge to a serviceable condition with a reduced level of future maintenance, or;
  3. Decommission the existing bridge and construct a new bridge at a new, more favorable location.
- The letter also advised that if the intent was to rehabilitate the existing bridge or pursue a new bridge at a different location, a more thorough geotechnical program would be required.

#### 2000 Geotechnical Investigation by Thurber

In 2000, Thurber was requested to undertake a geotechnical investigation of the existing bridge site, summarized as follows:

- On April 8/9, 2000, four test holes were drilled at the bridge site to depths ranging between 26.7 m and 30.2 m.
- Two of the test holes (TH00-1 and TH00-2) were located on the east side of the river and two on the west side of the river (TH00-3 and TH00-4), as shown on the attached site plan (prepared by AE at that time).
- At the time of drilling, a slope inclinometer (SI) casing was installed in each test hole (SI casings allow measurement of horizontal movement of the soil (shear) at depth).
- The test hole data showed the stratigraphy at the test hole locations on the east side typically consists of 3 m to 4 m of clay or sand fill overlying native high plastic clay. On the west side, the stratigraphy consisted of 5 m to 7 m of sand overlying high plastic clay, with sand seams identified within the clay. Copies of the four test hole logs are attached.
- Liquid Limits of the clay material were typically in the range of 80% to 90%, indicative of a high plastic clay which are known to be prone to instability. Water levels measured at that time (July, 2000) were 2 m to 3 m below grade.
- Subsequent readings of the SI casings on July 31 and August 1, 2000 (~ four months after their installation) showed relatively minor movement in two of the SI's (00-2 on the west side and 00-4 on the east side) but no obvious, well defined shear plane in any of the test holes.

## 2011 Reading of Slope Indicators by Thurber

No additional work was undertaken by Thurber until this summer when we were requested by AE to re-visit the site to take a follow-up set of readings of the slope inclinometers. This request was prompted by the fact that the Smoky River had experienced significant (record?) flows in the month of July and the bridge had subsequently shown new signs of distress, including the development of significant cracks across the gravel approach road immediately behind the west abutment.

A brief summary of Thurber's most recent involvement is as follows:

- Todd Safruk, CET, of our office visited the site on August 10, 2011 to re-read the four existing Slope Inclinometers (SI's). (Todd had done the original installation and all subsequent readings). Selected photos are attached.
- Only two of the four SI's could be located: SI-002 (east side of river) and SI-004 (west side of river). It is believed the two other SI's (SI-001 and SI-003) were either destroyed by the flood or lost in the heavy brush at the site.
- The results of the two SI readings are attached (In each case, Direction A is towards the river and Direction B is parallel to the river). Note that because the SI readings were taken 11 years ago (and the recording technology has changed in the interim), the original data all needed to be re-entered by hand).
- Slope Inclinometer SI-002 (East) shows up to 30 mm of movement towards the river and up to 25 mm of movement parallel to the river, with most of the movement occurring in the upper 6 m.
- Slope Inclinometer SI-004 (West) shows up to 50 mm of movement towards the river and up to 25 mm of movement parallel to the river, with the movement generally occurring over a depth of 18 m to 20 m.
- It must be recognized that SI's are most valuable when an obvious shear plane is identified at depth. When there is no obvious shear plane (such as with the data shown), it is more difficult to interpret what is actually occurring (particularly when there has been an 11 year hiatus between readings!).

## Commentary

- The attached Photo 1 shows the cracks that developed in the approach fill leading to the west abutment. It is our understanding that there is no similar indication of movement at the east side.
- Based on our current understanding, it is likely that the two abutment fills have been standing for years with a relatively low factor of safety with respect to slope stability, i.e., F.S. only marginally  $> 1$ .
- It is suspected that when the high flows/river level occurred in July of this year, the abutment fills were inundated, causing the pore pressures within the fill (and underlying foundation soils) to increase.
- This would weaken the soil, reducing the factor of safety accordingly. At the west abutment, this weakening was enough to initiate some movement of the abutment fill.
- As the river level subsided, the excess pore pressures would dissipate and the soil strength would increase, possibly (though not necessarily) bringing the factor of safety back to its pre-flood condition ( $>1$ , but still, relatively low).
- With respect to the SI data, the most recent set of readings show no evidence of any significant deep-seated movement. This is favorable, however, it must be recognized that both locations (SI-002 and SI-004) are set back from the river further than the two lost SI's (SI-001 and SI-003). There could, potentially, be some deep seated movements closer to the river.

## Summary

To summarize, it is suspected the factor of safety with respect to slope stability of the two bridge approach fills was relatively low prior to the recent flood. During the flood, and perhaps shortly after the flood, some slumping of the west approach fill occurred. Since then, it is likely that fills have re-stabilized and have a factor of safety similar to what existed prior to the flood. It must be appreciated, however, this factor of safety likely is lower than what would be considered acceptable for a bridge open to the general public.

It is understood that Barrick Energy is anxious to get the bridge back into service, at least for use by pick-up trucks driven by their field personnel. Based on the limited information available, from a geotechnical perspective this is considered acceptable, at least in the short term, with the following provisos:

1. Bridge traffic should initially be limited to cars/pickup trucks/small service vehicles;
2. All users of the bridge should be advised of the recent history/instability and cautioned about the risk of potential additional movement of the approach fills;
3. The approach fills should be visually monitored every day to confirm there is no evidence of any additional slope movement;

4. If adverse weather conditions occur, e.g., significant rain, the bridge should be closed pending confirmation that no additional movement has occurred.

If the intent is to re-open the bridge to all traffic, e.g., loaded trucks, it is recommended that a new geotechnical investigation be undertaken. This should include drilling of test holes and installation of some new slope indicators at key locations. At that time, consideration could also be given to installing some remote monitoring devices that would allow limited monitoring of the bridge to be done remotely.

We trust this is the information you require. Please call the undersigned if you have any questions or wish to discuss this in more detail.

Regards,

Henry Crawford, M.Sc., P.Eng.  
Principal/Senior Geotechnical Engineer

WE HAVE MOVED - Please note the new address below

**Thurber Engineering Ltd.**  
180, 7330 Fisher Street SE  
Calgary AB T2H 2H8  
Ph: (403) 253-9217  
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[www.thurber.ca](http://www.thurber.ca)

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Little Smoky River Bridge		Drilling Co.: Mobile Augers		TEST HOLE NO: SI00-1E	
Associated Engineering Alberta Ltd.		Drilling Method: Solid Auger/Nodwell		PROJECT NO: 17-123-199	
SW1/4, 6-69-21-W5M		Inspector: T. Safruk		ELEVATION: 632.9 (m)	
SAMPLE TYPE <input checked="" type="checkbox"/> SHELBY TUBE		<input checked="" type="checkbox"/> DISTURBED		<input checked="" type="checkbox"/> NO RECOVERY	
<input checked="" type="checkbox"/> A-CASING		<input checked="" type="checkbox"/> SPT		<input checked="" type="checkbox"/> CORE	
BACKFILL TYPE <input checked="" type="checkbox"/> BENTONITE		<input checked="" type="checkbox"/> PEA GRAVEL		<input checked="" type="checkbox"/> SLOUGH	
<input checked="" type="checkbox"/> GROUT		<input checked="" type="checkbox"/> DRILL CUTTINGS		<input checked="" type="checkbox"/> SAND	

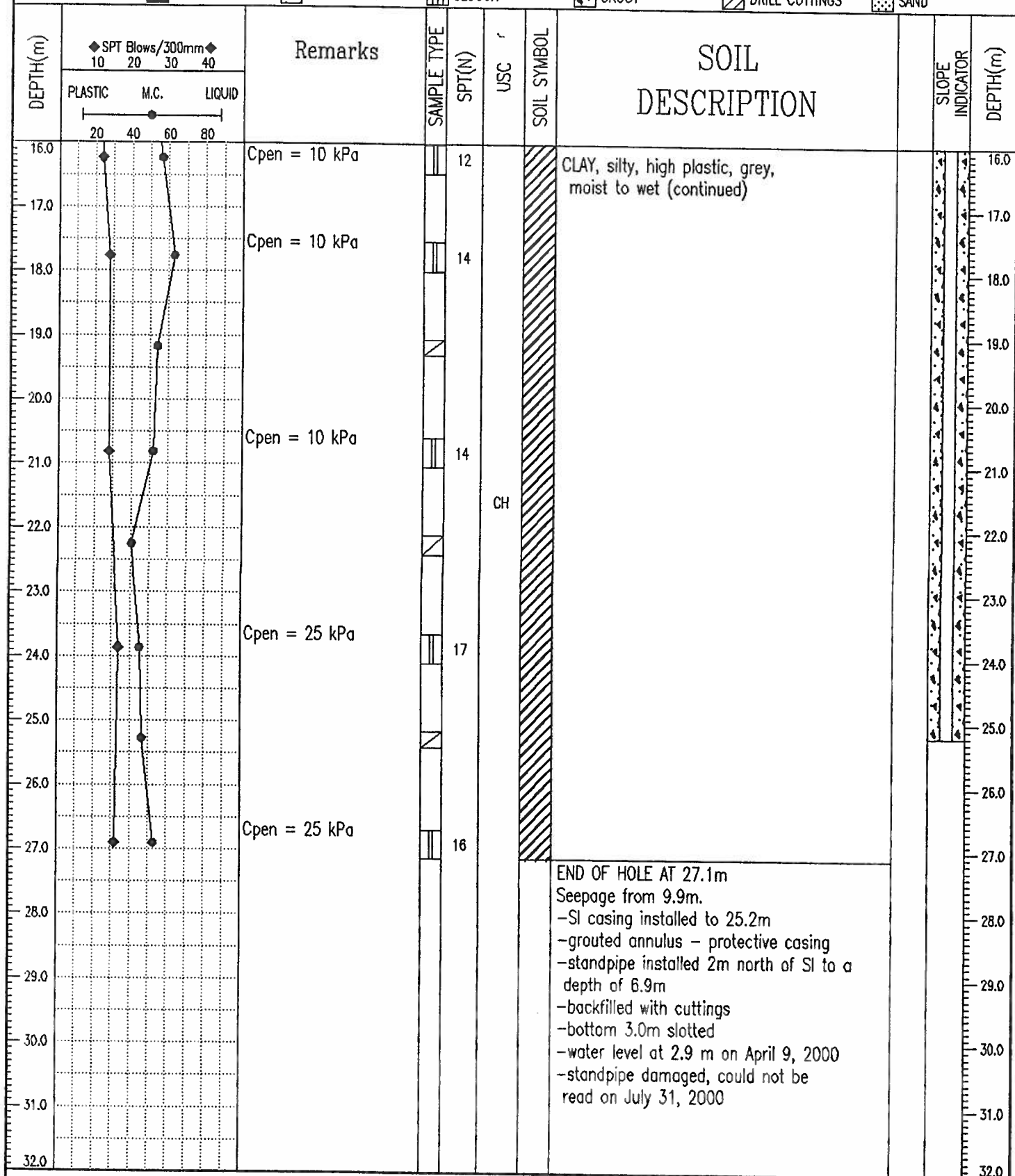
DEPTH(m)	SPT Blows/300mm 10 20 30 40	PLASTIC M.C. LIQUID 20 40 60 80	Remarks	SAMPLE TYPE	SPT(N)	USC	SOIL SYMBOL	SOIL DESCRIPTION	DEPTH(m)
0.0			Frozen to 1.5m				GM	GRAVEL (FILL)	0.0
1.0							OL-C	CLAY (FILL), silty, some sand, trace gravel, medium plastic, brown -trace rootlets and wood fragments with grey staining	1.0
2.0			C <sub>pen</sub> = 60 kPa		9			-becoming dark grey	2.0
3.0								-sand layer, fine to medium grained	3.0
4.0			C <sub>pen</sub> = 0 kPa		8		CI	CLAY, silty, some sand, trace gravel medium plastic, grey, moist to wet	4.0
5.0			C <sub>pen</sub> = 85 kPa		23			CLAY, silty, high plastic, grey, moist to wet	5.0
6.0								-occasional thin silt lenses	6.0
7.0			C <sub>pen</sub> = 120 kPa		22				7.0
8.0									8.0
9.0					21				9.0
10.0			C <sub>pen</sub> = 60 kPa		18		CH		10.0
11.0									11.0
12.0			C <sub>pen</sub> = 60 kPa		14				12.0
13.0									13.0
14.0			C <sub>pen</sub> = 50 kPa		15				14.0
15.0									15.0
16.0			C <sub>pen</sub> = 25 kPa		12				16.0

<b>Thurber Engineering Ltd.</b> Calgary, Alberta		LOGGED BY: KMS	COMPLETION DEPTH: 27.1 m
		REVIEWED BY: NH	COMPLETE: 05/04/00
		Fig. No:	Page 1 of 2

Little Smoky River Bridge	Drilling Co.: Mobile Augers	TEST HOLE NO: SI00-1E
Associated Engineering Alberta Ltd.	Drilling Method: Solid Auger/Nodwell	PROJECT NO: 17-123-199
SW1/4, 6-69-21-W5M	Inspector: T. Safruk	ELEVATION: 632.9 (m)

SAMPLE TYPE	<input checked="" type="checkbox"/> SHELBY TUBE	<input type="checkbox"/> DISTURBED	<input checked="" type="checkbox"/> NO RECOVERY	<input type="checkbox"/> A-CASING	<input type="checkbox"/> SPT	<input type="checkbox"/> CORE
BACKFILL TYPE	<input checked="" type="checkbox"/> BENTONITE	<input type="checkbox"/> PEA GRAVEL	<input type="checkbox"/> SLOUGH	<input type="checkbox"/> GROUT	<input type="checkbox"/> DRILL CUTTINGS	<input type="checkbox"/> SAND



Thurber Engineering Ltd.  
Calgary, Alberta

LOGGED BY: KMS

REVIEWED BY: NH

Fig. No:

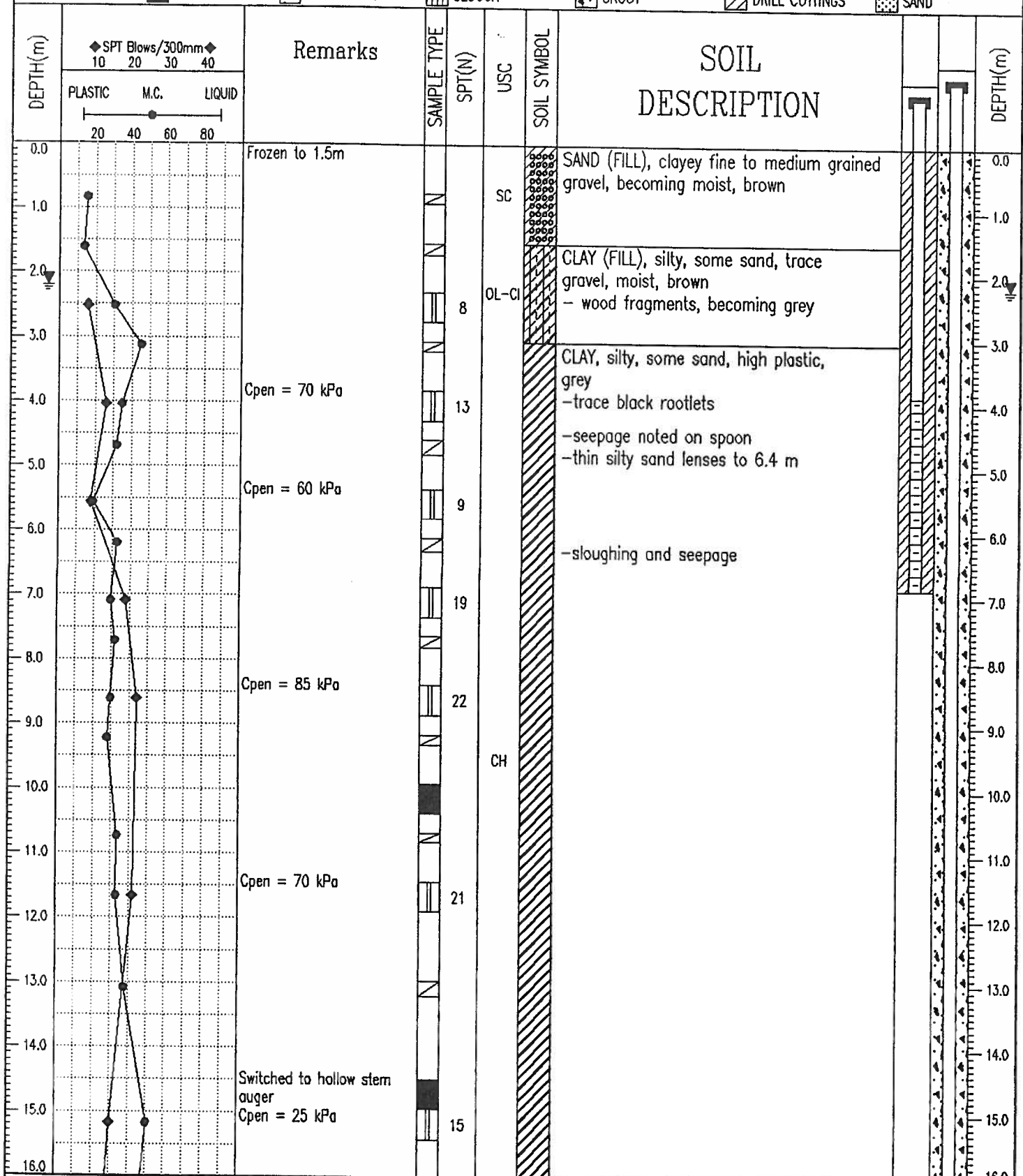
COMPLETION DEPTH: 27.1 m

COMPLETE: 05/04/00

Page 2 of 2

Little Smoky River Bridge		Drilling Co.: Mobile Augers	TEST HOLE NO: SI00-2E
Associated Engineering Alberta Ltd.		Drilling Method: Hollow Stem/Nodwell	PROJECT NO: 17-123-199
SW1/4, 6-69-21-W5M		Inspector: T. Safruk	ELEVATION: 637.6 (m)

SAMPLE TYPE	<input checked="" type="checkbox"/> SHELBY TUBE	<input checked="" type="checkbox"/> DISTURBED	<input checked="" type="checkbox"/> NO RECOVERY	<input type="checkbox"/> A-CASING	<input type="checkbox"/> SPT	<input type="checkbox"/> CORE
BACKFILL TYPE	<input checked="" type="checkbox"/> BENTONITE	<input type="checkbox"/> PEA GRAVEL	<input type="checkbox"/> SLOUGH	<input type="checkbox"/> GROUT	<input checked="" type="checkbox"/> DRILL CUTTINGS	<input type="checkbox"/> SAND



Thurber Engineering Ltd.  
Calgary, Alberta

LOGGED BY: KMS	COMPLETION DEPTH: 30.2 m
REVIEWED BY: NH	COMPLETE: 06/04/00
Fig. No:	Page 1 of 2

Little Smoky River Bridge		Drilling Co.: Mobile Augers		TEST HOLE NO: SI00-2E	
Associated Engineering Alberta Ltd.		Drilling Method: Hollow Stem/Nodwell		PROJECT NO: 17-123-199	
SW1/4, 6-69-21-W5M		Inspector: T. Safruk		ELEVATION: 637.6 (m)	
SAMPLE TYPE	<input checked="" type="checkbox"/> SHELBY TUBE	<input checked="" type="checkbox"/> DISTURBED	<input checked="" type="checkbox"/> NO RECOVERY	<input type="checkbox"/> A-CASING	<input type="checkbox"/> SPT
BACKFILL TYPE	<input checked="" type="checkbox"/> BENTONITE	<input type="checkbox"/> PEA GRAVEL	<input type="checkbox"/> SLOUGH	<input type="checkbox"/> GROUT	<input type="checkbox"/> DRILL CUTTINGS
				<input type="checkbox"/> CORE	<input type="checkbox"/> SAND

DEPTH(m)	SPT Blows/300mm	PLASTIC	M.C.	LIQUID	Remarks	SAMPLE TYPE	SPT(N)	USC	SOIL SYMBOL	SOIL DESCRIPTION	SLOPE INDICATOR	DEPTH(m)
16.0										CLAY, silty, high plastic, grey, wet (continued)		16.0
17.0												17.0
18.0					C <sub>pen</sub> = 10 kPa Bulk Dens. = 1767 kg/m <sup>3</sup> Dry Dens. = 1248 kg/m <sup>3</sup> Phi (peak) = 20.5 deg. Phi (res.) = 7.1 - 9.5 deg.		11					18.0
19.0												19.0
20.0												20.0
21.0					C <sub>pen</sub> = 10 kPa		9					21.0
22.0												22.0
23.0								CH				23.0
24.0					C <sub>pen</sub> = 10 kPa		12					24.0
25.0												25.0
26.0												26.0
27.0					C <sub>pen</sub> = 10 kPa		11					27.0
28.0										-SI casing installed to 29.4 m -grouted annulus - protective casing -standpipe installed 1.5m north of SI to a depth of 6.9m. -backfilled with cuttings -bottom 3.0 m slotted. -water level at 2.2 m on April 9, 2000 -water level at 2.2 m on July 31, 2000		28.0
29.0												29.0
30.0					C <sub>pen</sub> = 35 kPa		12					30.0
31.0										END OF HOLE AT 30.2m		31.0
32.0												32.0

<b>Thurber Engineering Ltd.</b> Calgary, Alberta		LOGGED BY: KMS	COMPLETION DEPTH: 30.2 m
		REVIEWED BY: NH	COMPLETE: 06/04/00
		Fig. No:	Page 2 of 2

Little Smoky River Bridge		Drilling Co.: Mobile Augers		TEST HOLE NO: S100-3W	
Associated Engineering Alberta Ltd.		Drilling Method: Solid Auger/Nodwell		PROJECT NO: 17-123-199	
SW1/4, 6-69-21-W5M		Inspector: T. Safruk		ELEVATION: 631.7 (m)	
SAMPLE TYPE	<input checked="" type="checkbox"/> SHELBY TUBE	<input type="checkbox"/> DISTURBED	<input checked="" type="checkbox"/> NO RECOVERY	<input type="checkbox"/> A-CASING	<input type="checkbox"/> SPT
BACKFILL TYPE	<input checked="" type="checkbox"/> BENTONITE	<input type="checkbox"/> PEA GRAVEL	<input type="checkbox"/> SLOUGH	<input type="checkbox"/> GROUT	<input type="checkbox"/> DRILL CUTTINGS
					<input type="checkbox"/> CORE
					<input type="checkbox"/> SAND

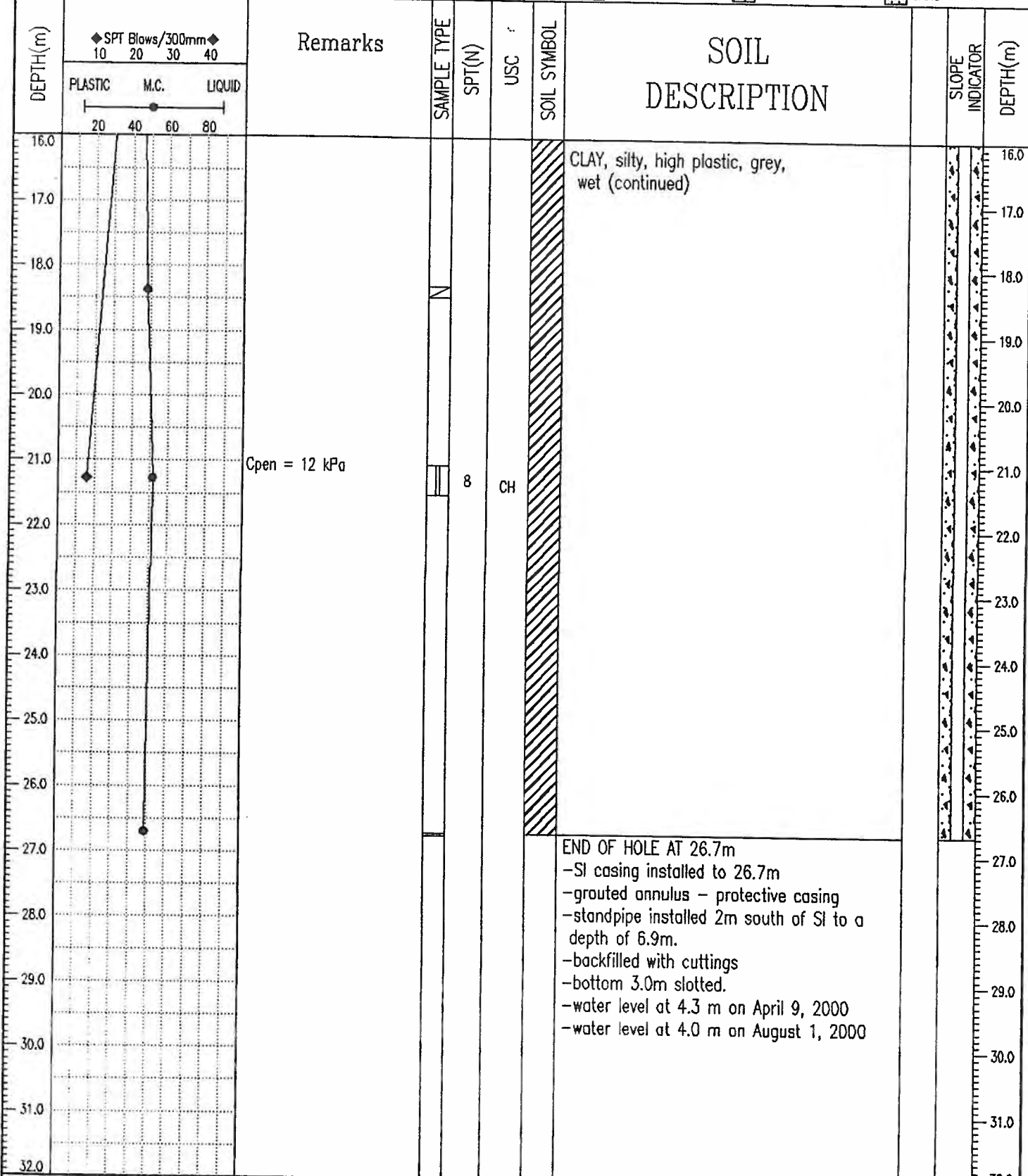
  

DEPTH(m)	◆ SPT Blows/300mm ◆ 10   20   30   40 PLASTIC      M.C.      LIQUID 20   40   60   80	Remarks	SAMPLE TYPE	SPT(N)	USC	SOIL SYMBOL	SOIL DESCRIPTION	DEPTH(m)
0.0		Frozen to 0.6m					SAND, silty, fined grained, brown, becoming damp.	0.0
1.0				12		SM		1.0
2.0								2.0
3.0							-becoming gravelly at 3.0 m	3.0
4.0		Bouncing on rock at 3.8 m						4.0
5.0				15			CLAY, silty, high plastic, grey, wet	5.0
6.0		Sloughing at 5.3 m					-frequent silt and sand layers to 6.9 m	6.0
7.0				9				7.0
8.0								8.0
9.0				21		CH		9.0
10.0								10.0
11.0				21				11.0
12.0								12.0
13.0								13.0
14.0								14.0
15.0								15.0
16.0								16.0

Thurber Engineering Ltd. Calgary, Alberta		LOGGED BY: KMS	COMPLETION DEPTH: 26.7 m
		REVIEWED BY: NH	COMPLETE: 07/04/00
		Fig. No:	Page 1 of 2

Little Smoky River Bridge		Drilling Co.: Mobile Augers		TEST HOLE NO: SI00-3W	
Associated Engineering Alberta Ltd.		Drilling Method: Solid Auger/Nodwell		PROJECT NO: 17-123-199	
SW1/4, 6-69-21-W5M		Inspector: T. Safruk		ELEVATION: 631.7 (m)	
SAMPLE TYPE	<input checked="" type="checkbox"/> SHELBY TUBE	<input checked="" type="checkbox"/> DISTURBED	<input checked="" type="checkbox"/> NO RECOVERY	<input type="checkbox"/> A-CASING	<input type="checkbox"/> SPT
BACKFILL TYPE	<input checked="" type="checkbox"/> BENTONITE	<input type="checkbox"/> PEA GRAVEL	<input type="checkbox"/> SLOUGH	<input type="checkbox"/> GROUT	<input type="checkbox"/> DRILL CUTTINGS
					<input type="checkbox"/> CORE
					<input type="checkbox"/> SAND



Thurber Engineering Ltd.  
Calgary, Alberta

LOGGED BY: KMS	COMPLETION DEPTH: 26.7 m
REVIEWED BY: NH	COMPLETE: 07/04/00
Fig. No:	Page 2 of 2

Little Smoky River Bridge		Drilling Co.: Mobile Augers		TEST HOLE NO: S100-4W	
Associated Engineering Alberta Ltd.		Drilling Method: Solid Auger/Nodwell		PROJECT NO: 17-123-199	
SW1/4, 6-69-21-W5M		Inspector: T. Safruk		ELEVATION: 635.8 (m)	
SAMPLE TYPE <input checked="" type="checkbox"/> SHELBY TUBE <input type="checkbox"/> DISTURBED <input checked="" type="checkbox"/> NO RECOVERY <input type="checkbox"/> A-CASING <input type="checkbox"/> SPT <input type="checkbox"/> CORE					
BACKFILL TYPE <input checked="" type="checkbox"/> BENTONITE <input type="checkbox"/> PEA GRAVEL <input type="checkbox"/> SLOUGH <input type="checkbox"/> GROUT <input checked="" type="checkbox"/> DRILL CUTTINGS <input type="checkbox"/> SAND					

DEPTH(m)	SPT Blows/300mm 10 20 30 40 PLASTIC M.C. LIQUID 20 40 60 80	Remarks	SAMPLE TYPE	SPT(N)	USC	SOIL SYMBOL	SOIL DESCRIPTION	DEPTH(m)
0.0							SAND, silty, gravelly, brown, damp	0.0
1.0							-some clay at 1.5 m	1.0
2.0								2.0
3.0							-becoming light brown	3.0
4.0							-becoming moist at 3.8 m	4.0
5.0							-becoming grey and wet at 4.6 m	5.0
6.0							-some clay and trace wood pieces and rootlets	6.0
7.0							CLAY, silty, sandy, non to low plastic grey, wet	7.0
8.0							-some thin fine sand layers and occasional roots	8.0
9.0							CLAY, medium plastic, grey, trace black rootlets and organic nodules	9.0
10.0								10.0
11.0							-petrified wood pieces	11.0
12.0							SAND, well graded, brown, wet, fine to coarse grained.	12.0
13.0							CLAY, high plastic, stiff, moist, grey	13.0
14.0								14.0
15.0								15.0
16.0								16.0

<b>Thurber Engineering Ltd.</b> Calgary, Alberta		LOGGED BY: KMS	COMPLETION DEPTH: 26.7 m
		REVIEWED BY: NH	COMPLETE: 07/04/00
		Fig. No:	Page 1 of 2

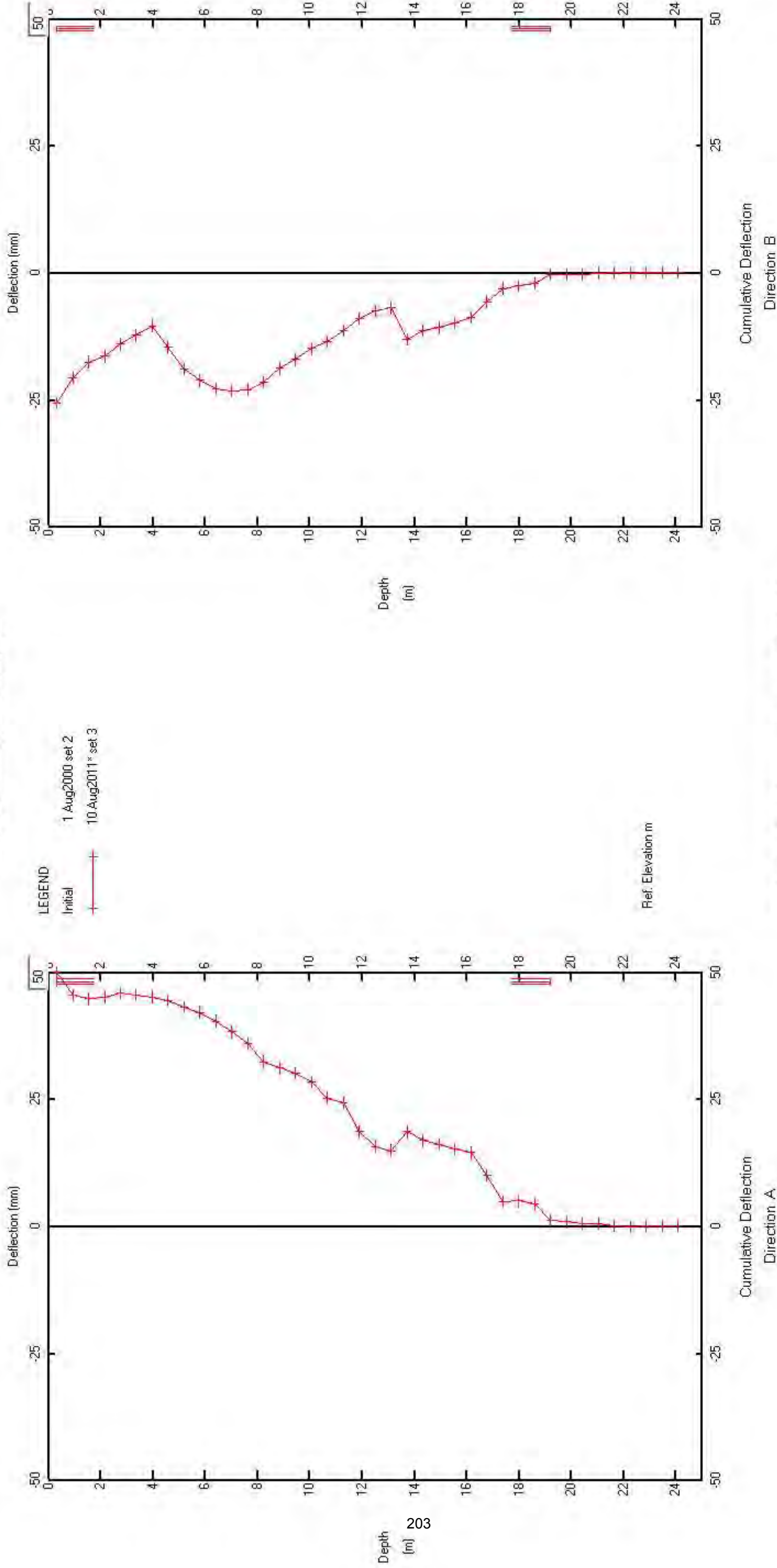
Little Smoky River Bridge		Drilling Co.: Mobile Augers		TEST HOLE NO: SI00-4W	
Associated Engineering Alberta Ltd.		Drilling Method: Solid Auger/Nodwell		PROJECT NO: 17-123-199	
SW1/4, 6-69-21-W5M		Inspector: T. Safruk		ELEVATION: 635.8 (m)	
SAMPLE TYPE <input checked="" type="checkbox"/> SHELBY TUBE		<input checked="" type="checkbox"/> NO RECOVERY		<input checked="" type="checkbox"/> CORE	
<input checked="" type="checkbox"/> DISTURBED		<input checked="" type="checkbox"/> A-CASING		<input checked="" type="checkbox"/> SPT	
BACKFILL TYPE <input checked="" type="checkbox"/> BENTONITE		<input checked="" type="checkbox"/> SLOUGH		<input checked="" type="checkbox"/> DRILL CUTTINGS	
<input checked="" type="checkbox"/> PEA GRAVEL		<input checked="" type="checkbox"/> GROUT		<input checked="" type="checkbox"/> SAND	

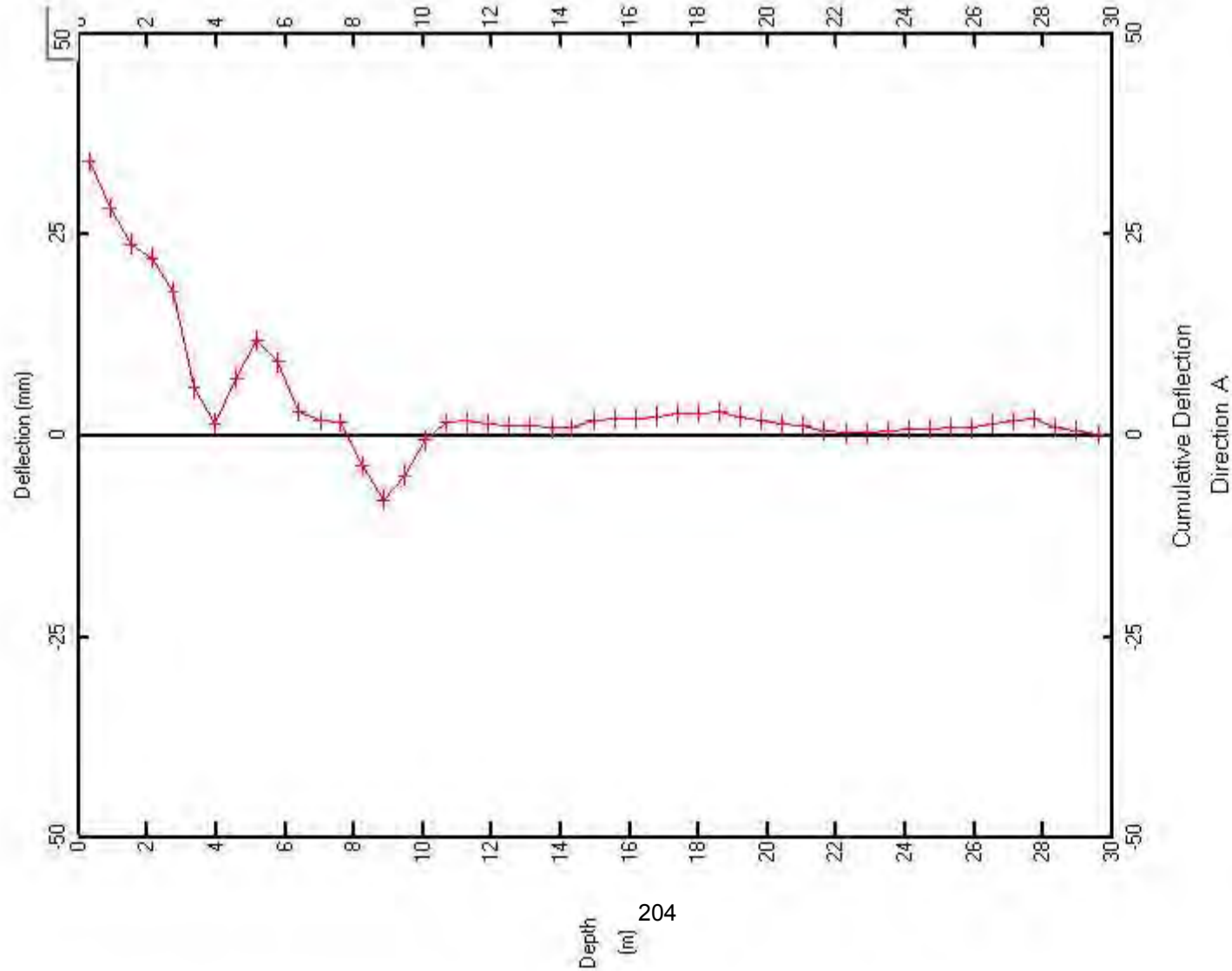
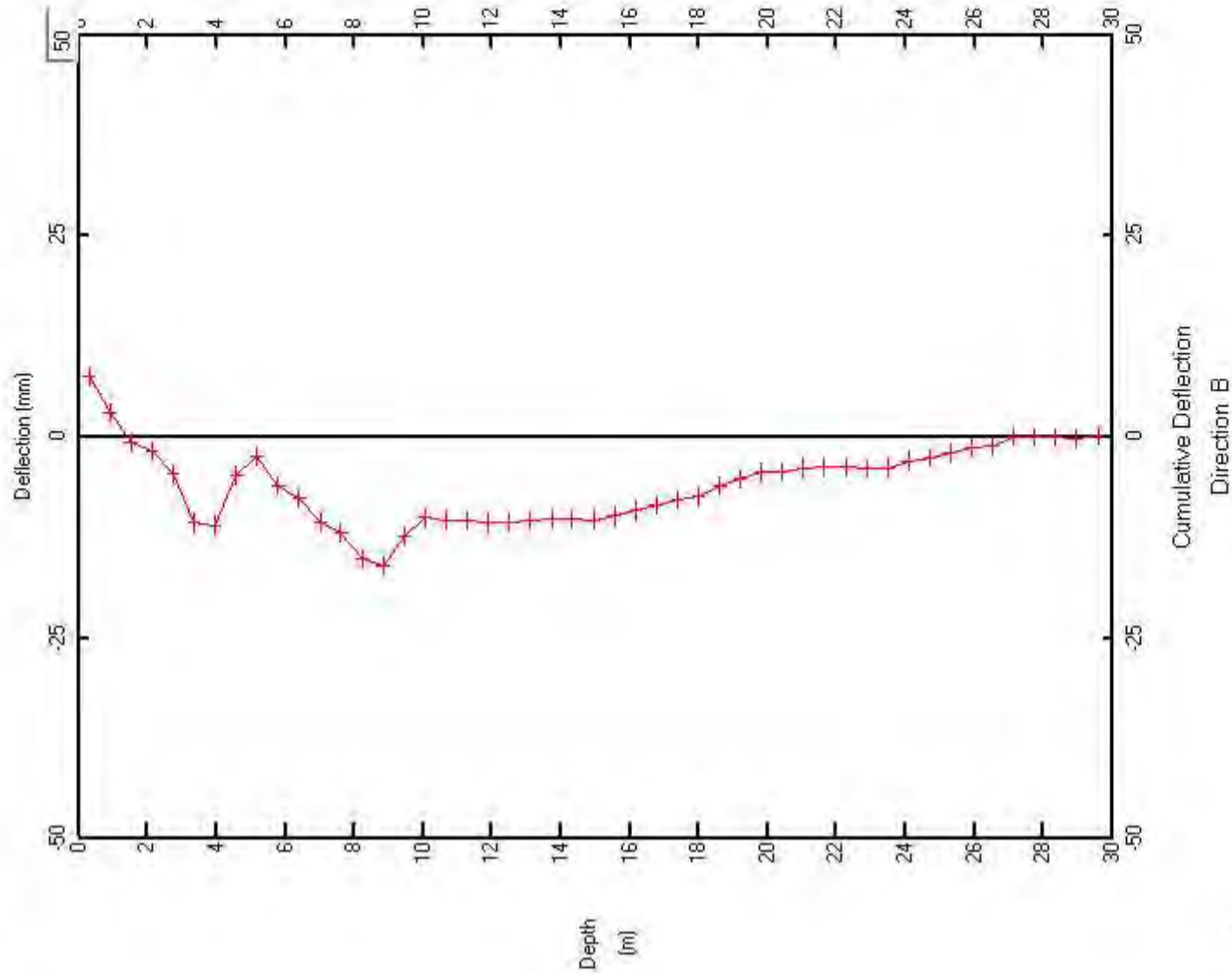
  

DEPTH(m)	◆ SPT Blows/300mm ◆ 10 20 30 40 PLASTIC      M.C.      LIQUID 20 40 60 80	Remarks	SAMPLE TYPE	SPT(N)	USC	SOIL SYMBOL	SOIL DESCRIPTION	SLOPE INDICATOR	DEPTH(m)
16.0							CLAY, high plastic, stiff, moist, grey (continued)		16.0
17.0									17.0
18.0									18.0
19.0									19.0
20.0									20.0
21.0									21.0
22.0									22.0
23.0									23.0
24.0									24.0
25.0									25.0
26.0									26.0
27.0							END OF HOLE AT 26.7m -SI casing installed to 23.8m -grouted annulus - protective casing -standpipe installed 2m south of SI to a depth of 6.9m. -backfilled with cuttings -bottom 3.0 m slotted -water level at 3.3 m on April 9, 2000 -water level at 3.4 m on August 1, 2000		27.0
28.0									28.0
29.0									29.0
30.0									30.0
31.0									31.0
32.0									32.0

Thurber Engineering Ltd. Calgary, Alberta		LOGGED BY: KMS	COMPLETION DEPTH: 26.7 m
		REVIEWED BY: NH	COMPLETE: 07/04/00
		Fig. No:	Page 2 of 2





## **LITTLE SMOKY RIVER BRIDGE**

Site visit of July 31, 2011



**Looking East Across West Abutment**



**Looking Back at West Abutment**

From: Henry Crawford <HCrawford@thurber.ca>  
Sent: Wednesday, November 09, 2011 12:08 PM  
To: Tara Alexander; Jessica Gagne  
Cc: Chris Workman; Lulseged Yimam  
Subject: FW: Little Smokey River Bridge  
Attachments: All\_trials.pdf; All\_tials.pdf

Tara and Jessica;

My apologies for the delay in issuing this. But here is a summary of what we have done to date.

Thurber has conducted some “simplified” stability analyses of each abutment fill to provide at least a “conceptual” assessment of the benefit of extending the bridge approach span with respect to the stability of the approach fills.

The methodology we used for each abutment was as follows:

Step 1

- the slope geometry was modeled based on the existing survey data
- the water level was modeled as “post flood” (rapid drawdown), i.e., High Water Level.
- we then analyzed the slope, varying the soil strength parameters to yield a F.S. of 1.0. (It is reasonable to assume a F.S. of 1.0 because we know the slope moved during or immediately following the flood).
- These calculated soil strength parameters were used for all subsequent analyses.

Step 2

- a new F.S. was calculated using the same geometry but with the water table lowered to reflect the water levels previously measured in the standpipes (Low Water Level).
- In theory, this should reflect the F.S. of the existing slope under Low Water Level “normal conditions”.

Step 3

- the slope geometry was flattened assuming the bridge approach span was extended by 12 m.
- F.S. was re-calculated using the flattened slope but under High Water Level, i.e., post flood conditions.

Step 4

- F.S. was re-calculated using the flattened slope but with under Low Water Level (“normal”) conditions.

The results of the analyses are shown on the two attached figures and summarized below:

Case	East Side	West Side
1 - Existing Slope; Rapid Drawdown	1.0	1.0
2 - Existing Slope; “Normal” water levels	1.3	1.2
3 – Flattened Slope; Rapid Drawdown	1.4	1.2
2 – Flattened Slope; “Normal” water levels	1.6	1.5

It must be appreciated that because of the uncertainty in the actual soil stratigraphy and assumed groundwater conditions, these analyses should be treated more as qualitative than quantitative, i.e., they should illustrate the relative stability of the slope under different scenarios. It will be imperative, however, to get more data before relying on these analyses for detailed design.

With respect to getting additional data, we suggest drilling 2 additional test holes on each side of the river (4 in total), with slope indicators (SI's) and 2 vibrating wire piezometers installed in each test hole. For costing purposes we have

assumed each test hole would be up to 25 m deep and there would be three return trips to site to read the instrumentation.

The new data would be used to re-assess the stability of the existing slopes, as well as to provide foundation design recommendations for new bridge abutments and possibly land based piers.

Based on the assumptions noted above, the estimated cost to complete this additional investigative work would be as follows:

	<u>Fees</u>	<u>Disbursements</u>	<u>TOTAL</u>
Drill and log 6 TH's to 25 m (with SI's and piezos)	\$13,000	\$58,800	\$71,800
Data Monitoring (3 trips)	\$7,800	\$3,000	\$10,800
Lab Testing	\$7,500	-	\$7,500
Engineering and Reporting	\$20,000	\$1,600	\$21,600
<b>TOTAL (Excl. G.S.T.)</b>	<b>\$48,300</b>	<b>\$63,400</b>	<b>\$111,700</b>

Note that this is an estimate only and includes no allowance for any site access preparation, e.g., snow clearing, etc. It also assumes that any surveying of the test holes will be done by others.

Please call if you wish to discuss.

Regards,

Henry Crawford, M.Sc., P.Eng.  
Principal/Senior Geotechnical Engineer

WE HAVE MOVED - Please note the new address below

**Thurber Engineering Ltd.**

180, 7330 Fisher Street SE

Calgary AB T2H 2H8

Ph: (403) 253-9217

Fax: (403) 252-8159

Cell: (403) 464-9288

[www.thurber.ca](http://www.thurber.ca)

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---

From: Jessica Gagne [mailto:gagnej@ae.ca]

Sent: October 17, 2011 8:05 AM

To: Henry Crawford

Cc: Tara Alexander

Subject: RE: Little Smokey River Bridge

Thanks for the update Henry

I will be out of the office from Tuesday afternoon, returning on 25 October, but Tara will be around during that time if you have any questions.

Regards

Jessica

---

From: Henry Crawford [mailto:HCrawford@thurber.ca]  
Sent: Friday, October 14, 2011 6:00 PM  
To: Jessica Gagne  
Cc: Tara Alexander  
Subject: RE: Little Smokey River Bridge

Jessica,

We have done quite a bit of work looking at the impact of extending the bridge approaches on the stability of the slopes. But I still have it write it up. I should get it to you early next week.

Sorry for the delay.

Henry Crawford, M.Sc., P.Eng.  
Principal/Senior Geotechnical Engineer

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---

From: Jessica Gagne [mailto:gagnej@ae.ca]  
Sent: October 12, 2011 4:08 PM  
To: Henry Crawford  
Cc: Tara Alexander  
Subject: RE: Little Smokey River Bridge

Thanks Henry

Friday would work well for me.

Regards

Jessica

---

From: Henry Crawford [mailto:HCrawford@thurber.ca]  
Sent: Wednesday, October 12, 2011 4:07 PM  
To: Jessica Gagne  
Cc: Tara Alexander  
Subject: RE: Little Smokey River Bridge

Jessica,

FYI, I am having one of our guys do a parametric stability assessment of the slope, i.e., he is back analyzing the existing head slope based on it having a F. of S. of 1.0 (consistent with the observation that the slope has been moving). We will then flattening the slope angle (consistent with extending the length of the approach spans) and see what affect it has on the F.of S.

If we get you some results by Friday, will that be okay?

Henry Crawford, M.Sc., P.Eng.  
Principal/Senior Geotechnical Engineer

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---

From: Jessica Gagne [mailto:gagnej@ae.ca]  
Sent: October 12, 2011 10:19 AM  
To: Henry Crawford  
Cc: Tara Alexander  
Subject: RE: Little Smokey River Bridge

Hi Henry

Yes – That is correct

Regards

Jessica

Jessica Gagné, M.Eng. P.Eng. MStructE MICE  
**Structural Engineer**  
Associated Engineering  
1000 Associated Engineering Plaza  
10909 Jasper Avenue  
Edmonton, Alberta T5J 5B9

Tel: 780.451.7666  
Fax: 780.454.7698

Email: [gagnej@ae.ca](mailto:gagnej@ae.ca)  
Web: [www.ae.ca](http://www.ae.ca)



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Engineering**

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From: Henry Crawford [mailto:HCrawford@thurber.ca]  
Sent: Wednesday, October 12, 2011 10:18 AM

To: Jessica Gagne  
Subject: Little Smokey River Bridge

Jessica,

I'm looking at a drawing that shows Piers Nos. 1, 2 and 3 on the west side and Nos. 4, 5, 6 and 7 on the east side.

Based on that numbering system, when you talk about replacing the approaches, are you thinking of replacing Pier Nos. 1 and 2 on the west side and Nos. 5, 6, 7 on the east side?

Henry Crawford, M.Sc., P.Eng.  
Principal/Senior Geotechnical Engineer

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Calgary AB T2H 2H8

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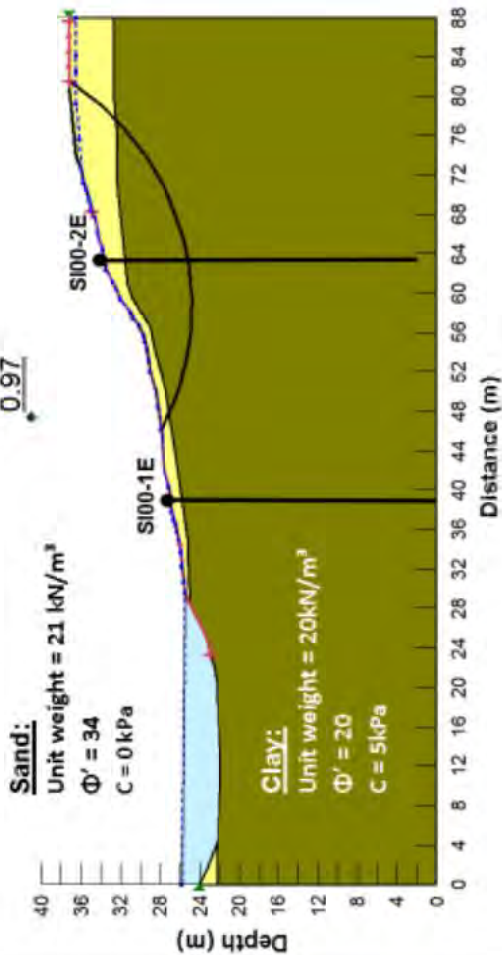
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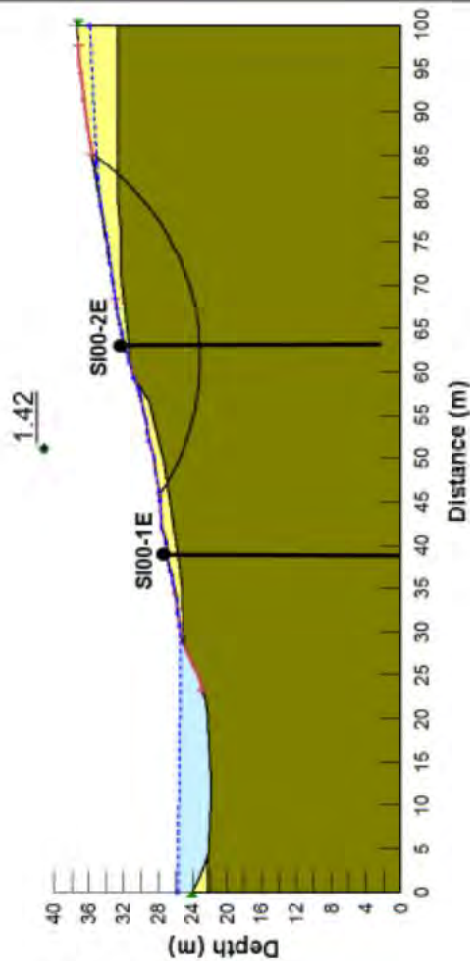
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# Little Smokey River Bridge, East Segment Stability Analysis

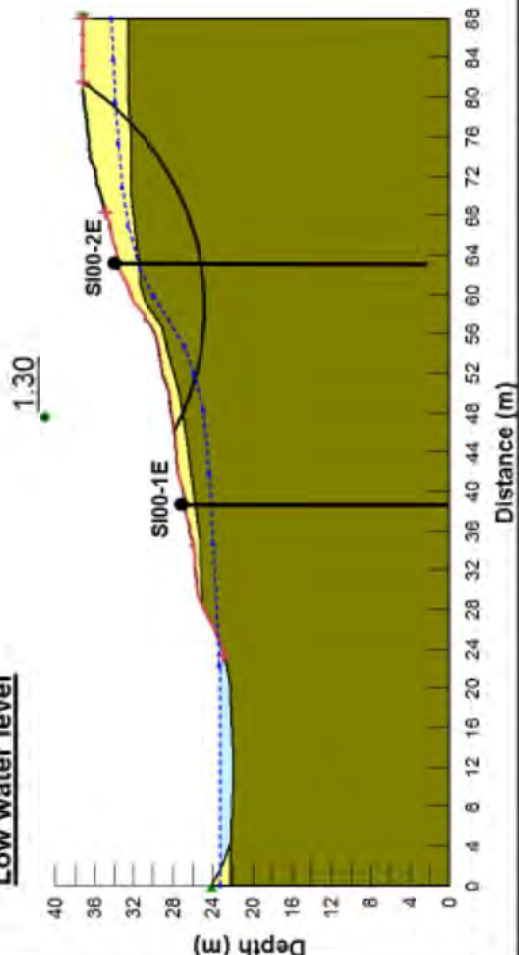
## High water level



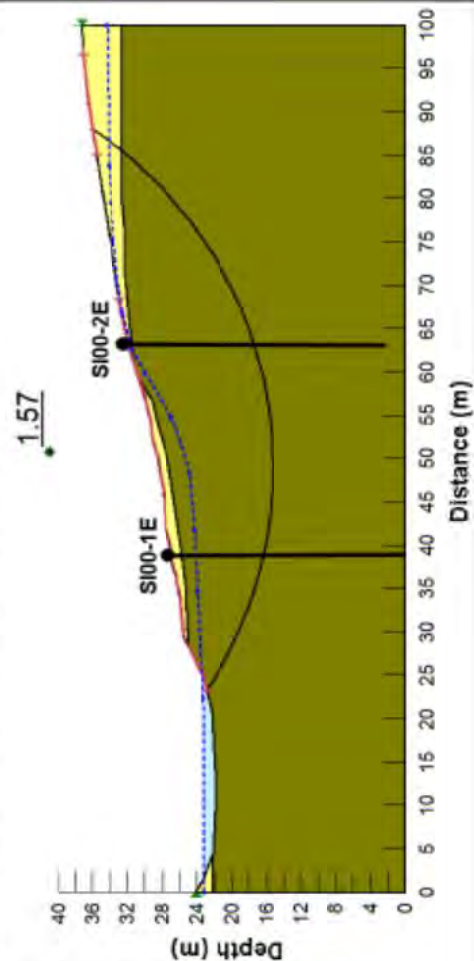
## High water level, flattened slope



## Low water level



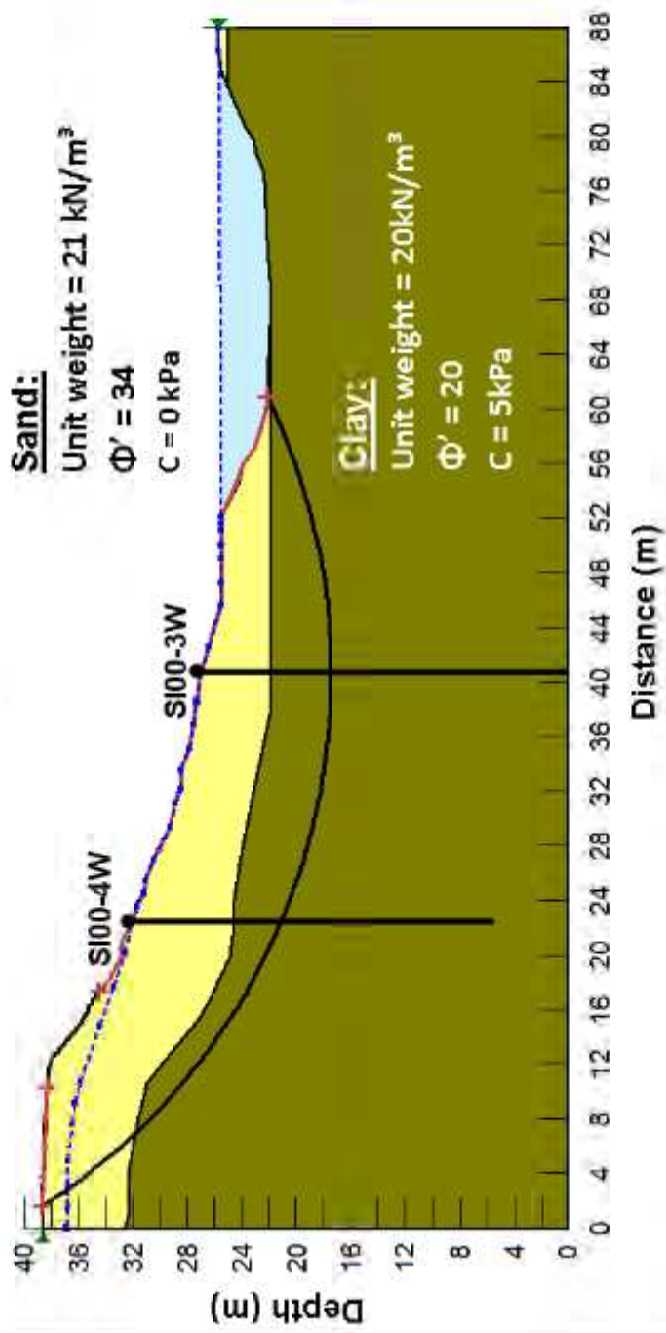
## Low water level, flattened slope



Little Smokey River Bridge, West Segment Stability Analysis

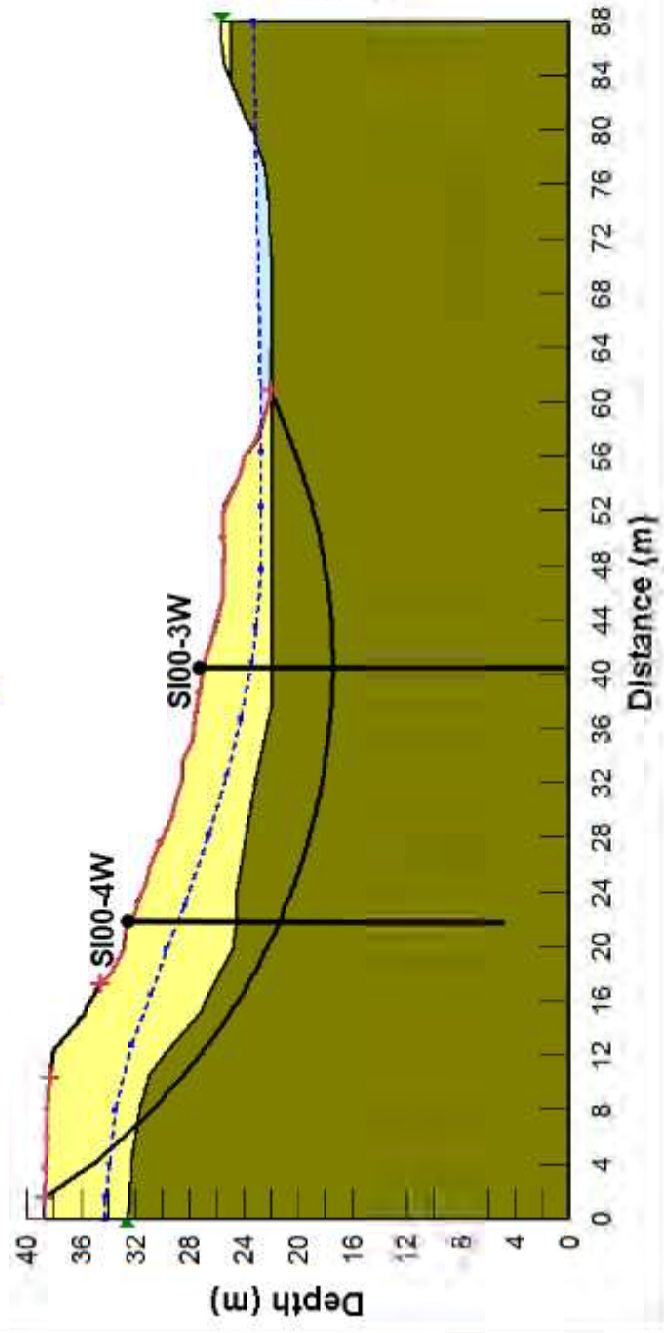
High water level

1.00



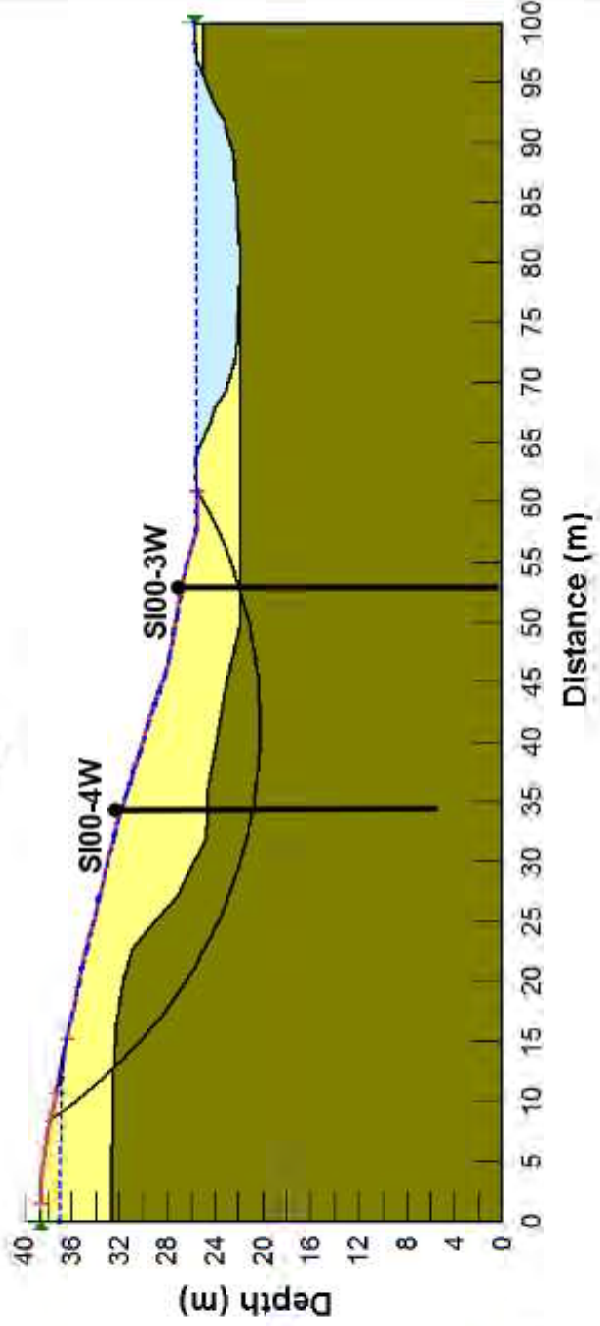
Low water level

1.21



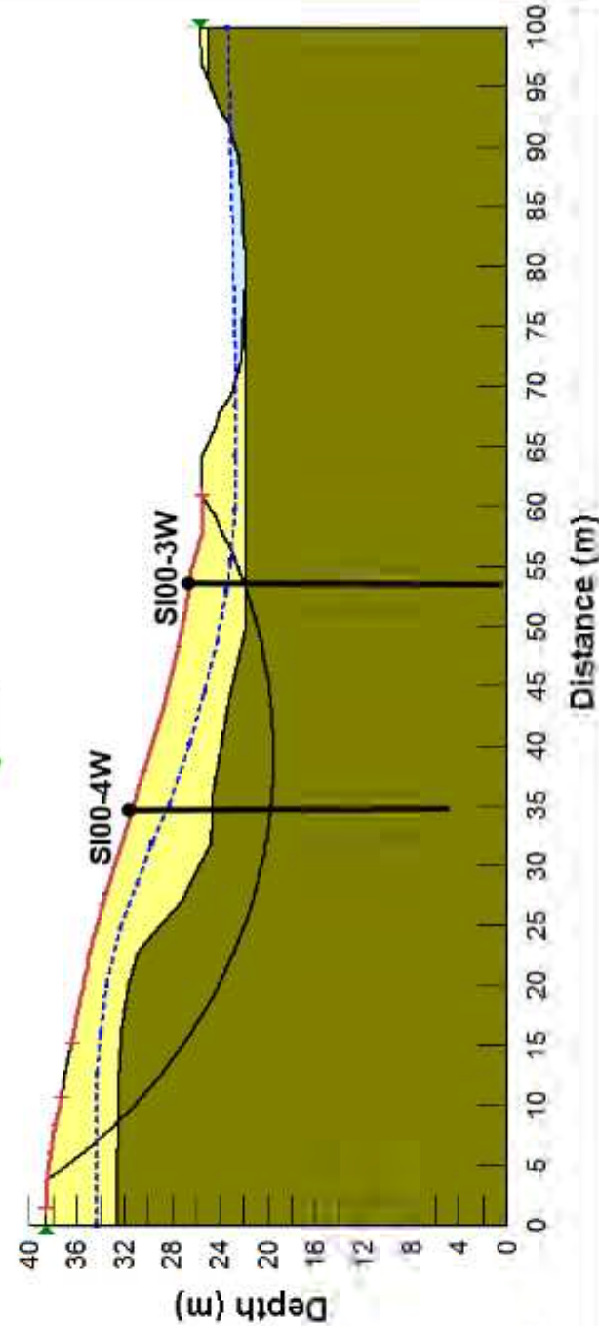
High water level, flattened slope

1.16



Low water level, flattened slope

1.49

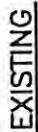
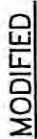


## Appendix D – Watercourse Map



## Appendix E – Record Drawings





PIER 2 MODIFICATION DETAIL (AS SHOWN)(AS NOTED)  
PIER 5 MODIFICATION DETAIL (SIM)(AS NOTED) 2  
1:50



## SCOPE OF WORK

1. REMOVAL AND REPLACEMENT OF HC PRECAST GIRDERS 200mm EAST, THIS INCLUDES SHIFTING THE 5 HC GIRDERS 63mm TO THE SOUTH.
2. PROVIDE NEW STEEL COLUMNS AND CAP AT PIER 1.
3. RETROFITTING THE ENDS OF THE BRIDGEGIRLS AT PIER 2 BEFORE REALIGNING THE HC GIRDERS TO THE NEW POSITIONING.
4. ALL 20mm THK NEOPRENE BEARING STRIPS (60 DURO HARDNESS) AND GROUT LEVELLING COURSE AT NEW BEARING SURFACE.
5. REMOVAL OF HC GIRDERS BETWEEN PIER 5 AND PIER 6.
6. DRILL AND EPOXY REINFORCING BARS AT ENDS OF HC GIRDERS AT PIER 5 ONLY.
7. REMOVING EXISTING WF JOINT FILLERS AT PIER 2 AND 5 AND POUR 25 MPa CONCRETE INFILL FROM BOTTOM OF BACKWALL TO TOP OF DECK.
8. REPLACING EXISTING ROCKER BEARINGS AT PIER 2 BY RASING THE BRIDGE 5-10mm, CUTTING EXISTING WELD BETWEEN GIRDER AND TOP PLATE, REALIGN THE BEARINGS TO A VERTICAL POSITION, REWELDING THE TOP PLATE TO THE GIRDER.
9. PROVIDE NEW 102mm STEEL RETAINING CLIPS AND ANCHORS FOR EACH STEEL HP BENT AND ABUTMENTS INCLUDING ABUTMENT 1 AND 2, PIER 1,2,3,6 AND 7.
10. PROVIDE NEW BRIDGE MONITORING REFERENCE POINTS AT PIERS 2,3,4 AND 5.
11. AFTER GIRDER RELOCATION, PROVIDE ADDITIONAL COMPACTED GRANULAR FILL AS NECESSARY TO PROVIDE A SMOOTH TRANSITION AT EACH END OF THE BRIDGE.
12. PROVIDE ALL TRAFFIC SCENAGE AND BARRICADES NECESSARY TO CLOSE THE BRIDGE TO PUBLIC DURING CONSTRUCTION.



PROJECT No.	003789	INITIALS	DATE
DRAWN BY	AR		APRIL 2000
DESIGNED BY	R.S.		
CHECKED BY			
APPROVED BY	---		
APPROVED BY	---		
SCALE	1 : 200		

[illegible]

1800

CLIENT <b>POCO PETROLEUMS LTD.</b>	VALLEYVIEW, ALBERTA	PROJECT <b>LITTLE SMOKY RIVER BRIDGE</b>	BRIDGE REHABILITATION SECTIONS AND DETAILS		
			DRAWING NUMBER	REV. NO.	SHEET
			<b>3799-1-302</b>	<b>A</b>	<b>2 / 2</b>

**ASSOCIATED  
ENGINEERING**

## Appendix F – Alberco Cost Estimate



**General Contractors**

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07.February.2012

**BARRICK ENERGY**

Suite 1100-530 8 Ave SW  
Calgary, Alberta  
T2P 3S8

Attention : Mr. Rod Saville, P. Eng.

**Re: Little Smoky River Bridge on Township Road 690A east of Hwy 43**

Dear Sir:

We are pleased to provide our estimate for work as outlined in Options 1 and 2 on the Little Smoky River Bridge on Township Road 690A east of Hwy 43.

The estimate is based on the scope of work as outlined in Associated Engineering's email of January 24, 2012 and includes all equipment, labour and materials to complete the work.

The options, assumptions and conditions are identified in the estimate breakdown attached.

We look forward to any questions you may have.

Sincerely

**ALBERCO CONSTRUCTION LTD.**

---

Ron Simonsmeier, P. Eng.  
General Manager

cc Associated Engineering, Jessica Gagne, P. Eng.



## ESTIMATE FOR LITTLE SMOKY BRIDGE

Prepared for Barrick Energy

07.February.2012

---

### Option 1 - DEMOLITION

---

Scope :

Demolish bridge superstructure including CIP deck, precast girders, steel girders concrete and steel substructure and abutments.  
Remove substructure elements to 600 mm below grade  
Removal all material from site.  
Ensure not material enters the water course

Conditions:

Work to be completed in the winter of 2012-13 when river is frozen  
Environmental Permits and authorization is not included  
Safe work plans and ECO plan is included

---

**TOTAL PRICE - Option 1**

**215,274.00**

---



---

### Option 2 - REPAIRS TO BRIDGE

---

Scope :

Remove and Install 2 new 6.1 m HC girders including disposal of existing girders  
New girders will be installed in accordance with Alberta Transportation standard details  
Install additional pier caps to piers 6 & 7. Construction will be similar to the additional pier supports already provide using HP 310 x 94 members for the cap and columns.  
Epoxy inject 2 large cracks in the backwall side of Piers 2 & 5. The injection scope is assumed to be 6 m long x 300 mm deep by 6 mm wide in 2 locations

Conditions:

Work to be completed in the summer of 2012  
Environmental Permits and authorization is not included but should not be required  
All equipment, labour and out of town costs necessary to complete the work is included  
Safety program and ECO Plan are included  
Engineered drawings to be provided by others

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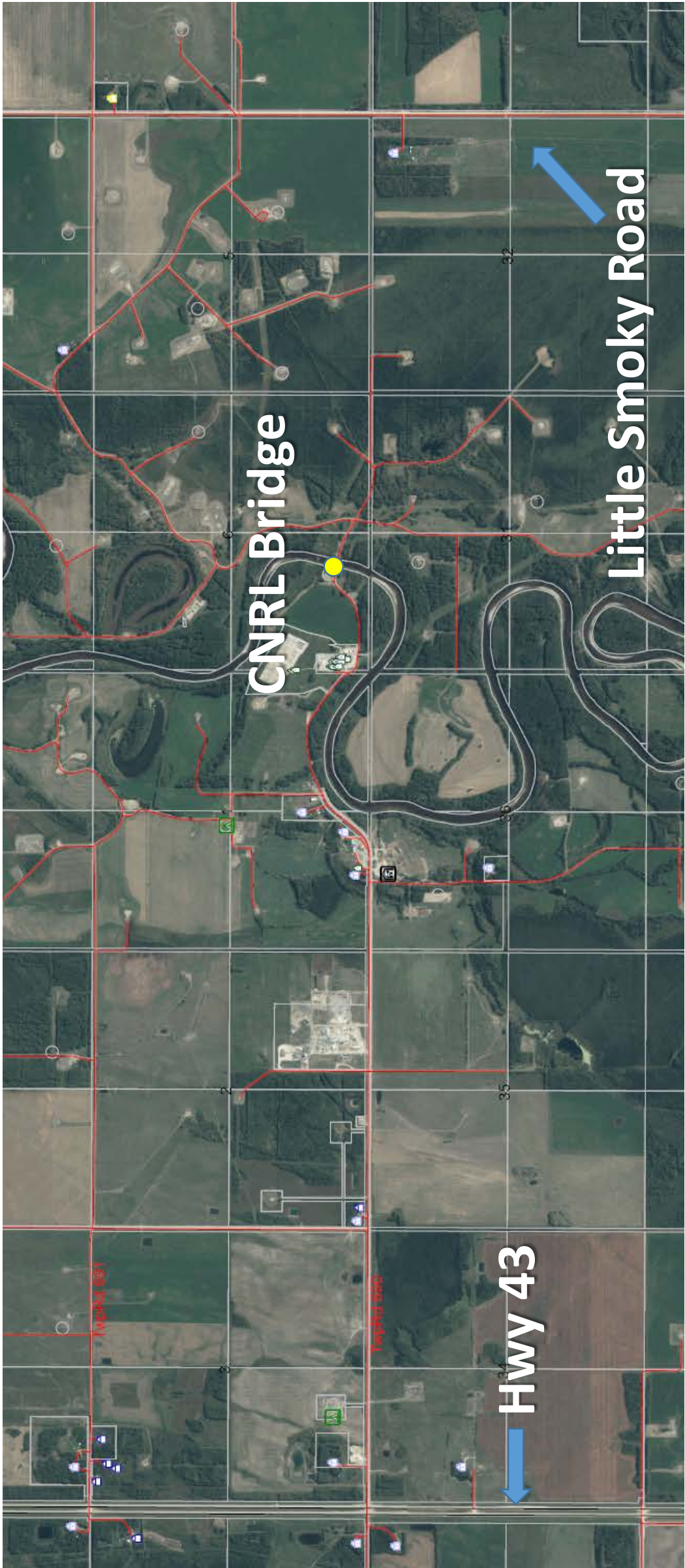
**TOTAL PRICE - Option 2**

**188,340.00**

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# REPORT

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This aerial map shows the study area, which is outlined in green. The map includes the Little Smoky River, which flows from the top left towards the bottom right. A yellow dot marks the location of the study area. A blue arrow points to Hwy 43, and another blue arrow points to Smoky Road. The map also shows various other roads and features, including RR 225 and RR 226.



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SUBJECT:	<b>Brush Clearing</b>	REVIEWED AND APPROVED FOR SUBMISSION		
SUBMISSION TO:	Regular Council Meeting	CAO:	MH      MANAGER:	KS
MEETING DATE:	March 11, 2014	GM:	GG      PRESENTER:	GG
DEPARTMENT:	Infrastructure & Planning	LEGAL/ POLICY REVIEW:		
FILE NO./LEGAL:		FINANCIAL REVIEW:		
STRATEGIC PLAN:				

---

#### RECOMMENDED ACTION:

**MOTION: That Council approve administration to proceed with brush clearing prior to April 1, 2014 on Range Road 234 off Twp. 700 to SLCN and Twp. 704 East of Range Road 233, Range Road 230 between Twp. 704 and Twp.712 and Range Road 10 off Twp. 710 and that funding for this be included in the 2014 Budget.**

---

#### BACKGROUND / PROPOSAL:

Municipal operations and projects are affected by a number of Provincial and Federal Acts. One such Act is the Migratory Birds Convention Act (MBCA) which, among other things, prohibits any activities that negatively impact bird habitat and nesting. Specific activities include practices such as tree removal and other activities taking place within certain distances of nesting habitat. The provisions of this act apply between April 1<sup>st</sup> and July 15<sup>th</sup> of each year. These dates may only be amended by ESRD based on weather and migratory patterns.

A number of projects proposed in the 2014 Budget are subject to the Migratory Birds Convention Act of the Alberta General Specification. Given this, Staff are requesting Council's authorization to move forward with brushing prior to April 1<sup>st</sup>, 2014.

Range Road 234 is a residential access road that was initially discussed by Greenview and SLCN, this project was negotiated with SLCN to upgrade the access through SLCN lands to a Greenview resident that resides along Twp. 704. Twp.704 needs to be constructed for approximately 800 meters as a residential access road that will be funded through the 2014 approved Residential Block Funding.

Range Road 230 is on the 2014 Capital Road Re-grading program. If this project is approved through the 2014 Capital Budget, it would be very beneficial to the project to mulch these muskeg areas under frozen conditions.

Range Road 10 is a Farm Land access road that administration will be bringing forward to Council for consideration by RFD to be constructed in 2014, through approved Farmland Access Road Block Funding.

---

#### OPTIONS - BENEFITS / DISADVANTAGES:

##### Benefit:

By Greenview being proactive in brushing these areas prior to April 1 these projects will be able to proceed before July 15<sup>th</sup> of any given construction season.



Option:

Council may choose to wait until the 2014 Capital Budget is passed and proceed with brushing after July 15<sup>th</sup>. This may cause a delay in undertaking these projects. As such, Staff is not recommending this option.

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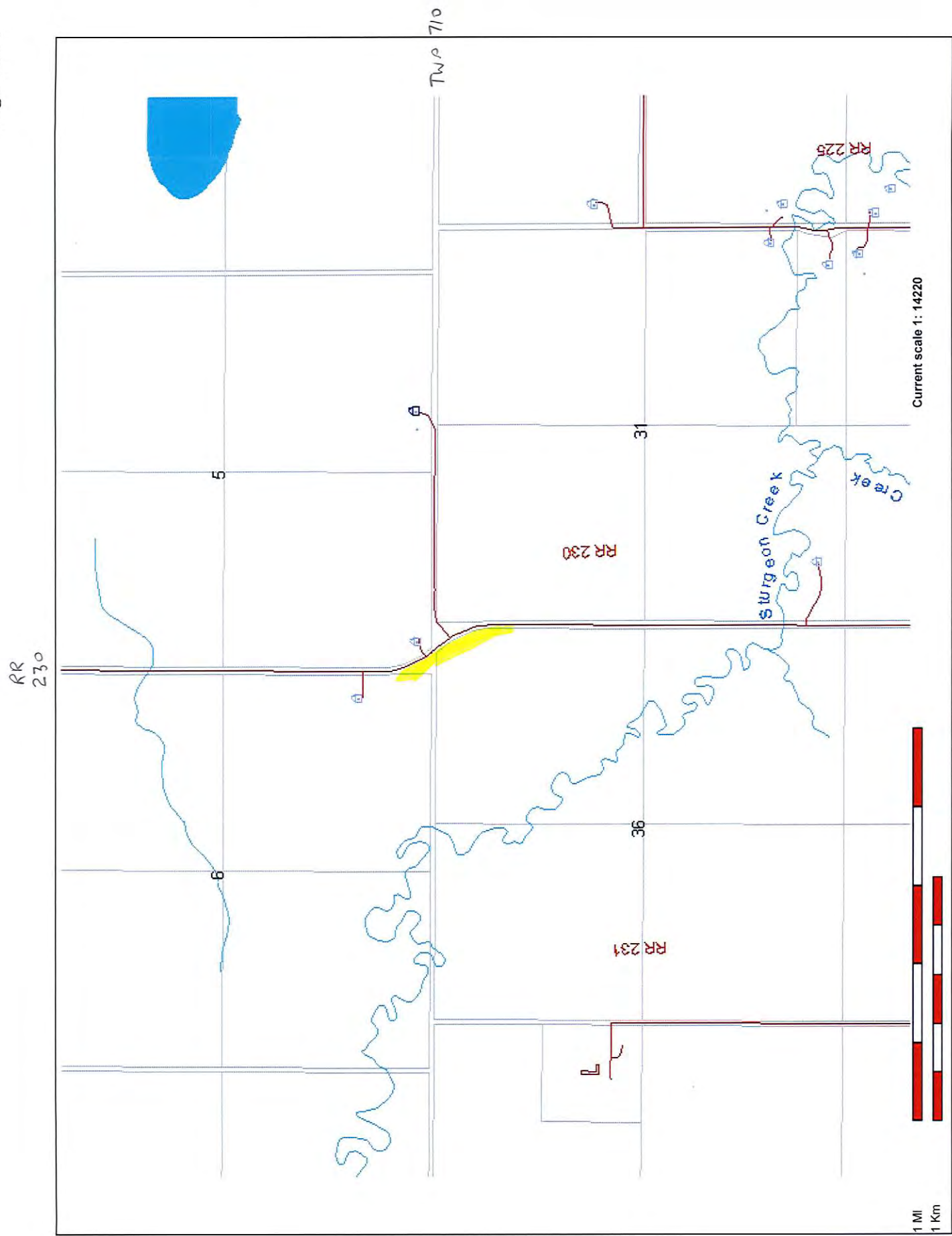
COSTS / SOURCE OF FUNDING:

Funding for these projects is included in the proposed 2014 Budget.

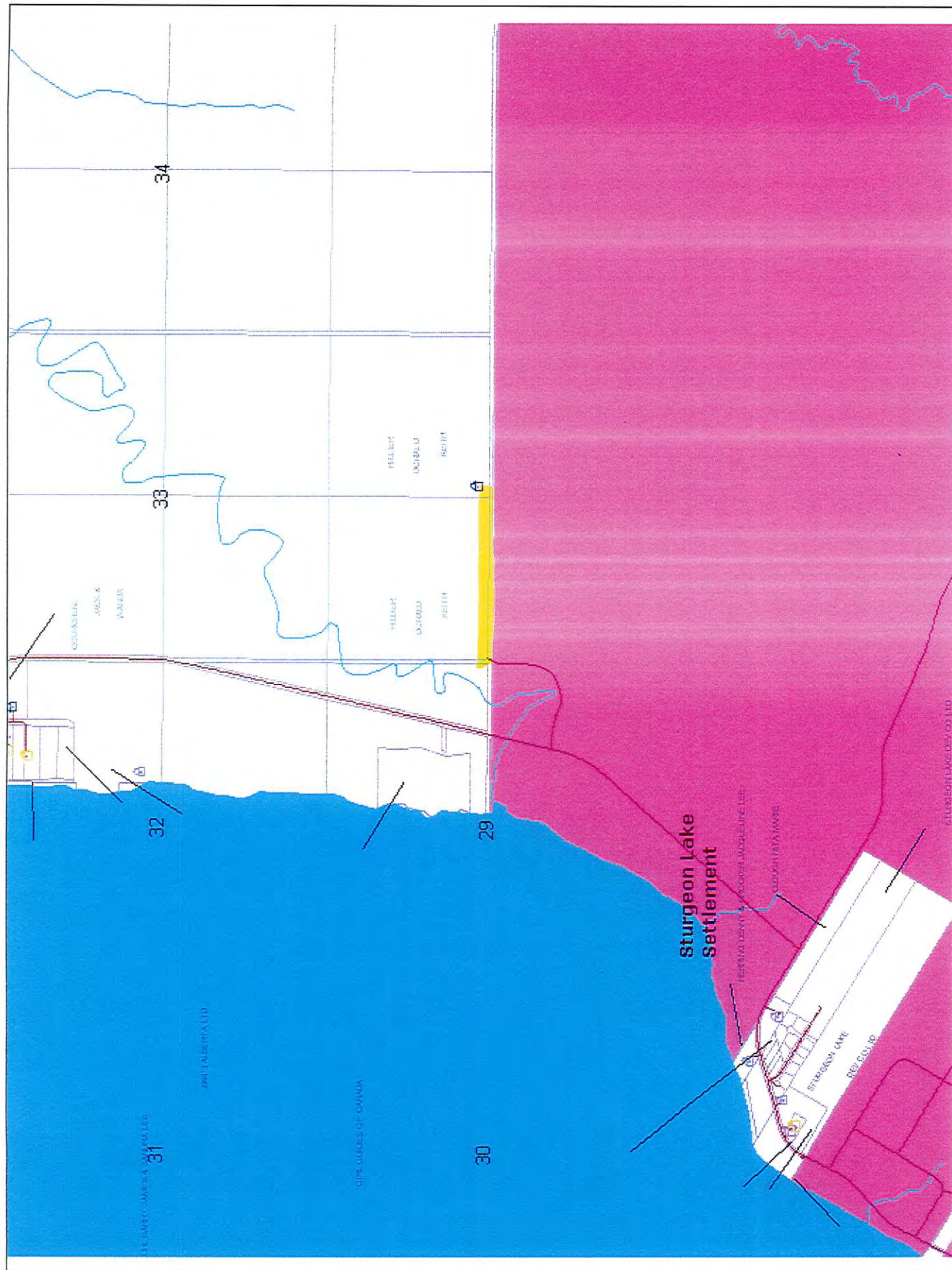
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ATTACHMENT(S):

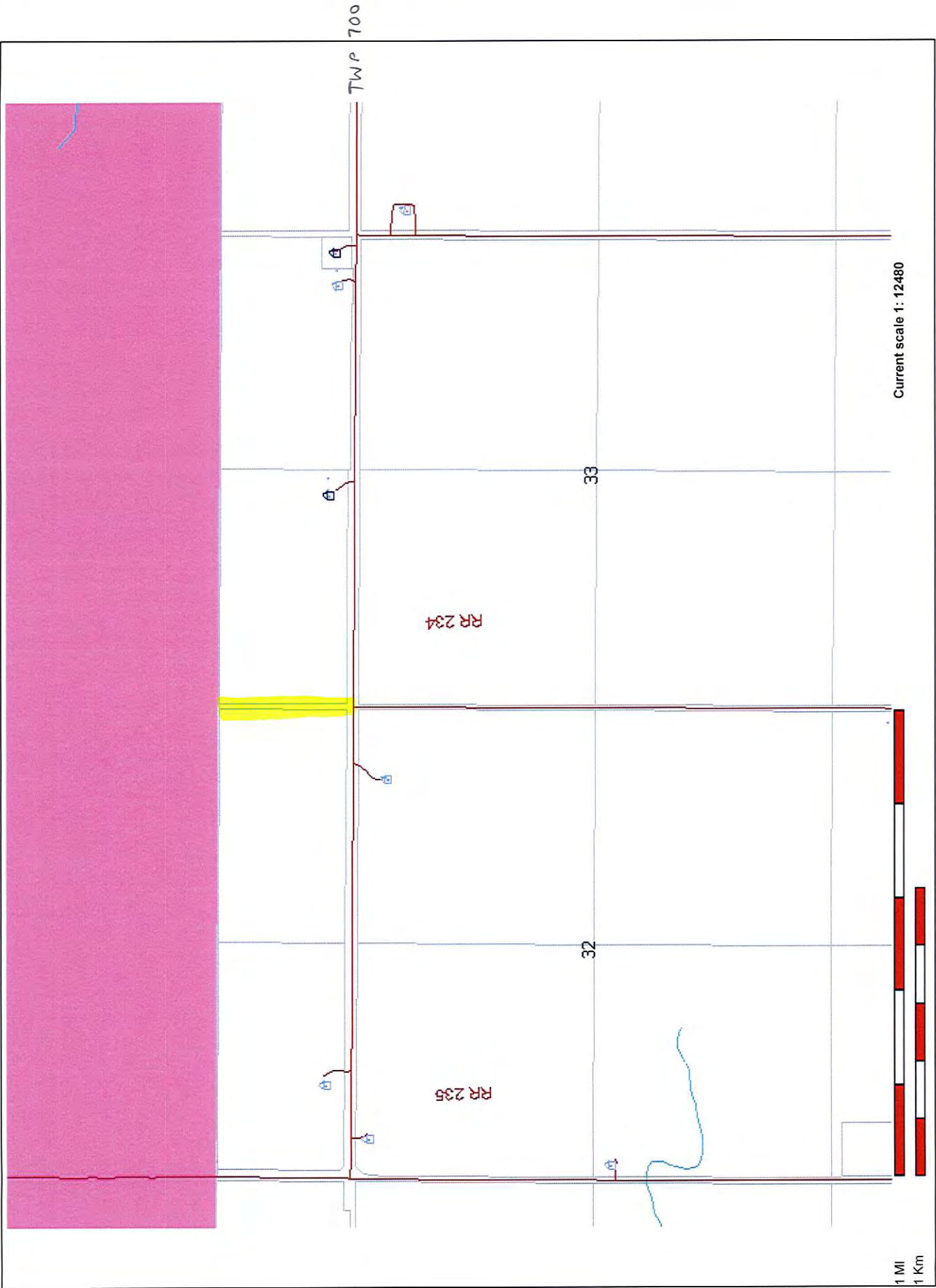
Map Locations



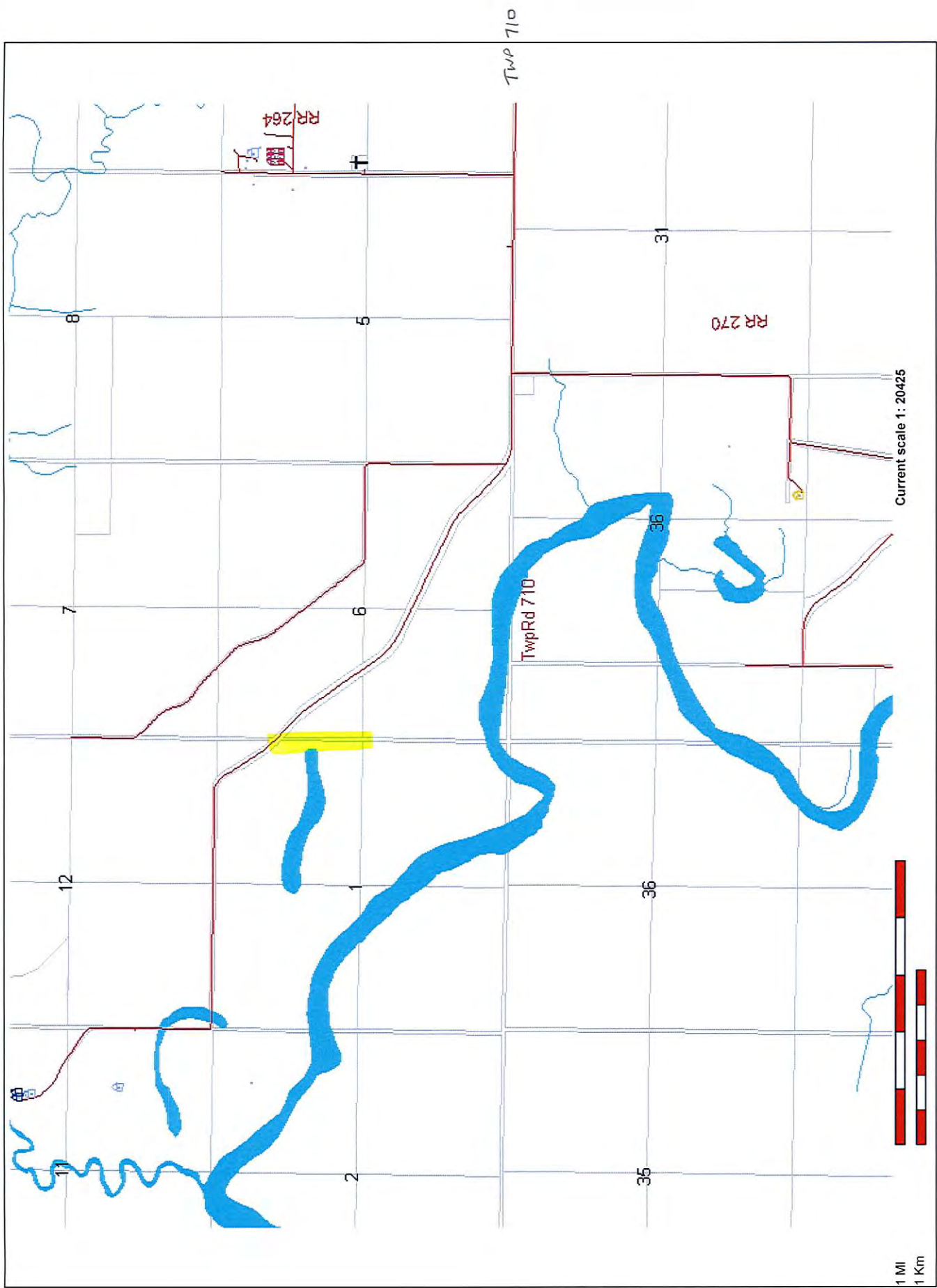
RR  
233



TWP  
704



RR  
10





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---

SUBJECT:	<b>Council Attendance – Municipal Government Act Review Session</b>		
SUBMISSION TO:	Regular Council Meeting	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	March 11, 2014	CAO: MH	MANAGER:
DEPARTMENT:	CAO Services	GM:	PRESENTER: MH
FILE NO./LEGAL:			LEGAL/ POLICY REVIEW:
STRATEGIC PLAN:			FINANCIAL REVIEW:

---

RECOMMENDED ACTION:

**MOTION: That Council authorize all members of Council to attend the Municipal Government Act Review Consultations in Grande Prairie on April 4<sup>th</sup>, 2014.**

---

BACKGROUND / PROPOSAL:

The Province is hosting a series of sessions regarding revisions to the MGA. They will be in Grande Prairie from April 2<sup>nd</sup> to 4<sup>th</sup> and have divided that time into several sessions aimed at different audiences. The session targeted to elected officials is on April 4<sup>th</sup> from 10am to 4pm in Grande Prairie. An agenda outlining the structure and topics of the event is attached.

The MGA is the main legislation guiding municipal operations and there will be benefit to being involved in and aware of the revision process. As space is limited Staff have booked all members of Council into the event. If any member chooses not to attend, Staff ask that they be informed so as to release the space.

---

OPTIONS - BENEFITS / DISADVANTAGES:

Council may choose not to participate in this event. Given the nature of the items and the importance of the MGA this option is not recommended.

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COSTS / SOURCE OF FUNDING:

Expenses related to attending events are included in the Operating Budget.

---

ATTACHMENT(S):

Session Agenda

## MGA Review: Elected Officials Session

### Agenda

Agenda Item	Timing										
1. Welcome and introductions	10:00-10:15										
2. Potential topics for discussion:  The following topics will be available at table discussions:  <table><tr><th>Governance and Administration</th><th>Assessment and Taxation</th><th>Planning and Development</th></tr><tr><td><ul style="list-style-type: none"><li>Municipal powers</li><li>Municipal structures</li><li>Fundamental changes and municipal restructuring</li><li>Municipal governance</li><li>Municipal administration</li><li>Financial administration</li><li>Regional funding approaches</li><li>Municipal revenue sources</li><li>Fees and levies</li><li>Compliance and accountability</li><li>Liability and risk management</li><li>Provincial powers</li><li>Service provisions</li><li>Regional services commissions</li><li>Municipally controlled corporations</li><li>Municipal relationships and dispute resolution</li><li>Public participation</li><li>Municipal Government Board</li></ul></td><td><ul style="list-style-type: none"><li>Taxation</li><li>Municipal revenue sources</li><li>Fees and levies</li><li>Exemptions and other special tax treatment</li><li>Market value assessment and administration</li><li>Equalized assessment</li><li>Progressive and supplementary assessment</li><li>Linear property assessment</li><li>Machinery and equipment property assessment</li><li>Transportation properties</li><li>Farm property assessment</li><li>Assessment administration</li><li>Public participation</li><li>Assessment complaints and appeals</li><li>Municipal Government Board</li></ul></td><td><ul style="list-style-type: none"><li>Fees and levies</li><li>Statutory plans and land use bylaws</li><li>Planning authorities</li><li>Administrative decision-making processes</li><li>Land dedication (reserves)</li><li>Municipal relationships and dispute resolution</li><li>Managing growth and development</li><li>Regional funding approaches</li><li>Municipal Government Board</li><li>Public participation</li><li>Planning and inter-municipal appeals</li></ul></td></tr></table>	Governance and Administration	Assessment and Taxation	Planning and Development	<ul style="list-style-type: none"><li>Municipal powers</li><li>Municipal structures</li><li>Fundamental changes and municipal restructuring</li><li>Municipal governance</li><li>Municipal administration</li><li>Financial administration</li><li>Regional funding approaches</li><li>Municipal revenue sources</li><li>Fees and levies</li><li>Compliance and accountability</li><li>Liability and risk management</li><li>Provincial powers</li><li>Service provisions</li><li>Regional services commissions</li><li>Municipally controlled corporations</li><li>Municipal relationships and dispute resolution</li><li>Public participation</li><li>Municipal Government Board</li></ul>	<ul style="list-style-type: none"><li>Taxation</li><li>Municipal revenue sources</li><li>Fees and levies</li><li>Exemptions and other special tax treatment</li><li>Market value assessment and administration</li><li>Equalized assessment</li><li>Progressive and supplementary assessment</li><li>Linear property assessment</li><li>Machinery and equipment property assessment</li><li>Transportation properties</li><li>Farm property assessment</li><li>Assessment administration</li><li>Public participation</li><li>Assessment complaints and appeals</li><li>Municipal Government Board</li></ul>	<ul style="list-style-type: none"><li>Fees and levies</li><li>Statutory plans and land use bylaws</li><li>Planning authorities</li><li>Administrative decision-making processes</li><li>Land dedication (reserves)</li><li>Municipal relationships and dispute resolution</li><li>Managing growth and development</li><li>Regional funding approaches</li><li>Municipal Government Board</li><li>Public participation</li><li>Planning and inter-municipal appeals</li></ul>	10:15-10:45				
Governance and Administration	Assessment and Taxation	Planning and Development									
<ul style="list-style-type: none"><li>Municipal powers</li><li>Municipal structures</li><li>Fundamental changes and municipal restructuring</li><li>Municipal governance</li><li>Municipal administration</li><li>Financial administration</li><li>Regional funding approaches</li><li>Municipal revenue sources</li><li>Fees and levies</li><li>Compliance and accountability</li><li>Liability and risk management</li><li>Provincial powers</li><li>Service provisions</li><li>Regional services commissions</li><li>Municipally controlled corporations</li><li>Municipal relationships and dispute resolution</li><li>Public participation</li><li>Municipal Government Board</li></ul>	<ul style="list-style-type: none"><li>Taxation</li><li>Municipal revenue sources</li><li>Fees and levies</li><li>Exemptions and other special tax treatment</li><li>Market value assessment and administration</li><li>Equalized assessment</li><li>Progressive and supplementary assessment</li><li>Linear property assessment</li><li>Machinery and equipment property assessment</li><li>Transportation properties</li><li>Farm property assessment</li><li>Assessment administration</li><li>Public participation</li><li>Assessment complaints and appeals</li><li>Municipal Government Board</li></ul>	<ul style="list-style-type: none"><li>Fees and levies</li><li>Statutory plans and land use bylaws</li><li>Planning authorities</li><li>Administrative decision-making processes</li><li>Land dedication (reserves)</li><li>Municipal relationships and dispute resolution</li><li>Managing growth and development</li><li>Regional funding approaches</li><li>Municipal Government Board</li><li>Public participation</li><li>Planning and inter-municipal appeals</li></ul>									
3. Table Facilitation <table><tr><td>Block 1: 10:45-11:45</td><td>Governance and Administration Topics</td></tr><tr><td colspan="2">Lunch (1 hour)</td></tr><tr><td>Block 2: 12:45-1:45</td><td>Assessment and Taxation Topics</td></tr><tr><td colspan="2">Break (15 min)</td></tr><tr><td>Block 3: 2:00-3:00</td><td>Planning and Development Topics</td></tr></table> <ul style="list-style-type: none"><li>Discussion will focus on what is working well, desired changes, and potential impacts of changes to the legislation</li></ul>	Block 1: 10:45-11:45	Governance and Administration Topics	Lunch (1 hour)		Block 2: 12:45-1:45	Assessment and Taxation Topics	Break (15 min)		Block 3: 2:00-3:00	Planning and Development Topics	10:45-3:00
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Block 3: 2:00-3:00	Planning and Development Topics										
4. Break	3:00-3:15										
5. Open discussion Are there any other relevant topics participants want to address?	3:15-3:45										
6. Wrap-up	3:45-4:00										

### Questions?

Contact us at [mga.review@gov.ab.ca](mailto:mga.review@gov.ab.ca).



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SUBJECT:	<b>Regional Partnership Steering Committee Terms of Reference and Appointments</b>		
SUBMISSION TO:	Regular Council Meeting	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	March 11, 2014	CAO: MH	MANAGER:
DEPARTMENT:	CAO Services	GM:	PRESENTER: MH
FILE NO./LEGAL:			LEGAL/ POLICY REVIEW:
STRATEGIC PLAN:			FINANCIAL REVIEW:

---

RECOMMENDED ACTION:

**MOTION: That Council approve the Greenview Regional Partnership Steering Committee Terms of Reference as presented.**

**MOTION: That Council appoint Reeve Gervais, Councillor Burton and Councillor Hay to the Greenview Regional Partnership Steering Committee.**

---

BACKGROUND / PROPOSAL:

Please find attached the Terms of Reference for the Greenview Regional Partnership Steering Committee. The Partnership's focus is to foster ways in which Greenview and the municipalities of Grande Cache, Fox Creek and Valleyview can work together for mutual benefit.

Grande Cache has already approved the Terms of Reference and the process is awaiting approval by the remaining three municipalities. The Terms were reviewed at a recent meeting of the Steering Committee and no issues were raised.

Staff is seeking Council's approval of the Terms and formal appointment of Greenview's Council representatives.

For Council's information Greenview has submitted a grant application for this process and is currently awaiting word from the Province about the success of that application. If approved, Greenview may receive up to \$250,000.00 for this initiative on behalf of the group's members.

---

OPTIONS - BENEFITS / DISADVANTAGES:

Council may choose not to endorse the Terms, or to alter them. Staff are not recommending either option as the Terms were reviewed by a group containing three members of Council and no issues were raised by those members or the delegates from the partner municipalities. Additionally, any alterations may cause a delay in the process as the Terms would then have to be discussed or reapproved by all parties.

---

COSTS / SOURCE OF FUNDING:

Expenses associated with attending meetings are included in the 2014 Budget.



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ATTACHMENT(S):

Greenview Regional Partnership Steering Committee Terms of Reference

# **Greenview Regional Partnership Steering Committee Terms of Reference**

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## **Committee Purpose**

The Greenview Regional Partnership Committee is as an advisory board to the member municipalities that will provide recommendations to four participating councils for their consideration. The Committee is not intended to replace the local decision making process, rather to enhance the process relative to issues of a regional nature by:

- ✧ Supporting local autonomy while emphasizing that local goals can often best be achieved through regional cooperative efforts
- ✧ Exploring opportunities to improve the delivery of service to residents in the region through cooperative efforts
- ✧ Helping members work cooperatively to improve the delivery of municipal services
- ✧ Encouraging regional thinking in the context of local decision making
- ✧ Supporting the mutual benefits of all or the majority of the members
- ✧ Promoting regional prosperity through cooperative efforts
- ✧ Promoting and fostering organizational efficiency and effectiveness to achieve results without the creation of unnecessary bureaucracy, infrastructure, policies or processes
- ✧ Fostering effective and enhanced communication among members
- ✧ Providing a collective voice to provincial and federal governments according to an agreed protocol
- ✧ Supporting a consensus based decision-making process
- ✧ Securing funding through available provincial and federal grants that will enable the membership

## **Committee Membership**

The Committee shall consist of Mayor/Reeve, or designate, from each municipality, plus two additional Council members from the M.D. of Greenview. The member municipalities include:

- ✧ Municipal District of Greenview
- ✧ Town of Fox Creek
- ✧ Town of Grande Cache
- ✧ Town of Valleyview

Each member municipality is also encouraged to have a member of their administration attend who will sit as an ex-officio member of the committee and may take part in discussions, but cannot vote on any matter unless authorized as the representative of Council

## **Voting Members**

Only the elected members of Council from each member municipality.

## **Meetings of Membership**

The Committee shall meet bi-monthly, unless the committee membership agrees to meet more frequently.

In the event a member of the Steering Committee is not able to attend in person, provisions will be made for the member to attend and participate in the meeting by teleconference.

## **Quorum**

For all purposes a quorum of the Committee shall be three municipalities of the four member municipalities.

## **Officers**

The officers of the Greenview Regional Partnership Committee shall consist of a Chair and a Vice-Chair.

### **➤ Chair**

The Chair shall be elected at the first meeting of the Committee following the annual organizational meetings of the member municipalities and will sit for a term of one year. The Chair will rotate through the member municipalities of the Committee.

The Chair will chair all meetings of the Committee and shall at all reasonable times give to the Members, or any of them, all information they may require regarding the affairs of the Committee.

### **➤ Vice Chair**

The Vice-Chair shall be elected at the first meeting of the Committee following the annual organizational meetings of the member municipalities and will sit for a term of one year. The Vice-Chair will be the from the member community that will serve as Chair in the following year. The Vice-Chair shall preside over Committee meetings in the absence of the Chairman

## **Managing Partner**

For purposes of the securing funding and maintaining the financial records and minute books, the Committee will appoint one of the member municipalities as the Managing Partner. The Chief Administrative Officer, or designate, of the managing partner will attend all committee meetings to provide administrative support to the Committee.

## **Consensus Decision Making**

Decisions shall be made by consensus wherever possible. In the event a vote is required, a motion shall be made by one of the members and a simple majority of those in attendance at any Committee meeting will result in the motion being carried.

## **Agenda Items**

The agenda will be developed by the Chair in consultation with the CAO of the managing partner. Items on the agenda will be of regional perspective with the potential for regional benefit. A municipal council may, by resolution, request that an item of a regional nature be placed on the agenda. The Partnership Committee may also deal with emergent items of a regional nature that are deemed by the Committee to be of benefit to two or members.

## **Sub-Committees**

From time to time the Greenview Regional Partnership Committee may appoint sub-committees to under take a task and report back to the whole committee.

### **Working Committee**

A working committee consisting of the Chief Administrative Officers, or designates, from each municipality will be established to provide support to the Steering Committee. The working committee will be responsible for:

- the collection of information,
- researching topics of regional concern,
- preparing background reports,
- coordinating the activities of consultants that may be retained from time to time by the regional partnership,
- completing government grant applications and reports, and
- making recommendations to the Steering Committee on matters of a regional nature



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SUBJECT:	<b>Council Attendance – Grain Transportation Meeting with Minister Olson</b>		
SUBMISSION TO:	Regular Council Meeting	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	March 11, 2014	CAO: MH	MANAGER:
DEPARTMENT:	CAO Services	GM:	PRESENTER: MH
FILE NO./LEGAL:			LEGAL/ POLICY REVIEW:
STRATEGIC PLAN:			FINANCIAL REVIEW:

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RECOMMENDED ACTION:

**MOTION: That Council retroactively authorize any member of Council to attend the March 7<sup>th</sup>, 2014 meeting with Minister Olson regarding grain transportation being held at the Ol Timer's Cabin.**

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BACKGROUND / PROPOSAL:

Members of Council received an invitation from Minister Wayne Drysdale & MLA Everett McDonald to attend a meeting with the Honourable Verlyn Olson, Minister of Agriculture and Rural Development as well as local agriculture producers from Grande Prairie Wapiti & Grande Prairie Smoky constituencies. This meeting was to focus on the hauling of grain by rail and current issues being experienced by producers.

Through Council policy, the Reeve may formally attend meetings to which they are invited and Councillors are automatically authorized to attend meetings relating to boards on which they serve. For participation in other meetings or events Councillors are to receive Council's authorization to attend. Normally this is done in advance; however, it does happen from time to time that an emergent meeting such as this one arises and receiving the advance authorization of Council is not possible.

As such Staff are recommending that Council authorize, retroactively, attendance by any member of Council at the meeting with Minister Olson so that Councillors are able to attend in an official capacity and claim expenses accordingly.

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OPTIONS - BENEFITS / DISADVANTAGES:

Council may choose not to pass this motion in which case expenses involved with attendance at this event by some members of Council may not be compensated for. As this meeting involved a topical issue for Greenview ratepayers, was of an emergent nature and is being attended by two Ministers and an area MLA, Staff does not recommend this option.

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COSTS / SOURCE OF FUNDING:

Expenses related to Council carrying on their normal duties are contained within the Operating Budget.

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ATTACHMENT(S):



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SUBJECT:	<b>Council Attendance – Grande Cache Doctor Recruitment and Retention</b>		
SUBMISSION TO:	Regular Council Meeting	REVIEWED AND APPROVED FOR SUBMISSION	
MEETING DATE:	March 11, 2014	CAO: MH	MANAGER:
DEPARTMENT:	CAO Services	GM:	PRESENTER: MH
FILE NO./LEGAL:			LEGAL/ POLICY REVIEW:
STRATEGIC PLAN:			FINANCIAL REVIEW:

---

RECOMMENDED ACTION:

**MOTION: That Council approve the attendance of Councillor Delorme to meetings of the Grande Cache Doctor Recruitment and Retention Meetings.**

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BACKGROUND / PROPOSAL:

Greenview has received an invitation for the Reeve or designate to attend an upcoming meeting regarding the recruitment and retention of doctors in Grande Cache. An upcoming meeting is currently scheduled for March 13<sup>th</sup>. Councillor Delorme has indicated that he could attend this meeting and Staff are recommending that Council authorize his attendance.

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OPTIONS - BENEFITS / DISADVANTAGES:

There are no perceived disadvantages to this recommendation.

Council may also choose not to authorize any member of Council to attend. As this would limit Greenview's involvement in this initiative, Staff are not recommending this option.

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COSTS / SOURCE OF FUNDING:

Expenses related to meeting/conference attendance are included in the 2014 Budget.

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ATTACHMENT(S):

None



# Manager's Report

**Function:** Corporate Services

**Submitted by:** Rosemary Offrey, General Manager, Corporate Services

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## **Corporate Services**

- Host weekly Corporate Services Meetings – Department leads
- Host monthly Corporate Services Meeting – all staff including Grovedale and Grande Cache
- Working with organization to develop a better budget presentation for council
- Advertising for Executive Assistant and HR Generalist

## **Manager, Finance and Administration / Donna Ducharme**

- Working on year end for the auditors
- Month end invoicing for snow plowing, home support, utilities, etc.
- Month end Bank Reconciliation's (MD & GRWMC)
- Hired Administrative Support, Grande Cache and Finance Coordinator A/R/Utilities
- Budget
- Cross training-various positions

## **Manager, Financial Reporting / Bill Yusep**

- Compilation of 2014 Operational and Capital expenditure Budget Council presentation documents.
- 2013 Year End External Audit requests/activities (MD and GRWMC Preliminary Trial Balance review and variance analysis, Working Papers preparation for Audit week of Feb 24)
- Corporate Services Managers weekly meetings and monthly staff meetings.
- Review and posting of G/L, Accounts Payable, Accounts Receivable transactions. (MD and GRWMC)

## **Legislative Services Officer / Lucien Cloutier**

- The SDAB decision on the Shipway case was issued. The appeal was regarding an oversized accessory building (garage). The permit was granted subject to a number of conditions to ensure the use remains as intended (i.e. personal use, not commercial/industrial).
- Preliminary work is being done on the upcoming ratepayer barbeques and annual golf tournament. RFDs for this purpose will be coming to Council on March 25.
- Attended the law seminar in Grande Prairie on February 28 hosted by RMRF.
- A CARB hearing regarding the H.E. Milner complaint is scheduled for March 19. The Board will be entertaining a joint submission from the parties.
- Updated policies from the previous Council meeting have been circulated with the exception of the conference attendance policy which requires some rewording as prescribed by Council. That policy will be circulated shortly.

- Still looking to finalize a date for the next Policy Review Committee meeting. March 24 is being considered.

#### **Information Systems Technician / Shane Goalder**

- Setup of Grande Cache Administrative Support – Elizabeth Coetzer.
- Setup of Assistant Manager of Agricultural Services – Dave Berry.
- Setup of Finance Coordinator/Accounts Receivables/Utilites – Teresa Woodley.
- Assist Environmental Services with the setup of security cameras.
- Work with PCIT to upgrade network speed between server equipment and network switches.
- Work on 2014 Budget.
- All other IT support tasks as required.

#### **Human Resources / Sandra Rorbak**

##### **1. POSITIONS FILLED SINCE LAST REPORT**

1. Finance Coordinator, Accounts Receivables
2. Administrative Support Grande Cache
3. Assistant Manager, Agricultural Services
4. Manager, Agricultural Services
5. Utilities Operator
6. General Manager, Infrastructure & Planning – **internal promotion**

##### **2. OPEN COMPETITIONS CURRENTLY IN PROGRESS**

1. Administrative Support, Planning & Development
2. Human Resources Officer, H.R. Generalist
3. Licensed Heavy Equipment Technician
4. Transfer Station Attendant
5. Seasonal hires recruitment in progress – various positions

##### **3. PROCESSING PROBATION COMPLETIONS**

Four (4) employees completed their probations successfully between February and March.

##### **4. RESIGNATIONS SINCE LAST REPORT**

None



# Manager's Report

**Function:** Community Services

**Submitted by:** Dennis Mueller, General Manager

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## **Community Services**

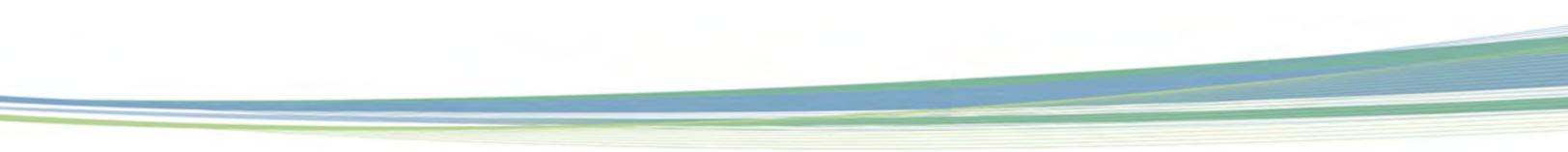
- Submitted letters and payment to Odyssey House and the Art Gallery as per agreements.
- Establishing Department Values to govern the way our departments make decisions.
- Preparing Grant Program Guidelines.
- Met with the Valleyview Daycare Group.
- Working on the Grande Cache Daycare agreement.
- Working on the Grovedale Arena agreement.
- Budget Detailing.

## **Manager, Agricultural Services / Quentin Bochar**

- Preparing a calendar of upcoming extension events.
  - Wolf Seminar to be held March 20 – 21, 2014 in DeBolt.
  - Bear Smart for Communities to be held March 6, 2014 in Grovedale.
  - Septic System 101, date, time and location to be announced.
  - Working Wells to be held May 7, 2014.
  - Weed Identification to be held April 2014.
- Finalizing the preparations for the public Elk Predation meeting with AESRD (Alberta, Environment Sustainable Resource and Development) and Greenview. AESRD will be a delegate at the Agricultural Service Board Meeting to be held on March 26, 2014.
- Preparing RFP (Request for Proposals) and tender requests for equipment, pending budget approval.
- Preparing the Agenda for the March 26, 2014 Agricultural Service Board meeting.
- The new Assistant Manager of Agriculture commenced duties on March 3, 2014.
- Reviewing and updating ASB Member binders for 2014 ASB Members.
- Reviewing and updating ASB Strategic Business Plan.

## **Manager, Family Community Support Services / Lisa Hannaford**

- Completed the Health and Safety Audit for the FCSS Department.
- Attended a Heart Group Meeting held March 4, 2014.
- Attended an Interagency Meeting on March 4, 2014. A guest speaker from the Solicitor General Office was present and the topic for discussion at the meeting was "Missing and Murdered Aboriginal Women."
- A Domestic Violence and Technology Training Session will be held on March 6, 2014.
- Will be attending a Directors Network meeting on March 11, 2014 in Edmonton.
- Will be attending a PREVNET Train-the-Trainer session on March 14, 2014.
- The office will be hosting the Volunteer Income Tax Preparation program March 10<sup>th</sup>, 11<sup>th</sup> and 13<sup>th</sup>. This program assistance is targeted for low income, senior and student citizens. Additional dates may be provided upon public request.



**Manager, Protective Services / Jeff Francis**

- Continuing with the Firehall project.
- Continuing to review the Emergency Plan.
- Attended the Medical First Responder Meeting in Grimshaw.
- Attended the Fox Creek Fire Department Meeting.



# Manager's Report

**Function: Infrastructure & Planning**

**Submitted by: Grant Gyurkovits, General Manager, Infrastructure & Planning**

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## **Planning & Development**

- We have received: 3 Development Permits, 2 Lease Referral Notification, 1 Business License, 2 Amendments and 1 Subdivision Applications were received during this time period.
- SDAB Hearing held on February 24, 2014 where staff is Recording Secretary, as well as gave Background Information.
- Held Wapiti Corridor Multi-Use Plan Orientation Day with Council and staff in attendance (follow up from meeting required).
- Preparation of MPC Agenda to go out March 5, 2014 by noon, for meeting to be held March 12, 2014.
- Wapiti Corridor Planning Society meeting in Grande Prairie, from 6-9 p.m. March 3, 2014.
- Two staff completing H&S audit for the Infrastructure and Planning Department as well as FCSS Department, Close Out Meetings March 3, 2014 and to be handed in to AMHSA, April 15, 2014.

## **Roads & Bridges**

- We tendered out the Little Smoky Phase 4 base/paving project and it will close on March 13, 2014.
- We signed the scope of work for the 2014 bridge inspections (BIM).
- The Bridge File contract 74434-13 contractor is expected to commence work on March 4, 2014.
- Work is continuing on the Gordy Drainage project.
- The final landowner on the Goodwin Road Phase 1 has been contacted again by administration and we are expecting the offer to be signed this week.
- Administration is looking to contact a couple of landowners on the 11 mile and RR 230 projects to see if a deal can be worked out as the land agent asked if we can help out to finalize a deal.
- We have contacted Frank Rettzler and he is looking forward to returning this summer as the Day Labor foreman.
- Forestry Trunk Road at km 162 had a truck hauling fracking liquid tipped over. Clean up was minimal.

## **Water, Waste Water & Solid Waste**

- We have hired a new utility operator, Takshay Patel
- Little Smoky had issues with a broken gasket near outside the water plant.
- Little Smoky lagoon has been vandalized again, we are working on a preventive solution.
- Manager and two attendants attended Alberta Recycling Conference in High River.
- We began receiving new transfer station bins.
- Risk assessment completed by Alberta Sustainable Resources and Development compliance division back in November 2013 for Ridgevalley and DeBolt Water Treatment Plants. Letter received notifying water plants failed risk assessment. Staff has addressed majority of issues and Compliance Based Inspection will follow.



## Operations

- Tenders opened for two plow trucks on Feb/21/14, RFD to council for Mar/11/14, for approval along with tender results.
- 2014 Equipment Registry closed on Feb/21/14 with 60 contractors submitting quotes. Staff in the process of compiling, and entering equipment.
- Grovedale salt shed progressing well, with post and wall strapping complete, and roof construction starting.
- Wapiti Gravel Suppliers, completed haul from South Sturgeon, WGS estimates for quantities were not accurate, significant short fall, quality of gravel is excellent, WGS to haul from Fox Creek to make up short fall.
- Crews busy with winter road maintenance, plowing and sanding, ice blading, winging back snow as required.
- Staff working on road bonds in preparation for spring breakup.



*A GREAT PLACE TO LIVE, WORK AND PLAY*

# CAO's Report

**Function:** CAO

**Date:** March 11<sup>th</sup>, 2014

**Submitted by:** Mike Haugen

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## **Meeting with the M.D. of Big Lakes**

Staff have confirmed a meeting with the MD of Big Lakes to take place at the AAMD&C Convention on March 17<sup>th</sup>. One main topic of conversation will be discussion around Township Road 710.

## **Meeting with Town of Fox Creek**

It has been confirmed that Council will meet with the Council of Town of Fox Creek on March 25<sup>th</sup> in Valleyview.

## **2014 Operating Budget**

Staff have been busy working on the 2014 Operating Budget. Upon additional review a significant amount of expenditure has been removed from the proposed budget.

## **Regional Collaboration – Utilities**

Staff have made contact with Bill Barclay of RMRF about holding an educational session regarding utilities. This session would be for the Councils of Greenview, Fox Creek, Grande Cache and Valleyview. Staff have tentatively booked a venue in Valleyview for April 10<sup>th</sup> and are in the process of ensuring that the other parties have no major concerns with this date.

## **AAMD&C Guests**

Greenview has received replies from all of our municipal partners regarding our invitation to take one member from each Town Council to AAMD&C. The respective Mayors of Valleyview, Fox Creek and Grande Cache will be accompanying us.


## **Financial Assistance for Achievement Recognition Policy**

As per Council's Financial Assistance for Achievement Recognition Policy this is to make Council aware that funding has been provided to several Hillside High School Wrestlers to assist in attending Provincials. A total of \$800.00 has been provided. Additionally, \$300.00 was provided to Grovedale Figure Skating Club to assist an athlete with attendance at the provincial competition.

Under the policy the CAO is to make Council aware of these payments. To be eligible for funding, persons must be residents of Greenview or one of the three Towns and be part of a school or non-profit group. The competition being attended must be of a provincial, national or international level. Under Council's policy base funding of \$200.00 plus \$100.00 per athlete is provided, to a maximum amount of \$2000.00.

## **AAMD&C MGA Review**

The Province is holding several days of MGA review consultation in Grande Prairie. The event runs April 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup>. Different parts of the review are aimed at different audiences. The session targeted towards municipal officials is April 4<sup>th</sup>.



As space is limited Staff have registered all members of Council. If Members of Council are planning not to attend, please let Staff know so that the spaces may be released.

### **Education Property Tax**

Greenview has just received data concerning the Education Property Tax. Staff are looking at the data and will provide information to Council regarding the impact. In 2014 an additional \$48 Million will be collected throughout the province.

The Education Property Tax is, as the name suggests, a tax collected on property used to fund education. This tax is collected by municipalities on behalf of the Province and is used to partially fund K-12 education. The amount that each municipality collects is determined by the Province.

### **Upcoming Dates:**

- AAMD&C Spring Convention, March 17<sup>th</sup> – 19<sup>th</sup>
- Ag Services Board AESRD Elk Presentation – March 26<sup>th</sup>
- MGA Review Consultation – April 4<sup>th</sup>
- Regional Collaboration Utility Session – April 10<sup>th</sup> (tentative)
- Federation of Canadian Municipalities, May 30 – June 2
- STARS Helipad Grand Opening – June 13<sup>th</sup>