



Mackenzie County

REGULAR COUNCIL MEETING AGENDA

AUGUST 23, 2017

10:00 A.M.

**COUNCIL CHAMBERS
FORT VERMILION, AB**

**MACKENZIE COUNTY
REGULAR COUNCIL MEETING**

**Wednesday, August 23, 2017
10:00 a.m.**

**Fort Vermilion Council Chambers
Fort Vermilion, Alberta**

AGENDA

			Page
CALL TO ORDER:	1.	a) Call to Order	
AGENDA:	2.	a) Adoption of Agenda	3
ADOPTION OF PREVIOUS MINUTES:	3.	a) Minutes of the August 8, 2017 Regular Council Meeting	7
DELEGATIONS:	4.	a) Jeff Anderson – Chairman, Fort Vermilion Seniors & Elders Lodge Board 1788 (11:00 a.m.)	37
		b) Maurice Wadman, WSP – La Crete Sanitary Sewer Expansion Study (1:00 p.m.)	
		c)	
		d)	
COUNCIL COMMITTEE REPORTS:	5.	a) Council Committee Reports (verbal)	
		b) Community Services Committee Meeting Minutes	49
		c) Northwest Species at Risk Committee Meeting Minutes	55
		d)	
GENERAL REPORTS:	6.	a)	
TENDERS:	7.	a) None	

PUBLIC HEARINGS:	8.	a)	None	
ADMINISTRATION:	9.	a)	Bylaw 1079-17 CAO Appointment	63
		b)	Expression of Interest Application to the Nation Trade Corridors Fund (NTCF)	67
		c)	Lobbying – Highway 88 High Load Corridor	81
		d)	North to Alaska Symposium	85
		e)	Caribou Update (to be presented at the meeting)	
		f)		
		g)		
AGRICULTURE SERVICES:	10.	a)		
		b)		
COMMUNITY SERVICES:	11.	a)	D.A. Thomas Park Retaining Wall Project	89
		b)	Chief/Deputy Fire Chief Appointment – Fort Vermilion	91
		c)		
FINANCE:	12.	a)	Policy FIN022 Budget Development and 2018 Budget Meeting Dates	93
		b)		
		c)		
OPERATIONS:	13.	a)	Speed Reduction	99
		b)	La Crete 98 Avenue Crosswalk Lights – Budget Amendment	103
		c)		

- d)
- PLANNING & DEVELOPMENT:** 14. a)
- b)
- UTILITIES:** 15. a) La Crete Sanitary Sewer Expansion Study 105
- b)
- c)
- INFORMATION / CORRESPONDENCE:** 16. a) Information/Correspondence 117
- IN CAMERA SESSION:** 17. a) Legal
- b) Labour
- c) Land
- NOTICE OF MOTION:** 18. a)
- NEXT MEETING DATES:** 19. a) Committee of the Whole Meeting
September 11, 2017
10:00 a.m.
Fort Vermilion Council Chambers
- b) Regular Council Meeting
September 12, 2017
10:00 a.m.
Fort Vermilion Council Chambers
- ADJOURNMENT:** 20. a) Adjournment



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Carol Gabriel, Director of Legislative & Support Services
Title:	Minutes of the August 8, 2017 Regular Council Meeting

BACKGROUND / PROPOSAL:

Minutes of the August 8, 2017, Regular Council Meeting are attached.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

COMMUNICATION:

Approved Council Meetings minutes are posted on the County website.

RECOMMENDED ACTION:

Simple Majority Requires 2/3 Requires Unanimous

That the minutes of the August 8, 2017 Regular Council Meeting be adopted as presented.

Author: C. Gabriel Reviewed by: CG CAO: _____

**MACKENZIE COUNTY
REGULAR COUNCIL MEETING**

**Tuesday, August 8, 2017
10:00 a.m.**

**Fort Vermilion Council Chambers
Fort Vermilion, Alberta**

PRESENT: Bill Neufeld Reeve
Lisa Wardley Deputy Reeve
Jacquie Bateman Councillor (left the meeting at 2:30 p.m.)
Eric Jorgensen Councillor
Elmer Derksen Councillor (left the meeting at 1:45 p.m.)
Peter F. Braun Councillor
John W. Driedger Councillor
Walter Sarapuk Councillor
Ray Toews Councillor

REGRETS: Josh Knelsen Councillor

ADMINISTRATION: Len Racher Chief Administrative Officer
Fred Wiebe Director of Utilities
Byron Peters Director of Planning and Development
Karen Huff Director of Finance
Dave Fehr Director of Operations
Don Roberts Zama Site Manager
Carol Gabriel Director of Legislative & Support
Services/Recording Secretary
Jessica A. Simpson Executive Assistant to the CAO
Caitlin Smith Development Officer

ALSO PRESENT: S/Sgt. Bill Mooney, Fort Vermilion RCMP
Danny Friesen
Members of the Public

Minutes of the Regular Council Meeting for Mackenzie County held on August 8, 2017 in the Fort Vermilion Council Chambers.

CALL TO ORDER: 1. a) Call to Order

Reeve Neufeld called the meeting to order at 10:03 a.m.

AGENDA: 2. a) Adoption of Agenda

MOTION 17-08-550

MOVED by Councillor Sarapuk

That the agenda be approved as presented.

CARRIED

**ADOPTION OF
PREVIOUS MINUTES:**

3. a) Minutes of the July 26, 2017 Regular Council Meeting

MOTION 17-08-551

MOVED by Deputy Reeve Wardley

That the minutes of the July 26, 2017 Regular Council Meeting be adopted as presented.

CARRIED

**COUNCIL
COMMITTEE
REPORTS:**

5. a) Council Committee Reports

MOTION 17-08-552

MOVED by Councillor Driedger

That the Council Committee Reports be received for information.

CARRIED

5. b) Municipal Planning Commission Meeting Minutes

MOTION 17-08-553

MOVED by Councillor Driedger

That the Municipal Planning Commission Meeting Minutes of July 21, 2017 be received for information.

CARRIED

5. c) Finance Committee Meeting Minutes

MOTION 17-08-554

MOVED by Councillor Braun

That the Finance Committee Meeting Minutes of June 20, 2017 and July 27, 2017 be received for information.

CARRIED

IN-CAMERA:

**17. c) Land – Natural Resources Conservation Board
(NRCB) Confined Feeding Operation Application No.
FA17001**

Discussion was held prior to the in-camera portion regarding the Natural Resources Conservation Board (NRCB) Confined Feeding Operation Application No. FA17001 (Danny Friesen).

MOTION 17-08-555

MOVED by Councillor Bateman

That Council move in-camera to discuss issues under the Freedom of Information and Protection of Privacy Regulations 18 (1) at 10:48 a.m.

17. c) Land

- Natural Resources Conservation Board (NRCB) Confined Feeding Operation Application No. FA17001

CARRIED

MOTION 17-08-556

MOVED by Councillor Jorgensen

That Council move out of camera at 11:15 a.m.

CARRIED

MOTION 17-08-557

MOVED by Councillor Bateman

That the submission to the Natural Resources Conservation Board (NRCB) regarding the Confined Feeding Operation Application No. FA17001 be sent as amended.

CARRIED

Reeve Neufeld recessed the meeting at 11:15 a.m. and reconvened the meeting at 11:28 a.m.

DELEGATIONS:

4. a) S/Sgt. Bill Mooney, Fort Vermilion RCMP

MOTION 17-08-558

MOVED by Councillor Braun

That the RCMP report be received for information.

CARRIED

Reeve Neufeld recessed the meeting at 12:01 p.m. and reconvened the meeting at 12:47 p.m.

COMMUNITY SERVICES:

11. a) Deputy Fire Chief Appointment – Fort Vermilion

MOTION 17-08-559 **MOVED** by Deputy Reeve Wardley

That Steve McGean be re-appointed as Fort Vermilion Deputy Fire Chief for a two year term effective July 26, 2017.

CARRIED

**COMMUNITY
SERVICES:**

11. b) Fire Chief and Deputy Fire Chief Appointment – La Crete

MOTION 17-08-560 **MOVED** by Councillor Braun

That Peter Wiebe be re-appointed as the La Crete Fire Chief for a two year term effective July 26, 2017.

CARRIED

MOTION 17-08-561 **MOVED** by Councillor Braun

That Cornie Wiebe be re-appointed as the La Crete Deputy Fire Chief for a two year term effective July 26, 2017.

CARRIED

FINANCE:

12. a) Policy ADM049 Bursaries

MOTION 17-08-562 **MOVED** by Councillor Sarapuk

That Policy ADM049 Bursaries be approved as amended.

CARRIED

OPERATIONS:

13. a) Speed Reduction

MOTION 17-08-563 **MOVED** by Councillor Toews

That speed reduction at the turn off of Highway 88 down Range Road 131 past the fill station south of Fort Vermilion to the Private School be TABLED to the next meeting.

CARRIED

TENDERS:

7. a) None

PUBLIC HEARINGS:

8. a) Bylaw 1072-17 Land Use Bylaw Amendment to Rezone Plan 032 5939, Block, Lot 5 from Hamlet

Country Residential “HCR1” to Hamlet Industrial “HI1” (La Crete)

Reeve Neufeld called the public hearing for Bylaw 1072-17 to order at 1:06 p.m.

Reeve Neufeld asked if the public hearing for proposed Bylaw 1072-17 was properly advertised. Byron Peters, Director of Planning & Development, answered that the bylaw was advertised in accordance with the Municipal Government Act.

Reeve Neufeld asked the Development Authority to outline the proposed Land Use Bylaw Amendment to Rezone Plan 032 5939, Block, Lot 5 from Hamlet Country Residential “HCR1” to Hamlet Industrial “HI1” (La Crete). Byron Peters, Director of Planning & Development, presented the Bylaw and indicated that first reading was given on June 28, 2017.

Reeve Neufeld asked if Council has any questions of the proposed Land Use Bylaw amendments. Council had the following questions/comments:

- Is the request to rezone only one lot? Yes the lot shown in red.

Reeve Neufeld asked if any submissions were received in regards to proposed Bylaw 1072-17. Four written submissions were received and read into the record by Byron Peters, Director of Planning & Development and are attached to the minutes:

- Jacob and Helen Wolfe (in favor)
- George Janzen (opposed)
- John & Helen Schmidt (opposed)
- Michael D. Roy (in favor)

Reeve Neufeld asked if there was anyone present who would like to speak in regards to the proposed Bylaw 1072-17. The following comments were presented:

- John Schmidt (adjacent landowner) spoke in opposition to the proposed rezoning. He indicated that he wasn't aware of all the correspondence to date regarding the issues. Because of the bad taste with light industrial we continue to oppose this development. Are commercial and light industrial the same? No. Development should not cause any nuisance, we have a lot of nuisances and they have been increasing. Why would you start chopping up pieces into different uses. No matter what happens on the south there will be more activity than

residential would. Thanked Council for the dust control. He indicated that he did not have any grievance against the buyer or the seller, just the requested use.

- George Zacharias (applicant) spoke in favor of the proposed rezoning. For the time being he intends to use the property as a shop yard. He owns the property next door as a residence. The property has been for sale for the past two years and no one will buy it for residential as it is next to a gravel yard. The shop would fix the problem for everyone. Shop would be used for anything over 2 tonne. Intends to use it as a semi-retirement home with a shop and maybe eventually build a house on the adjacent property. Mr. Zacharias noted that people moved to the industrial area – the industrial area was already there. He mentioned that he was selling lots in the Henry Enns subdivision for \$17,000 and people preferred to purchase an acreage in the Frank Goertzen subdivision for \$14,000 instead and are now asking for the County to provide services (ie. Pavement, etc.)

Discussion was held regarding drainage easements and buffers.

As a result of the new Land Use Bylaw being approved on June 28, 2017 the Hamlet Industrial (HI1) zoning no longer exists. The correct zoning for this rezoning bylaw is La Crete Heavy Industrial (LC-HI).

Reeve Neufeld closed the public hearing for Bylaw 1072-17 at 1:32 p.m.

MOTION 17-08-564

MOVED by Councillor Braun

That second reading be given to Bylaw 1072-17 being a Land Use Bylaw Amendment to rezone Plan 032 5939, Block 1, Lot 5, from Hamlet Country Residential (HCR1) to La Crete Heavy Industrial (LC-HI) to accommodate light industrial development, subject to a 10 meter buffer on the west side and a 5 meter buffer on the north side of the property.

CARRIED

MOTION 17-08-565

MOVED by Councillor Derksen

That third reading be given to Bylaw 1072-17 being a Land Use Bylaw Amendment to rezone Plan 032 5939, Block 1, Lot 5, from Hamlet Country Residential (HCR1) to La Crete Heavy Industrial (LC-HI) to accommodate light industrial development, subject to

a 10 meter buffer on the west side and a 5 meter buffer on the north side of the property.

CARRIED

Councillor Derksen left the meeting at 1:45 p.m.

PUBLIC HEARINGS:

8. b) Bylaw 1073-17 Partial Road Closure Adjacent to NW 11-104-17-W5M and Purchase of County owned Land (Bluehills Rural)

Reeve Neufeld called the public hearing for Bylaw 1073-17 to order at 1:45 p.m.

Reeve Neufeld asked if the public hearing for proposed Bylaw 1073-17 was properly advertised. Byron Peters, Director of Planning & Development, answered that the bylaw was advertised in accordance with the Municipal Government Act.

Reeve Neufeld asked the Development Authority to outline the proposed Partial Road Closure Adjacent to NW 11-104-17-W5M and Purchase of County owned Land. Byron Peters, Director of Planning & Development, presented the Bylaw and indicated that first reading was given on June 28, 2017.

Reeve Neufeld asked if Council has any questions of the proposed Land Use Bylaw amendments. No questions were received.

Reeve Neufeld asked if any submissions were received in regards to proposed Bylaw 1073-17. A written submission was received from Alberta Transportation indicating no concerns with the proposed road closure.

Reeve Neufeld asked if there was anyone present who would like to speak in regards to the proposed Bylaw 1073-17. There was no one present to speak to the proposed bylaw.

Reeve Neufeld closed the public hearing for Bylaw 1073-17 at 1:47 p.m.

MOTION 17-08-566

MOVED by Councillor Braun

That Bylaw 1073-17 being a partial road closure bylaw to close, sell and consolidate a portion of Government Road Allowance adjacent to SW 14-104-17-W5M be forwarded to the Minister of Transportation for a decision.

CARRIED

GENERAL REPORTS: 6. a) CAO Report

MOTION 17-08-567 **MOVED** by Deputy Reeve Wardley

That the CAO report for June and July 2017 be received for information.

CARRIED

Reeve Neufeld recessed the meeting at 1:55 p.m. and reconvened the meeting at 2:09 p.m.

ADMINISTRATION: 9. a) Caribou Update

MOTION 17-08-568 **MOVED** by Councillor Bateman

That the Caribou update be received for information.

CARRIED

AGRICULTURAL SERVICES: 10. a) None

UTILITIES: 15. a) None

IN-CAMERA SESSION: 17. In-Camera Session

MOTION 17-08-569 **MOVED** by Councillor Bateman

That Council move in-camera to discuss issues under the Freedom of Information and Protection of Privacy Regulations 18 (1) at 2:18 p.m.

17. a) Legal

- Council Lines of Communication

17. b) Labour

- CAO Contract

CARRIED

Councillor Bateman left the meeting at 2:30 p.m.

MOTION 17-08-570 **MOVED** by Councillor Braun

That Council move out of camera at 3:38 p.m.

CARRIED

IN-CAMERA:

17. a) Legal – Council Lines of Communication

MOTION 17-08-571

MOVED by Councillor Toews

That Councillor Derksen write a letter of apology directed to the Alberta Union of Provincial Employees and deliver the letter to the Reeve or Deputy Reeve within seven calendar days (of today's date) or future disciplinary action will be discussed.

CARRIED

IN-CAMERA:

17. b) Labour – CAO Contract

MOTION 17-08-572

Requires 2/3

MOVED by Councillor Braun

That the CAO contract be renewed for a two year term.

CARRIED

**PLANNING AND
DEVELOPMENT:**

14. a) Bylaw 1078-17 Land Use Bylaw Amendment to Add the Definition and Interpretation of PANHANDLES and ROAD ACCESS, Add Discretionary Uses to the Forestry "F" zoning district, and Revise the Definition of Agricultural Supply Depot

MOTION 17-08-573

MOVED by Councillor Braun

That first reading be given to Bylaw 1078-17 Land Use Bylaw Amendment to add a definition and interpretation for PANHANDLES and ROAD ACCESS, to add discretionary uses to the Forestry "F" zoning district, and to revise the definition of Agricultural Supply Depot, subject to public hearing input.

CARRIED

**PLANNING AND
DEVELOPMENT:**

14. b) Bylaw 1063-17 Partial Road Closure at Fort Vermilion Truck Fill Station Plan 112 0425, Block 2, Lot 1 (Fort Vermilion Rural)

MOTION 17-08-574

MOVED by Deputy Reeve Wardley

That second reading be given to Bylaw 1063-17 being a Road Closure Bylaw to close a portion of Road Plan 3884PX for the

purpose of consolidation.

CARRIED

MOTION 17-08-575

MOVED by Councillor Braun

That third reading be given to Bylaw 1063-17 being a Road Closure Bylaw to close a portion of Road Plan 3884PX for the purpose of consolidation.

CARRIED

**INFORMATION/
CORRESPONDENCE:**

16. a) Information/Correspondence

MOTION 17-08-576

MOVED by Councillor Braun

That the information items be received for information.

CARRIED

NOTICE OF MOTION:

18. a) None

**NEXT MEETING
DATES:**

- 19. a) Committee of the Whole Meeting**
August 22, 2017
10:00 a.m.
Fort Vermilion Council Chambers
- b) Regular Council Meeting**
August 23, 2017
10:00 a.m.
Fort Vermilion Council Chambers

ADJOURNMENT:

20. a) Adjournment

MOTION 17-08-577

MOVED by Councillor Jorgensen

That the council meeting be adjourned at 3:56 p.m.

CARRIED

These minutes will be presented to Council for approval on August 23, 2017.

Bill Neufeld
Reeve

Len Racher
Chief Administrative Officer

TO/ MACKENZIE COUNTY AUG 1/17
PO BOX 640
FORT VERMILION, AB
TOH1N0

ATT; COUNCEL/PLANNER'S

RE- BYLAW # 1072-17 LAND USE REZONING
PLAN# 032 5939, BLK 1 LOT 5 (9502-94 AVE)

WE ARE IN FAVOR OF THE LAND USE REZONING

JACOB AND HELEN WOLFE

██████████
LA CRETE, AB. T0H2H0
9433-94 AVE
NW PART OF NE3-106-15-5

CELL PHONE= ██████████
EMAIL= ██████████

Quality Investment Corp.

Box 543
La Crete, AB T0H 2H0

August 3, 2017

Mackenzie County
Box 1819
La Crete, AB T0H 2H0

Attn: Liane Lambert

Re: Notice of Application for Land Use Bylaw Amendment – Bylaw No: 1072-17
Plan 032 5939, Block 1, Lot 5

With the information we received, we are totally opposed to this zoning change. If there was a plan attached that stated the intended use of this property, we may not have such strong objections to this change. If the development application was for a clean and well maintained road side business, we would be open for consideration.

Changing this zoning from Country Residential “HCR1” to Hamlet Industrial “HI1” is too vague and allows this property to become a salvage yard. Many property owners in this community take great pride in maintaining a presentable community and to allow a (salvage yard) to be located on a main thoroughfare like 94th avenue would not do justice to anybody.

Sincerely,

George Janzen



John and Helen Schmidt
9606 95st
[REDACTED] La Crete, AB
T0H2H0

Mackenzie County
Fort Vermilion, AB
7/31/2017

Dear Mackenzie County Officials,

RE: Bylaw No: 1072-17

Concerning: Land Use Rezoning of Plan 032 5939 Block 1, Lot 5 (9502-94th Ave) La Crete, AB

As adjacent Landowners of the land described above, we are **very concerned** with the rezone Plan 032 5939, Block 1, Lot 5 from Hamlet Country Residential "HCRI" to Hamlet Industrial "HI1", If this rezoning means that light industrial type of businesses (all discretionary uses) would be allowed.

If the discretionary uses would be **similar** to the HI1 Industrial property, SW10 106-15-5, just West of us, we **strongly oppose** it. If **discretion was used**, and **only** light industrial businesses and practices were allowed, then the property west of us would not be a busy gravel yard.

This is not a "light industrial business" with all the trucks and machines coming and going, sometimes starting as early as 4 am and going all day. There are health and environmental concerns, with so much **noise** (back-up beepers, grinding, scraping, end-gates crashing, engines revving..) and **dust**, (to where we cannot be outside some days, open windows, enjoy our deck...) all day long. The constant flow of trucks **should never** be allowed within town limits.

We are **not in favor** of having this adjacent land- Plan 032 5939, Block 1, Lot 5- to be rezoned to "HI1, Hamlet Industrial 1". It would greatly devalue our property, with more industrial noise, dust, machinery and clutter right close by, which we certainly don't appreciate and doesn't belong right close to a peaceful Hamlet Country Residential area.

We would like to express appreciation for the oiled road this area has received! It has greatly reduced the dust from the east! Thank-You, it is very appreciated.

Concerned Tax Payers, Sincerely,

John& Helen Schmidt

August 7, 2017

To: Municipal District of Mackenzie No.23
P.O. Box 640, Fort Vermillion, AB T0H 1N0

Re: Lot 5 Block 1 Plan 8920732 La Crete AB meeting August 8th, 2017
Notice of Application for Land Use Bylaw Amendment

To: Councillors:

Bill Neufeld, Lisa Wardley, Josh Knelsen, Peter Braun, John Driedger,
Elmer Derksen, Eric Jorgensen, Ray Toews, Walter Sarapuk & Jacquie Bateman

It is a well known and much studied fact that gravel has carcinogenic fibers that are released into the air whenever the gravel is disturbed. The dust from this affects the health of people with breathing problems as well as the environment. *& cancer* —
May it be noted that Katheryn suffered from asthma and allergies and she was healthy up until 2012 and she passed away at the end of 2014 from cancer related complications.

Enclosed in chronological order is correspondence between MD23 & Katheryn & Michael Roy, since June 08, 204 to present.

June 08, 2004 Letter from M.D.23 stating they had passed the 2004 budget which included construction of water and sewer for some of the industrial lots along 99 and 97 street and 101 avenue as well as south of 94th avenue in Hamlet of La Crete.

In the interim to next letters there were numerous phone calls from Katheryn and Mike to MD23.

May 02, 2006 Extensive letter from Kathryn & Mike Roy to MD23 expressing their concerns over the gravel storage yard adjacent to their property owned by Knelson Sent by Canada Post.....

NO RESPONSE....Numerous phone calls inbetween

November 25, 2006 via e mail Kathryn acknowledges telephone conversation with Bkostiwi with copies to pfbraun & Pdriedger re: letter of May 2, 2006. She also acknowledges that the May 2, 2006 letter pre-dates the permit granted for the use of the property adjacent to theirs. **NO RESPONSE.** Acknowledges a meeting held to discuss and that there was a one year, conditional permit granted for the property to be used as a sand and gravel yard **WITH CERTAIN CRITERIA TO BE MET.**

-2-

How many permits were issued after this date to allow the Knelson Gravel to continue without the knowledge of the residents?

January 24, 2007 Letter from MD23 says they and Knelsen Sand & Gravel are working towards a solution to the concerns. A water truck that will keep the storage yard watered down to eliminate dust. (mayit be noted that in the few attempts to do this the watered down yard only created mud and more dust that the big trucks hauled out onto the main road to be dispersed as more dust by local traffic.

Numerous telephone calls to the MD13 in the interim with zero results.

November 22, 2013 Letter from the MD23 to Kathryn & Mike notifying them of the Municipal Development Plan and Land use restructuring & that they had until 4:30 December 6, 2013 to respond.

December 6, 2013 Letter to MD23 e mailed at 3:34 in response to their letter with the deadline of 4:30, 2013 to submit a written statement regarding their opinion on this development plan.

NO RESPONSE

**July 3, 2015 Letter from Michael to Joulia Whittleton at Mackenzie County (via I phone) to “Joulia Whittleton” & CC Peter F. Braun, & Carol Gabriel :
Once again expressing that since 2006 they have expressed their concerns about the sand and gravel operation next door. She acknowledges receipt of same and says it will be included in Council package and discussed at July 29 regular council meeting. NO RESPONSE!!!!**

Did not receive Notice of meeting on November 23, 2016 other than through my neighbor, Jake Wolffe during which meeting the motion to rezone to commercial was denied.

July 17, 2017 received letter from MD23 stating there was another meeting to be held August 8th, 2017 which arrived only five days ago at my new residence in Terrace B.C.

As we approach this meeting on August 8th, 2017 may I bring a few points to the table. The plans for this property will NOT in any way shape or form disagree with the rules and regulations of the MD3, unlike Knelson Sand & gravel who have broken every rule & objective. For example:

9.2.2 of Industrial Policies: Knelson does not adhere to subsection that i(c) does not conflict with adjacent non-industrial land uses in terms of appearance, emissions, noise, or traffic generation unless suitable buffers are provided:

(d) the site is suitable for the proposed development in terms of soil stability, groundwater level, and drainage:

(e) has minimal transportation and servicing requirements

section 9.2.3 Industrial parks or industrial uses shall:

(c) have adequate separation distances and transition between industrial and non-industrial uses

9.2.4 Through provision in the Land Use Bylaw, the County shall ensure that adequate buffers or transitional use are maintained between industrial and non industrial uses when the potential exists for **SIGNIFICAN LAND USE CONFLICTS WITH REGARD TO NOISE, DUST, ODOUR, ENVIRONMENTAL HAZARDS OR OTHER SAFETY RISKS.**

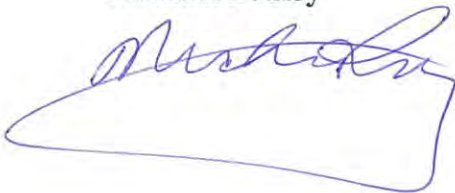
Our plans once approved for Commercial Use include a personal repair shop with a ceiling height of 20 feet, and to park heavy equipment with a 7 foot chainlink fence. There will be no noise, dust or pollutants contaminating the environment.

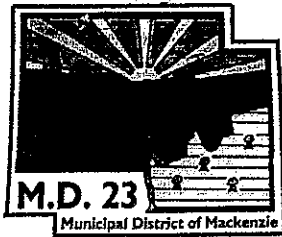
Question: would the MD3 rather have an empty lot with a yearly taxation of \$1,389 over a 20 year period to total \$28,000.00 or a commercial business of this type to be taxed at \$6,000.00 a year over a 20 year period to total \$120,000.00

Most people involved in the last meeting who voted “no” to my request have moved on and chances are that the current “na sayers” will also move on.

The MD3 have passed their own bylaws to satisfy their own big businesses and therefore why should I, the landowner of the adjacent property follow the MD3 by-laws if Knelson Sand & Gravel do not follow them??

Michael D. Roy





Municipal District of Mackenzie No. 23
P. O. Box 640, Fort Vermilion, AB T0H 1N0
Phone (780) 927-3718 Fax (780) 927-4266

June 8/04

June 8, 2004

KATHERYN ANN ROY
[REDACTED]

Re: Notice of Intention to Construct a Local Improvement
Hamlet of La Crete
94th Avenue Water Servicing

On April 20 2004 Council passed the Municipal District of Mackenzie No. 23's 2004 Budget, which included the construction of water and sewer for some of the industrial lots along 99 and 97 Street and 101 Avenue as well as in the residential subdivisions north and south of 94th Avenue in the Hamlet of La Crete.

100% of the cost of construction for water servicing to these areas will be recovered through a local improvement charge. Enclosed is a Notice explaining the location and costs of this project.

Please read the Notice very carefully. If you object to the project there is a process described within the Notice whereby you may stop the project. If you have any questions, please call myself at 927-3718 or Brenda Wiebe, Public Works Administrative Officer at 928-3983.

Yours truly,

Bill Landiuk
Director of Corporate Services

Encl.

KATHRYN & MICHAEL ROY

MAY 2ND, 2006

MUNICIPAL DISTRICT OF
MACKENZIE NO. 23
P.O. BOX 1690
LA CRETE, ALBERTA
T0H 2H0

ATTENTION: EVA SCHMIDT and/or MD OF MACKENZIE #23 COUNCIL

RE: KNELSON'S PROPERTY – GRAVEL STORAGE ON 94TH AVE.
ADJACENT TO LOT 5, BLOCK 1, PLAN 892 0732, LA CRETE, ALBERTA

It has come to our attention that the industrial property immediately next door to our residential property is being used as a gravel storage yard. Apparently this entails the use of large vehicles moving the materials onto the property for storage and then removing the materials as needed. This process is creating an enormous amount of dust "fallout" for lack of a better word and the dust is traveling and settling in and on all the surrounding residential properties.

I would like to take this opportunity to express our concerns regarding the current use of the adjacent industrial property. If council has not already granted permission for the property to be used as a gravel storage site, I would strongly urge you to review all the adjacent owners concerns (ours included) and limit the use of the property for a number of reasons.

Our first concern is the location of this type of facility. The nature of moving and storing this type of material would be better suited on property outside of the town boundaries. With the growth and expansion that the MD is experiencing, long term solutions should be considered prior to some individual's short term gain. The location of this type of facility in the middle of town will do nothing to enhance growth in and around this area. Not only will the residential area to the east of the property be adversely affected, but if the wind blows in the other direction, so will the rest of the town to the west of the property or any other direction that the wind may blow! It actually may discourage growth in both the industrial and residential areas.

.../2

Our second concern is a health and environmental concern. I do not know if there are any chemicals mixed with the gravel (for whatever reason) or if the fallout is purely gravel dust. Crushed gravel dust on its own also contains harmful particles that affects people adversely. In any case my allergies and asthma do not differentiate between chemical dust and gravel dust. Dust of any kind in abnormal quantities aggravates both of these conditions. Chemicals mixed in with the gravel are also released into the air as dust when the gravel is unloaded or moved and this would cause a serious environmental concern. I can only speak for myself, but I am sure there may be more residents that may have the same or different health related concerns with regards to the abnormally high quantities of dust this operation is producing.

I would also point out that 94th Avenue was just paved last year to deter a dusty environment and now in light of the dust being created next door it seems somewhat pointless. The dirty, dusty environment this operation is creating is very undesirable in that we, as residents, can no longer enjoy the outdoors without intensive cleaning first and even that does not bring any joy as who wants to continually clean before enjoy the natural outdoors. Over the years we have observed that the residents of La Crete take a great deal of pride in the cleanliness of their town and in the maintenance of their properties. We both found this aspect of the Community to be highly desirable and appealing and commended it to our friends and acquaintances at every opportunity.

My husband and I bought my parents property with the intention of retiring to a location that has beautiful clean air environment and La Crete seemed to fit that criteria. In the last couple of years we have spent a significant amount of time in La Crete, enjoying this particular aspect of small town living and bringing our friends and relatives to the community to enjoy the same. The dusty environment that our industrial neighbor is producing will certainly have a negative impact on us because we are directly next door to this unpleasant environment.

This brings us to the next concern that we have which is a high potential of devalued residential properties. When we purchased the property we were fully aware that the adjacent properties were zoned for industrial use. We did not, however, anticipate that this zoning would impact us in such a manner where our properties would be devalued due to the nature of the use of the industrial properties. As a tax paying resident, if our property is devalued due to these types of operations, then council would need to consider lowering our property taxes accordingly.

.../3

All of the foregoing matters are serious concerns we have and would ask that council take them into consideration and not grant a land use permit for this type of operation in the adjacent industrial zoned properties. May we suggest that council call a general meeting to address all the concerns raised by the surrounding residents and/or any one else that may be concerned about the nature of the use of industrial properties in order to seek a viable alternate solution.

Your prompt attention concerning this matter would be greatly appreciated. We look forward to hearing from you at your earliest convenience.

Sincerely,

Kathryn & Michael Roy

La Crete address:
#9510 – 94th Ave.
La Crete, AB
T0H 2H0

Yellowknife Address:

[REDACTED]

e-mail: [REDACTED]
phone: [REDACTED]
cell: [REDACTED]
fax: [REDACTED]

New 25/06

Kathryn & Mike,

Thank you for your letter and information regarding your concern on the land use of the property adjacent to yours. Please be advised that your concern has been forwarded to the Municipal Planning Commission for review.

If you have any further comments or questions please feel free to contact William Kostiw, Chief Administrative Officer, at (780) 927-3718 or (780) 841-1801 or by email to bkostiw@md23.ab.ca.

Carol Gabriel
Executive Assistant
Municipal District of Mackenzie No. 23
(780) 927-3718

From: Kathryn/Michael Roy [REDACTED]
Sent: Saturday, November 25, 2006 10:11 AM
To: bkostiw@md23.ab.ca
Cc: [REDACTED]; pdreidger@md23.ab.ca
Subject: Knelsen's Sand & Gravel - Industrial Lot

Good morning gentlemen,

As per our conversation of November 21st, 2006, I have attached a copy of our letter dated May 2nd, 2006. Please note that this letter pre-dates the permit granted for the use of the property. We had anticipated some kind of response from the MD, however, to date we have not received any. Apparently a meeting was held to discuss the matter, but we were not advised of the meeting or whether our issues were addressed at this meeting. Our understanding (from discussing this with our neighbors) was that a one year, conditional permit was granted for the property to be used as a sand and gravel yard with certain criteria to be met. Certainly, the one criterion, to keep the dust down, has not been met. I do not know what other conditions were attached to the permit and so cannot comment on those. The noise generated from the extra traffic and the banging of the tailgates of the big trucks is also an issue that should have been addressed.

We have been in La Crete numerous times over the past summer and the latest trip was just this past week. Although we do not yet reside in La Crete fulltime, during each of these trips we have observed an increase in the dust, noise and volume of trucks (traffic) on the property adjacent to ours.

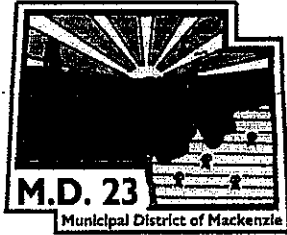
It has become very uncomfortable to have to deal with all the dust, noise and the additional traffic. Now in the winter time it appears that the limited view we had is also to be obstructed by a massive amount of truck trailers that are parked on the lot and huge mounds of dirt, gravel and/or debris.

At this time, we would ask that council reconsider the land use of the property adjacent to ours and limit any future use to businesses that do not raise any environmental issues for any of the residents on all the adjacent properties.

Thank you for listening to our concerns and hope to hear from you in the near future.

Kathryn & Mike Roy

12/8/2006



Municipal District of Mackenzie No. 23
P.O. Box 1690, La Crete, AB T0H 2H0
Phone (780) 928-3983 Fax (780) 928-3636

Jan 24/07

January 24, 2007

Kathryn and Michael Roy
[REDACTED]

Dear Mr. and Mrs. Roy:

Knelsen Sand and Gravel Ltd. Storage Yard on SW 10-106-15-W5M

The Municipal Planning Commission (MPC) reviewed your concerns at their meeting and the MPC chairman and the Chief Administrative Officer (CAO) met with Knelsen Sand and Gravel to discuss this matter. Knelsen Sand and Gravel have indicated that they will do what they can in order to address the issues that you raise. In the summer of 2007 and beyond Knelsen Sand and Gravel will have their own water truck and will keep the storage yard watered down to eliminate as much dust as possible.

We realize that having an industrial development adjacent to a residential subdivision is not ideal however both the municipality and Knelsen Sand and Gravel are working towards a solution that will be acceptable to all parties.

If you have any further questions or concerns regarding this matter please contact the development staff at 928-3983 or myself at 928-4993. Our office hours are 8:15am to 4:30pm, Monday through Friday.

Yours truly,

Paul Driedger,
Director of Planning

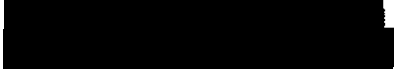


Mackenzie County

P.O. Box 640, Fort Vermilion, AB T0H 1N0
Phone (780) 927-3718 Fax (780) 927-4266
www.mackenziecounty.com

November 22, 2013

KATHRYN ANN ROY



CA

Dear Property Owner:

RE: Public Hearing Notification – Municipal Development Plan and Land Use Bylaw

Earlier this year Mackenzie County Council approved the creation of three new rural industrial area structure plans, and revised the area structure plans for each of the three hamlets within the County. The next steps of this process have now begun, and that is revising the Municipal Development Plan (MDP) and Land Use Bylaw (LUB) to ensure consistency between all three planning documents.

This letter is to notify you that the results of this planning process may change what you can use your property for, as well as what surrounding properties can be used for. We have heard many of your comments on the plans, their contents and direction, but for those that we have not heard from, you have one more opportunity to directly voice your concerns or support directly to Council. The Land Use Bylaw is the document that most directly affects property owners, as it specifies what is and what is not allowed within each land use zoning district. All property within the County has a zoning district applied to it.

The proposed Land Use Bylaw can be viewed online at Mackenzie County's website, www.mackenziecounty.com. Printed copies are also available through the mail by calling 780-928-3983 or for pick-up at a County office.

Open Houses for the MDP and LUB were held during the last week of October. Valuable feedback was received during this process, which was incorporated into the draft versions that were presented to Council for First Reading on October 19th. Before these bylaws can be passed by Council, a public hearing is required. This provides everyone the opportunity to voice their concerns or support for the documents directly to Council. The Public Hearing is scheduled for December

10th at 1:00 pm at the County Office in Fort Vermilion, which is located at 4511 – 46 Ave.

If you are unable to attend the Public Hearing in person you may also submit a written statement by 4:30 pm on December 6th, and administration will present it to Council on your behalf. The County appreciates comments and feedback regarding these planning documents, and we encourage you to participate in the process. We would also like to encourage anyone that has questions to contact the Planning Department prior to the Public Hearing in order to allow staff the opportunity to answer your questions.

Yours truly,

Byron Peters
Director of Planning & Development

Subject: Municipal Development Plan and Land Use Bylaw
 From: Kathryn Roy [REDACTED] >
 Date: Friday, December 6, 2013 3:34 pm
 To: office@mackenziecounty.com

Dec 6/13 3:34 pm

Good afternoon;

I just received two letters in the mail today (one for each of our properties) regarding the above noted topic. Our properties are Lots 4 & 5, Block 1, Plan 0325939 (street addresses being 9502 & 9510 – 94 Avenue. Historically also described as Mr. Peter J. Friesen's property in case you need a quick historical reference of the location....also immediately adjacent to Knelsen's Sand & Gravel Operations or across the street from the new water treatment plant.

This is the first notice I have had regarding amendments to Land Use Bylaws and so may not be as informed as I need to be, however I would like to present you with a few of our immediate concerns regardless of how limited our information to date as it appears we have only today to address this to meet the deadline noted in the letter.

Our (my husband and I) concerns are related to the ongoing operations of the industrial area immediately to west of our property (Knelsen's Sand & Gravel) and also the enormous amount of traffic generated on 94th Avenue due to the proximity of this gravel operation and the location of the new water treatment plant.

I would like to start by noting that we recognize the importance and value of the industry (gravel operation) and the water facility and would very much like to see if there is some way we can have our concerns addressed to provide a compatible resolution for all concerned. Both of these operations are invaluable to the community in so many ways, however we (residents in the adjacent residential properties) also need to have our concerns for the traffic volume generated by both and the current and future use of the gravel operation and all the items listed in section 9.2.4 of the by-law be addressed.

I have briefly skimmed through your proposed bylaw as time is of the essence here. In particular - section 9.2.4 reads "Through provisions....the potential exists for significant land use conflicts with regard to noise, vibration, dust, odour, environmental hazards or other safety risks." With regards to this section, I would note that all of the listed items in this section have been violated with regards to the "gravel" operation (not the water facility) and it appears very limited resources have been used to address all of these items.

We have been exposed to unacceptable levels of noise and vibration (trucks banging their tailgates in excess of 20 times with each load - using their air brakes in town, etc.); exceptional dust clouds when the wind direction comes from the west and/or someone with ATV's or other vehicles decide to use the location for a recreational spot; odour from chemicals used for whatever purpose (paving smells - most noxious); environment hazards or other safety risks (the refuse that is being dumped there whether it is reclamation from a project or something else); we don't know what is being dumped that may prove to be an environmental hazard as I presume no one has ever monitored this - there may already be a number of contaminants polluting the soil/air/waterbed producing potential health issues for any number of the residents adjacent to the property; other safety risks - again note that this industrial yard is frequently being used for local entertainment and/or recreation on "off hours" that the owner may be unaware of; should someone get injured - who is to blame and whose insurance is at risk??? We are not "police" and do not feel that we should become informants as there would then be potential repercussions from being an informant;

It appears that the hamlet, in drafting these bylaws, is attempting to alleviate or reduce land use conflict between residents and commercial/industrial operations. In section 5.2.4, I understand that a "treed buffer" between the industrial operation and the residential appears to be the hamlet's resolution to address noise/dust reduction, etc. There currently is a "treed buffer" between our properties, however in my humble opinion this does absolutely nothing to address any of these issues other than provide a "green" space so that we do not have to view the operation directly (for which I am grateful).

Now - how to address these matters??? Since we did not create these problems and we all need to work towards a compatible resolution where all parties feel satisfied, we feel that the responsible parties (land owners) need to initiate a proactive plan in addressing the traffic issue and all the other matters regarding noise, dust etc.

May we suggest - the easiest resolution would be for Knelsen's Sand and Gravel operation to be relocated in another industrial area - out of town. This would address both the traffic issue and all the other concerns. Since this valuable operation has been there for a number of years (not as long as we have been there as residents) this seems a highly unlikely resolution at this time due to many factors which I will not go into at this point.

Next - as in larger urban areas where residential land abuts industrial land and where a "treed buffer" is inadequate - may we suggest that a "wall buffer" be constructed to reduce some of the aforementioned concerns? This will not eliminate all the concerns but it sure would minimize a few of them. As to the other concerns (odours, contaminants, safety hazards), we do not have any suggestions at this time as we have not had much time to dwell on them or research how other urban areas have

dealt with them....perhaps someone at the hamlet could research this?

Next - the sheer volume of increase in traffic concern Since these operations/facilities have been established the volume of traffic on 94th Avenue has increased exponentially! We have observed much law abiding traffic along with a lot of other traffic that would have received traffic violation infractions had there been anyone patrolling in this area consistently. The volume and the nature of the infractions (speeding - most prevalent - and other potential infractions) not only are a hazard to other law abiding traffic but to the residents that use the street for walking, running, biking & riding their ATV's etc. This major corridor is certainly not designed for the high volume, multi - use street that we observe daily. As an aside, have any studies been done recently to determine just how busy this street is? As the hamlet grows I can only see this street getting even busier than it currently is. We have attempted to address reducing the noise from the street, etc. (on our property) by planting a number of trees to create a "treed" buffer as well but it will be a number of years before they are large enough to help with this concern. We are doing what we can (short of building a wall buffer) to alleviate the noise from 94th Ave. I would also note that all these concerns that seem to surround us on two sides of our property, devalues and has a negative impact on our residential property.

Finally, if the hamlet has not already done so, they may also want to consider expanding their road infrastructure fund as they will be sure to need it in a few years to rebuild 94th Ave! With all the heavy (volume and weight of big trucks) traffic we have observed that it seems to have seriously deteriorated in a few sections already.

Well, the time for submitting this email is quickly running out so I will end it there for now and hope to hear that you already had someone else express these very same concerns and may already have addressed it in an acceptable manner.

Thank you for taking the time to listen to our concerns,

Best regards,

Kathryn & Michael Roy
owners of:
9502 & 9510 - 94 Avenue
La Crete, Alberta
T0H 2H0
ph [REDACTED]

From: Michael Roy [REDACTED]
Subject: Fwd: Knelson's Sand & Gravel
Date: September 29, 2016 at 12:10 PM
To: [REDACTED]



July 3/2015

Sent from my iPhone

Begin forwarded message:

From: Joulia Whittleton <jwhittleton@mackenziecounty.com>
Date: July 3, 2015 at 2:20:21 PM MDT
To: Michaelroy <[REDACTED]>
Cc: "Peter F. Braun" <peter@mackenziecounty.com>, Carol Gabriel <cgabriel@mackenziecounty.com>
Subject: Re: Knelson's Sand & Gravel

Good afternoon Michael,

Your email (concern) will be included in Council package and discussed at July 29th regular council meeting.

Joulia Whittleton
Mackenzie County
(via I-Phone)

On Jul 3, 2015, at 11:44 AM, Michaelroy [REDACTED] > wrote:

Good Morning

Since 2006 we have expressed our concern about the moving and storage of sand and gravel next door to our property. This process is creating an enormous amount of dust. Impossible to have windows open and keep anything clean. There are health and environmental concerns. Dust on its own also contains harmful particles that affects people adversely.

94th Ave was paved to deter a dusty environment and now in the light of the dust being created next door it seems somewhat pointless. Over the years we have observed that the residents of LaCrete take a great deal of pride in the cleanliness of their town. We found the aspect of the community to be highly desirable and appealing and commended it to our friends and acquaintances at every opportunity.

I have retired here but the dusty environment that our industrial neighbour is producing is certainly having a negative impact because we are directly next door to this unpleasant environment.

My next concern is that by allowing him to have such a development next door to residential, it has devalued my property. As a tax paying resident, with devaluation of my two properties due to these types of operations then my property taxes should be lowered. Had a huge increase in them this year.

All of the foregoing matters are serious concerns. Back in 2012, Carol Gabriel had forwarded our request John Klassen who was the Director of Environmental Services and Operations for this area and haven't heard a thing from him. We are half way through 2015 and still no response.

I realize that the MD has concerns dealing with him because he is a big tax payer and employs many people from the community, he would still be able to employ these people if his sand and gravel operations were located out of town limits.

I am seriously considering taking this issue further beyond the MD and councillors should this not be dealt with promptly and to both parties satisfaction.

Your prompt attention concerning this matter would be greatly appreciated.

Regards

Michael Roy

PH [REDACTED]



Mackenzie County

P.O. Box 640, 4511-46 Avenue, Fort Vermilion, AB T0H 1N0
P: (780) 927-3718 Toll Free: 1-877-927-0677 F: (780) 927-4266

www.mackenziecounty.com
office@mackenziecounty.com

July 17, 2017

Michael Roy
[REDACTED]

Bylaw No: 1072-17

Dear Sir/Madam:

NOTICE OF APPLICATION FOR LAND USE BYLAW AMENDMENT

Pursuant to Section 606(2) of the Municipal Government Act this notice is to advise you as an adjacent landowner of the following Land Use Bylaw Amendment application:

Legal Land Description:	Plan 032 5939, Block 1, Lot 5 (9502-94th Ave)
Hamlet or Area:	La Crete
Bylaw Purpose:	Land Use Rezoning

The purpose of this Bylaw being a Land Use Bylaw Amendment is to rezone Plan 032 5939, Block 1, Lot 5 from Hamlet Country Residential "HCR1" to Hamlet Industrial "HI1". If approved, this new district would enable the development of light industrial type of businesses (all discretionary uses).

The public hearing shall be held on:

**Tuesday, August 8, 2017 at 1:00 p.m. (or as soon as practical thereafter) at:
Fort Vermilion Council Chambers (4511-46 Avenue, Fort Vermilion, AB)**

All interested parties are encouraged to express their views by providing a submission in writing and/or registering to speak, either in favor or in opposition to the bylaw: by contacting the Manager of Legislative & Support Services before **Friday, August 4, 2017** (phone 780-927-3718 or email office@mackenziecounty.com). Please note that all verbal presentations will be limited to 5 minutes and must be summarized in writing to form part of the public record. Although all those in attendance wishing to speak will be heard, persons registered to speak at the Public Hearing will be heard first.



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Len Racher, Chief Administrative Officer
Title:	DELEGATION Jeff Anderson – Chairman, Fort Vermilion Seniors & Elders Lodge Board 1788

BACKGROUND / PROPOSAL:

Presentation by Jeff Anderson, Chairman of the Fort Vermilion Seniors & Elders Lodge Board and Natalie Gibson from InnoVisions & Associates. A copy of the presentation is attached.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

COMMUNICATION:

RECOMMENDED ACTION:

- Simple Majority
 Requires 2/3
 Requires Unanimous

For discussion.

Author: C. Gabriel Reviewed by: _____ CAO: _____

Mackenzie County

Senior's & Elder's Care



*Jeff Anderson,
Vermilion Seniors & Elders
Lodge Board 1788*

The Challenge

Long Waitlists Force Northern Alberta Seniors and Elders to stay at Home Longer

There continues to be an unmet need for seniors and elders care beds in the Mackenzie region, especially when considering the needs of one of Canada's fastest growing demographics - the Indigenous population.



2

The Solution

To build a 'Culturally Inclusive' Senior's and Elder's Care facility in Fort Vermilion by 2020.



3



Questions

Jeff Anderson
Chairman,
FVASELB1788
jeffmist@hotmail.ca
(780) 841-7949



INNOVISIONS
ASSOCIATES

16

Long Waitlists for Care Force Northern Alberta Seniors and Elders to stay at Home Longer

What is the problem?

There continues to be an unmet need for seniors' and elders' care beds in the Mackenzie region, especially when considering the needs of the Indigenous population – one of Canada's fastest growing demographics.

The Fort Vermilion & Area Seniors & Elders Lodge Board 1788 ('FVASELB1788'), inclusive of their First Nation members the Dene Tha', Tall Cree, Beaver First Nation and Little Red River Cree Nation is requesting the municipal, provincial and federal governments work together and provide more senior's care and service options for the Mackenzie region.

For the last five years, the regions seniors Designated Supportive Living (DSL) units have be **100% full with waiting lists!** There is no need for more studies. In 2014, the comprehensive 167-page Mackenzie Regional Housing Needs Assessment ('MRHNA') study provides qualitative information that an additional **117-200** care beds are needed. The population continues to age and in northern, rural communities individuals often need supportive living and care earlier than metropolitan residents. The MRHNA report states "when broken down by age.... by 2031, seniors 65 years and over are expected to increase **123.8% during this time period to 2,417 persons**. In 2031, seniors will comprise **8.2% of the total population** (up from 5.1% in 2011)."

But there are long wait lists. Similar to 2014, in 2017 there are only 122 designated care beds in the region. The waitlists for Designated Seniors Living (DSL) care are up to two years. In addition, the facilities do not recognize the unique cultural diversity of the region, where 38.8% of the population is indigenous (2011).

What is needed:

Goal: To facilitate the creation of a culturally inclusive DSL facility by 2020.

1) Get a commitment from government on the need for a culturally-inclusive facility.

- *We need political direction, advocacy and support.* In 2014, the MHRNA report indicated "approximately **eight to 13 assisted living beds/units are currently needed in Fort Vermilion**. By **2031, there will be a need for about 14 to 24 beds/units**. This presents an opportunity to build a multi-level care facility in Fort Vermilion with a combination of independent units and assisted/supportive living units/beds.

2) Launch a 'northern metrics' pilot project to confirm what specific levels of care beds are required.

- *Data must be gathered to create accurate numbers that properly reflect Northern Alberta metrics to plan for future capacity needs and categories of care.* AHS, Health Canada, and regional collaboration is needed to collect and confirm exactly what type of care is needed for seniors and elders.

3) Secure funding through partnerships:

- *We need to connect, collaborate and create partnerships that will overcome cultural boundaries and serve the needs of the seniors and elders in the Mackenzie region.*
- *Develop a plan that explores public and private models, incorporating indigenous healing standards as well as other local cultures in a way that contributes to all levels of health (spiritual, physical, emotional and mental).*

Background

In 2014, Municipal Affairs partnered with Mackenzie County and the towns of High Level and Rainbow Lake to conduct a regional housing needs assessment study. The government allocated \$100,000 to complete a comprehensive review of all current housing needs and projected needs up to 2031. The Mackenzie Regional Housing Needs Assessment ('MRHNA') was completed by SHS Consulting in 2014. The report was accepted by all levels of government and the participating partners. The document clearly states there is an **existing and projected need for an additional 117-200 senior's care beds between 2014 and 2031 in the region.**

Since 2014, the inventory of 122 designated care beds in the region changed only slightly in June 2017 with the addition of four care beds. Currently, all Designated Supportive Living ('DSL') facilities in the region are 100 percent full and the main facility (the Heimstead Lodge) has a 16-person, two-year wait list.

For over 10 years, the hamlet of Fort Vermilion has actively advocated for a seniors' and elders' DSL care facility. While they applaud the new Mackenzie Lodge being built in High Level, it was made clear by the Government of Alberta that the new 70-unit facility was categorized as a Lodge and not a DSL facility. Yet, even the comprehensive MRHNA of 2014 (a government-funded study), outlined there are **both existing and projected needs for up 117-200 additional beds between 2014 to 2031 needed in the region.** Based on the study, and even using the new Mackenzie Lodge numbers (if it will be designated anything other than independent living), the **region is short 47 to 130 beds.**

April 2016 - approximately 60-plus community members in the hamlet of Fort Vermilion voted to create a board with a mandate to research the options for building a DSL facility. The community member's vision is to incorporate indigenous healing standards as well as other local cultures in a way that contributes to all levels of health (spiritual, physical, emotional and mental). Fort Vermilion & Area Seniors & Elders Lodge Board 1788 ('FVASELB1788') has structured itself with nine members from the region and four members who are appointed by each represented First Nation- Dene Tha', Tall Cree, Beaver First Nation and Little Red River Cree Nation.

Boreal Housing Foundation and Mackenzie County have endorsed the DSL in principal. Land has been donated by Alberta Health Services, Tallcree Tribal Government and a private citizen and formal fundraising for a DSL facility is underway. The FVASELB1788 and its partners have raised over \$85,000" with the majority coming from the River Road Trading Post who raise money through a thrift store in FV with all proceeds going towards the new DAL/DSL facility.

While community and regional support continue to grow, little action has been taken by the government despite the obvious need. The Mackenzie region's population continues to age. There is an increasing need for care beds for seniors and individuals suffering from mental health challenges, Fetal Alcohol Spectrum Disorder (FASD), diabetes and the chronic health symptoms common to remote, isolated communities. Facilities to care for these individuals with these illnesses are all competing for health care dollars, services and staff. What health formula or statistics can factor in both the quantitative and qualitative influencers in northern, rural communities?

Provincial and federal funders of health care services are not aware of the vast discrepancy between how long seniors in the north are expected to gracefully 'age at home' compared to seniors in the rest of the province. Seniors close to urban centres can hail a cab to go and buy groceries, or a handi-bus to reach a doctor or refill a prescription. In remote communities in Northern Alberta, at times seniors can't even call 911 in an emergency due to a lack of cellular services. *Yet, the provincial and federal seniors care averages are applied in decision making as*

*if they are equal in all settings. **This must be changed.** Rural, northern metrics must be gathered to show the true, existing, accurate numbers to properly plan for future needs.*

The FVASELB1788 funded a third-party to update the MRHNA report and 'refresh' the numbers. Once again, the numbers show the dire need for additional DSL beds in the region. The following is a summary of key findings.

What we know: *We recognize governments need the 'numbers,' so here is what we know so far:*

- The MRHNA report recommended that "funding an additional 35-60 units should be immediately pursued, increasing to 82-140 by 2013." This figure is without comprehensive First Nation (FN) data on Home Care numbers included;
- There are over 450 residents receiving home care in the Mackenzie Region right now. This figure **does not include** Little Red River Cree Nation ('LRRCN') home care. An estimate is another 80 to 90 home care clients on LRRCN, bringing the figure up to over 500 clients.
- The highest percentage of home care clients are in long term supportive care or maintenance. These are the categories most likely to require SL3 or SL4 care in the next year or two.
- The MRHNA report indicated "10 percent of individuals who qualify for assisted living or long term care have withdrawn their applications and then choose to continue at home, often at great risk to their health" when they could not secure a bed in their chosen facility.
- The MRHNA report states "when broken down by age.... by 2031, seniors 65 years and over are expected to increase **123.8% during this time period to 2,417 persons**. In 2031, seniors will comprise **8.2% of the total population** (up from 5.1% in 2011)."
- There are 12 confirmed individuals and four unconfirmed individuals according to the First Nation health providers waiting for higher level care placement in supportive living or waiting in the community right now (as of June 2, 2017). This figure does not include those who should be in care but have not applied for a care bed, or are in care with family members, or those who have refused relocation as they did not get their 'bed of choice';
- Mackenzie Region has "almost twice the proportion of aboriginal population of the province as a whole."(MRHNA). The four First Nations combined represent a population of 7,120 people, which brings the total regional population to 18,870. Therefore, 38.8% of the Mackenzie region population is indigenous; and
- The overall FN and Metis population rose 51.1% from 1996 to 2011 according to the MRHNA report.

The Fort Vermilion & Area Seniors & Elders Lodge Board is working hard to be inclusive and collaborate with regional partners. The board has structured itself with nine members from the region and four members who are appointed by each of the four represented First Nations. In addition, the Boreal Housing Foundation, an organization which manages senior's care in the region has provided FVASELB1788 with a letter of support for additional senior's housing in the region. Mackenzie County Council has indicated support as well.

What we believe we need:

- **Overall, we need the government's commitment to provide a culturally inclusive facility, using accurate 'northern metrics.'** It should be a pilot, which could be done while the facility is being planned. The project needs to focus on using actual, relevant numbers. It does need to be a long-term, onerous study as it appears there is a great deal of data being tracked. Potentially there are a few other metrics needed and the data needs to be actively shared. It should go above and beyond the standard AHS/Meditech data

and/or Health Canada formulas. The study needs to consider socio-economic trends and population demographics for specific groups in rural, northern communities. What is the emerging need? What types of models are there for designated care and/or specialized care? Research is needed to explore both public and private models that incorporate indigenous healing standards as well as other local cultures in a way that contributes to all levels of health (spiritual, physical, emotional and mental). We believe there are between 450 and 550 individuals receiving home care in the region. This needs to be verified. Public and private health care providers need to share data willingly for better decisions to be made. This does not include individuals' health data, but rather accumulated numbers.

- **We need political direction, advocacy and support.** Working with strategic partners to plan a facility that fits the emerging seniors and elders needs as well as aligns with Government of Alberta and Government of Canada regulatory requirements. Is there a public and/or private model we can adapt that works for all partners?
 - In 2014, the MHRNA report indicated “approximately eight to 13 assisted living beds/units are currently needed in Fort Vermilion. By 2031, there will be a need for about 14 to 24 beds/units. This presents an opportunity to build a multi-level of care facility in Fort Vermilion with a combination of independent units and assisted/ supportive living units/beds. The current data suggests that a suitable size for such a facility at present would be approximately 20 units (10 self-contained units for independent living and 10 assisted living units), built with room to expand as the need increases.”

There is already empirical evidence both qualitative and quantitative in nature that indicates that there is existing and future need for additional DSL facilities in the Mackenzie Region. The time is now to strategically plan what such a facility should include. Fort Vermilion has a passionate group of community members that are willing to connect, collaborate and create partnerships with AHS, Health Canada and First Nations to gather appropriate data to forecast and meet future seniors' care needs. The next step is for governments to join the Fort Vermilion & Area Seniors & Elders Lodge Board 1788 to begin the planning process.



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Doug Munn, Director of Community Services
Title:	Community Services Committee Meeting Minutes

BACKGROUND / PROPOSAL:

Unapproved minutes of the August 3, 2017 Community Services Committee Meeting are attached.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

COMMUNICATION:

RECOMMENDED ACTION:

- Simple Majority Requires 2/3 Requires Unanimous

That the unapproved minutes of the August 3, 2017 Community Services Committee Meeting be received for information.

Author: J. Batt Reviewed by: D Munn CAO: _____

**MACKENZIE COUNTY
Community Services Committee Meeting**

**Thursday August 3, 2017
10:00 a.m.**

**Fort Vermilion Council Chambers
Fort Vermilion, Alberta**

PRESENT:	Lisa Wardley	Deputy Reeve/Chair
	Peter F. Braun	Councillor/Vice Chair
	Josh Knelsen	Councillor
	Ray Toews	Councillor
	Bill Neufeld	Reeve

ALSO PRESENT:	Len Racher	Chief Administrative Officer
	Doug Munn	Director of Community Services
	Dave Fehr	Director of Operations
	Jessica Ruskowsky	Services/Recording Secretary
		Executive Assistant to the CAO

CALL TO ORDER: 1. **Call to Order: 10:00 a.m.**

Chair called the meeting to order at 10:06 a.m.

AGENDA: 2. **Adoption of Agenda**

MOTION CS-17-08-051 **MOVED by Councillor Toews**

That the agenda be approved with the following additions:
7. a) Wadlin Lake 10 year Plan
7. b) Streetscape Progress

CARRIED

DELEGATION: 3. **None**

MINUTES: 4. **Minutes of the June 12, 2017 Meeting**

MOTION CS-17-08-052 **MOVED by Councillor Braun**

That the minutes of the June 12, 2017 Community Services Committee Meeting be accepted as presented.

CARRIED

**BUSINESS ARISING
FROM THE MINUTES:**

- MOTION CS-17-08-053** **5. a. Alberta Environment and Parks PR23599**
MOVED by Reeve Neufeld
- That the Alberta Environment and Parks attachments be received for information
- CARRIED**
- MOTION CS-17-08-054** **5. b. Bridge Campground Expansion Update**
MOVED by Councillor Braun
- That the Bridge Campground design be accepted as modified.
- CARRIED**
- MOTION CS-17-08-055** **5. c. Alberta Parks Funding Update (Verbal)**
MOVED by Councillor Toews
- That the Alberta Parks Funding Update be received for information
- CARRIED**
- MOTION CS-17-08-056** **5. d. Peace Officer Program Update (Verbal)**
MOVED by Councillor Braun
- That the Peace Officer Program Update be received for information
- CARRIED**
- IN-CAMERA** **IN-CAMERA**
- MOTION CS-17-08-#057** **MOVED by Councillor Toews**
- That the Committee move in-camera to discuss issues regarding labor (Peace Officer) at 10:44 a.m.
- CARRIED**

MOTION CS-17-08-058

MOVED by Reeve Neufeld

That the Committee move out of camera at 10:50 a.m.

CARRIED

NEW BUSINESS

6. a. Wadlin Lake Boat/Camper Storage

MOTION CS-17-08-059

MOVED by Councillor Braun

That parking and further boat dock signage for Wadlin Lake be installed as soon as possible.

CARRIED

6. b. D.A. Thomas Boat Launch Retaining Wall

MOTION CS-17-08-060

MOVED by Councillor Braun

That regular maintenance for the D.A. Thomas Boat Launch be continued and recommend to Council to cancel the retaining wall project.

DEFEATED

MOTION CS-17-08-061

MOVED by Councillor Braun

That the Community Services Committee recommends to Council that the funds spent on cement blocks for the DA Thomas Park Retaining Wall project in the amount of \$4,555 be reallocated to the Fort Vermilion Salt & Sand Shed project, and that the D.A. Thomas Park Retaining Wall project be renamed D.A. Thomas Dock Blocks.

CARRIED.

Deputy Reeve recessed the meeting at 11:13 a.m. and reconvened the meeting at 11:21 a.m.

6. c. Wadlin Lake Fish Cleaning Station

MOTION CS-17-08-#062

MOVED by Councillor Braun

That administration researches the use of an Enviro-tank, and if that fails go with the septic tank in Option 3.

CARRIED.

6. d. Wadlin Lake Cell Service

MOTION CS-17-08-063

MOVED by Councillor Braun

That we continue to work with cell providers for better cell service along Highway 88.

CARRIED

6. e. Wadlin Lake AHS Reports

MOTION CS-17-08-064

MOVED by Reeve Neufeld

That the Wadlin Lake Alberta Health Services Reports be received for information.

CARRIED

6. f. Action List

MOTION CS-17-08-065

MOVED by Councillor Toews

That the Action List be received for information.

CARRIED

7. a. Wadlin Lake 10 year plan

MOTION CS-17-08-#066

MOVED by Councillor Braun

That the Wadlin Lake 10 year plan be received for information.

CARRIED

7. b. Streetscape Progress

MOTION CS-17-08-067

MOVED by Reeve Neufeld

That Streetscape Progress report remains a standing item on the agenda, and request regular updates from the Streetscape Committee.

CARRIED

NEXT MEETING

8. Community Services Committee Meeting

DATES:

September 13, 2017
10:00 a.m.
Fort Vermilion Council Chambers

ADJOURNMENT: **9. Adjournment**

MOTION 17-08-068

MOVED by Councillor Braun

That the Community Services Committee Meeting be adjourned at 11:50 am.

CARRIED.

UNAPPROVED



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Byron Peters, Director of Planning & Development
Title:	Northwest Species at Risk Committee Meeting Minutes

BACKGROUND / PROPOSAL:

The minutes of the Northwest Species at Risk Committee are attached.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

COMMUNICATION:

RECOMMENDED ACTION:

Simple Majority Requires 2/3 Requires Unanimous

That the DRAFT Northwest Species at Risk Committee meeting minutes of August 10, 2017 be received for information.

Author: H.Gavin Reviewed by: B.Peters CAO: L.Racher

Northwest Species at Risk Committee

**Town of High Level Office
High Level, AB**

Thursday, August 10, 2017 at 7:00 p.m.

PRESENT: Lisa Wardley Chair, Deputy Reeve, Mackenzie County
Crystal McAteer Vice Chair, Mayor, Town of High Level
Jacquie Bateman Councillor, Mackenzie County
Eric Jorgensen Councillor, Mackenzie County
Terry Ungarian Councillor, County of Northern Lights
Mike Morgan Councillor, Town of High Level
Miron Croy Councillor, Clear Hills County
Sunni-Jeanne Walker Mayor, Town of Manning
Peter Frixel Councillor, Clear Hills County

REGRETS: Michelle Farris Mayor, Town of Rainbow Lake
Chris Mitchell Councillor, Town of Rainbow Lake
Linda Halabisky Councillor, County of Northern Lights
Charlie Johnson Councillor, Clear Hills County
Brenda Kerr Councillor, Town of Manning

ADMINISTRATION: Dan Fletcher CAO, Town of High Level
Byron Peters Director of Planning and Development,
Mackenzie County
Hayley Gavin Planner/ Recording Secretary, Mackenzie
County
Allan Rowe CAO, Clear Hills County

ALSO PRESENT: Diana McQueen DMC Consulting
Chad Tullis Manager of Lands, Planning and
Development, MD of Opportunity

MOTION **1. Call to Order**

Lisa Wardley called the meeting to order at 7:09 p.m.

2. Adoption of the Agenda

17-08-001 **MOVED** by Jacquie Bateman

That the agenda be adopted with the addition of:

3. Minister Phillips Meeting: Round Table Discussion

CARRIED

3. Minister Phillips Meeting: Round Table Discussion

The GOA need range plans that will stand up to a challenge of Federal legislation in a Federal court of law.

Minister Phillips said there will be new conservation areas within caribou range planning, but the actual designations will not be determined within the draft range plans.

We also heard that industry could still be managed within these new conservation areas and the rest of the caribou ranges. There was also talk of obtaining permits to operate within range boundaries and new conservation areas, different to what we see now; so long as activities do not destroy critical habitat.

Minister Phillips made a lot of commitments in line with our recommendations, actions to follow through on. We can be more optimistic, but it still remains to be seen what happens when draft range plans are released.

Minister Phillips was clear on not providing designations for new conservation areas within draft range plans; that the Feds will make the determination through the legal course.

Minister Phillips stated that “environment does not trump economy” – there is optimism in this statement.

The knowledge consortium mentioned by Environment and Climate Change Canada representatives was also encouraging.

The diseased bison was accepted as a landscape-level issue.

The Federal Cabinet (Governor in Council) has the final say on socio-economics; we’ve only spoken to 2 out of 15 Federal Ministers. We need to engage more in this conversation.

The meeting began with very much a forestry focus, initially. But Minister Phillips did say that the meetings they’ve had over the last couple days with us, forestry and First Nations is the start of the multi-stakeholder consultations.

The local forestry industry, logging contractors and trappers thought they’d have an opportunity to participate in meetings with Minister Phillips, while she was in High Level. She only met with the larger forestry industry (mills), the NWSAR and the First Nations meeting was this morning.

Minister Phillips stated that the regional planning process is to commence in the fall, 2017.

We need to undertake a cautious approach when negotiating for new conservation areas; the government are aiming to achieve 65% habitat protection – what if 65% is not enough to recover the caribou? They may keep on protecting more land until 100% of each caribou range is under protection – that is not what anyone wants.

We need to look at the natural resources available over a 50 year timeframe in each range – and look at areas that can be restored in the near future and show how these resources can be extracted over the 50 year timeframe, while achieving local caribou population recovery and habitat connectivity.

4. Adoption of the Minutes

17-08-002

MOVED by Mike Morgan

That the minutes from the June 21, 2017 NWSAR Committee meeting be adopted as presented.

CARRIED

Lisa Wardley called a recess at 8:14 p.m. and reconvened the meeting at 8:28 p.m.

5. Administration Update on NWSAR Deliverables

Anything we can deliver to AEP by the end of August will be considered prior to the release of the draft range plans. Then we'll have to wait for the draft range plans to be released from the province, and provide a written response to them. Essentially, we have 21 days to influence the draft range plan development, before GOA will be finalizing them for release.

Communications documents: our website is now live – all municipalities need to link to this website and we've talked about putting together a blog on the website for people to leave comments.

We need to engage Silvacom to expand the assessment map to include assessment data for Northern Lights County and Clear Hills County.

The NWSAR has had a lot of push back on the socio-economic scenario we've used in the draft report. Though people do not dispute the numbers we used, they do not like the scenario; as they say it's unrealistic. If we can provide some more context to support the scenario on all communications handouts it will benefit us, and help stakeholders to understand the scenario.

Allan Rowe left the meeting at 8:40 p.m.

Question: What is the impact to the oil and gas and agriculture sectors?

We've obtained the data from AER for active oil and gas fields, and we have other product reserve values – we're working on defining final values for use in the socio-economic scenario.

On the agricultural side – we could provide a per hectare/quarter section value for farms that will derive the “on-farm” value, but determining the impact will be difficult without knowing the “off-farm” revenue.

Ag statistics do provide an “off-farm” revenue values, but to determine the “on-farm” impact, you'd need to know how much the annual revenue is for each farm or average income across northern farms and the average percentage of “off-farm” income to subtract from annual “on-farm” revenue.

Actions:

1. Local (northwestern) context on why the NWSAR and locals do not like parks – historic overview.
2. Re-create the oil and gas field data; to overlay onto product reserves (for internal use only) – determine whether we can strengthen our argument on future opportunities and prosperity.
3. Define the activities that we'd like to see within all caribou ranges and any new conservation areas – the input from stakeholders will be included here.

Jacque Bateman left the meeting at 9:26 p.m.

4. Stakeholder Open Houses:

- Electronic layering exercise (mapping) to assist the public presentation explanations.

5. Final report:

- Identify where new development could/can occur (other resources: geothermal, lithium, etc.).
- Conducting somewhat of a cumulative effects model per caribou range (issues limiting recovery).
- Clearly define monitoring steps (socio-economic and caribou populations).
- Flush out/make clearer the relationships that we see on the landscape – how they impact caribou.
- Propose that boreal caribou could have a managed Indigenous hunt, similar to that of the Hay-Zama bison hunting regulations?
- Include a stat chart – similar to those of GOA's in the discussion documents they shared on May 17, 2017.
- Research the definition of moratoriums – what is their legal standing in court?
- Provide the socio-economic gaps (Oil and Gas and Agriculture sectors).

Sunni-Jeanne Walker left the meeting at 9:50 p.m.

Miron Croy left the meeting at 9:54 p.m.

6. Next Meeting Date(s)

17-08-003

MOVED by Crystal McAteer

- ❖ Tuesday August 22, 2017: High Level Open House Best Western Mirage @ 5:00 – 8:00 p.m.
- ❖ Wednesday August 23, 2017: Manning Open House County of Northern Lights Office @ 5:00 – 8:00 p.m.
- ❖ Tuesday August 29, 2017: Northwest Species at Risk Committee Meeting in High Level @ 1:00 – 6:00 p.m.

CARRIED

7. Adjournment

17-08-004

MOVED by Mike Morgan

That the Northwest Species at Risk Committee meeting be adjourned at 10:15 p.m.

CARRIED

These minutes were adopted this 29th day of August, 2017.

Lisa Wardley, Chair

DRAFT



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Len Racher, Chief Administrative Officer
Title:	Bylaw 1079-17 Appointment of Chief Administrative Officer

BACKGROUND / PROPOSAL:

As per Section 205 of the MGA, Council must appoint a person to the position of Chief Administrative Officer.

At the August 8, 2017 Council meeting the following motion was made to renew the Chief Administrative Officer's contract for a further two year term:

IN-CAMERA: 17. b) Labour – CAO Contract

MOTION 17-08-572 **MOVED** by Councillor Braun
Requires 2/3

That the CAO contract be renewed for a two year term.

CARRIED

As per Bylaw 030/95 a bylaw is required for the appointment of the Chief Administrative Officer for the County.

- The Council may from time to time by by-law appoint an individual to the position of Chief Administrative Officer for the Municipal District of Mackenzie No. 23.

OPTIONS & BENEFITS:

Author: C. Gabriel **Reviewed by:** _____ **CAO:** _____

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

COMMUNICATION:

RECOMMENDED ACTION:

Motion 1

Simple Majority Requires 2/3 Requires Unanimous

That first reading be given to Bylaw 1079-17 being a bylaw to appoint Len Racher to the position of Chief Administrative Officer.

Motion 2

Simple Majority Requires 2/3 Requires Unanimous

That second reading be given to Bylaw 1079-17 being a bylaw to appoint Len Racher to the position of Chief Administrative Officer.

Motion 3

Simple Majority Requires 2/3 Requires Unanimous

That consideration be given to go to third reading of Bylaw 1079-17 being a bylaw to appoint Len Racher to the position of Chief Administrative Officer at this meeting.

Motion 4

Simple Majority Requires 2/3 Requires Unanimous

That third reading be given to Bylaw 1079-17 being a bylaw to appoint Len Racher to the position of Chief Administrative Officer.

Author: C. Gabriel Reviewed by: _____ CAO: _____

BYLAW NO. ~~1051-16~~ 1079-17

**BEING A BY-LAW OF
MACKENZIE COUNTY,
IN THE PROVINCE OF ALBERTA,**

**TO APPOINT TO THE POSITION OF
CHIEF ADMINISTRATIVE OFFICER**

WHEREAS, pursuant to the provisions of the Municipal Government Act, Revised Statutes of Alberta, 2000, Chapter M-26, the Council must appoint to the position of Chief Administrative Officer.

NOW THEREFORE, THE COUNCIL OF MACKENZIE COUNTY, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

1. Pursuant to Section 205 of the Municipal Government Act, and Mackenzie County Bylaw No. 030/95, Len Racher is hereby appointed to the position of Chief Administrative Officer ~~effective September 13, 2016 for a one year term ending September 13, 2017.~~
2. That this bylaw shall come into force and take effect **on the date of passage** ~~on September 13, 2016~~ and rescind and replace Bylaw ~~859-12~~ **1051-16**.

First Reading given on the ____ day of _____, 2017.

Second Reading given on the ____ day of _____, 2017.

Third Reading and Assent given on the ____ day of _____, 2017.

Bill Neufeld
Reeve

Len Racher
Chief Administrative Officer

BY-LAW No. 030/95

BEING A BY-LAW OF THE
MUNICIPAL DISTRICT OF MACKENZIE No. 23,
IN THE PROVINCE OF ALBERTA,
TO ESTABLISH THE POSITION OF
CHIEF ADMINISTRATIVE OFFICER

WHEREAS, pursuant to the provisions of the Municipal Government Act, Statutes of Alberta, 1994, Chapter M-26.1, the Council must pass a bylaw to establish the position of Chief Administrative Officer.

NOW THEREFORE, THE COUNCIL OF THE MUNICIPAL DISTRICT OF MACKENZIE No. 23, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

1. By-law # 14/95 is hereby repealed.
2. The position of Chief Administrative Officer for the Municipal District of Mackenzie No. 23 be established pursuant to Section 205 of the Municipal Government Act.
3. The position of Chief Administrative Officer be referred to as the "Manager".
4. The position of Chief Administrative Officer be given responsibilities pursuant to Section 207 of the Municipal Government Act.
5. The position of Chief Administrative Officer be given duties pursuant to Section 208 of the Municipal Government Act.
6. The position of Chief Administrative Officer be given authorities pursuant to Section 209 and Section 213 of the Municipal Government Act.
7. The Council may from time to time by by-law appoint an individual to the position of Chief Administrative Officer for the Municipal District of Mackenzie No. 23.
8. That this by-law shall come into force and take effect upon signing.

First Reading given on the 12TH day of SEPTEMBER 1995

"B. Neufeld" (signed)
William Neufeld, Reeve

"J. Mitchell" (signed)
Joanne Mitchell, Assistant Manager

Second Reading given on the 12TH day of SEPTEMBER 1995

"B. Neufeld" (signed)
William Neufeld, Reeve

"J. Mitchell" (signed)
Joanne Mitchell, Assistant Manager

Third Reading and Assent given on the 12TH day of SEPTEMBER 1995_

"B. Neufeld" (signed)
William Neufeld, Reeve

"J. Mitchell" (signed)
Joanne Mitchell, Assistant Manager



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Jessica Amy Simpson, Executive Assistant to the CAO
Title:	Expression of Interest Application to the Nation Trade Corridors Fund (NTCF)

BACKGROUND / PROPOSAL:

The National Trade Corridors Fund has dedicated \$2 billion over 11 years for the National Trade Corridors Fund, a merit-based program to strengthen the efficiency and reliability of national trade corridors. It represents a long-term commitment by the Government of Canada to work with stakeholders on strategic infrastructure projects that help to address transportation bottlenecks, vulnerabilities and congestion along Canada’s trade corridors.

In this first round of funding, Transport Canada will commit a portion of the total \$2 billion envelope to projects across Canada that meet the eligibility criteria, have funding secured and whose benefits align with the objectives of the NTCF program. Preference may be given to projects that can begin in 2018-19.

Program Objectives:

The NTCF will be guided by the following program objectives, which will serve as principles in the evaluation and selection of projects:

- Support the fluidity of Canadian trade to improve supply chain performance
- Increase the resilience of the Canadian transportation system in a changing climate and ensure it adapts to new technologies and future innovation
- Address unique and urgent needs in Canada’s territorial North related to transportation safety and economic and social development
- Leverage investments from multiple partners as we work with provinces, territories, municipalities and the private sector

The following reflects the intended immediate, intermediate, and ultimate program outcomes:

- Capacity added to transportation system measured at the project level (for example, lane-kilometers added through highway twinning)

Author: J.A.Simpson **Reviewed by:** _____ **CAO:** _____

- Change in the variability of supply chain performance, specifically the time it takes goods to move from the beginning of the supply chain to the end (for example, fluidity)
- Volume of freight throughput per unit of time
- Transportation system productivity, measured by annual changes of volume of freight throughput per unit of input (capital, fuel, and labour), measured for the transportation sector and by mode (for example, freight rail and air)
- Basic northern transportation infrastructure and efficiency increased, as measured by reduced cargo off-load times for sealifts, and increased weather information availability and reliability

This, in turn, should help achieve the ultimate NTCF outcome, which is to make the multimodal transportation network more efficient, safe, and secure for the movement of international trade within and beyond Canada's borders.

Eligible Projects: assets that are the primary building blocks of the supply chains that enable the physical exchange of goods around the world and also support the critical movement of people and goods in Canada's Northern territories.

Funding is available under the NTCF for the following types of projects to:

- Prepare (for example, plan, demolish, prepare site), construct, rehabilitate and improve infrastructure assets related to transportation, such as:
 - Studies (feasibility, environmental, planning and integration), including computer and simulation modelling, to guide the development of infrastructure projects and technology applications
 - Highway, bridge, interchange and road projects along corridors that involve more than one mode of transportation, including those that provide access to border crossing facilities
 - Infrastructure that involves more than one mode of transportation (for example, airports, ports, rail yards, facilities, access roads) and makes the best use of the overall transportation system to support international trade
 - Grade separations that provide more efficient and safer road and rail interaction
 - Improvements to the transportation infrastructure in Canada's territorial North and at airports with annual passenger flows below 600,000
- Acquire and install technologies and equipment that advance and support the efficient movement of goods and people and help integrate transportation modes in Canada's trade corridors (for example, Intelligent Transportation Systems (ITS) and radio frequency or optical identification readers)

Eligible bodies: Provincial, territorial and municipal governments, Indigenous groups, not-for-profit and for-profit private-sector organizations, federal Crown Corporations, Canadian Port Authorities, and National Airport System Airport Authorities are all qualified to apply.

Note: "Northern Transportation Infrastructure" is eligible for the Territories only.

Author: J.A.Simpson **Reviewed by:** L.Racher **CAO:** _____

Funding

The amount of funding provided under NTCF will take into consideration other sources of funding (including funding from other Canadian government entities) available to the recipient and will be subject to the eligibility expenditures, and maximum amounts payable for the program.

The maximum contribution amount requested per project **must not exceed \$500,000,000**. The maximum level of total Canadian government funding (municipal, provincial, territorial and federal) authorized by this program's terms and conditions must not exceed **100%** of total eligible expenditures for any project.

To ensure that NTCF funding commitments are the minimum necessary to complete eligible project activities, Transport Canada's maximum contribution will be up to 50% of the total eligible expenditures for a project, with the following exceptions:

- Public-private partnerships (P3) projects where the maximum contribution will be up to 33% of the total eligible expenditures
- Transportation projects in the Territories, where the maximum contribution will be up to 75% of the total eligible expenditures
- Projects with Federal Crown Corporations where the maximum contribution will be up to 100% of the total eligible expenditures.

OPTIONS & BENEFITS:

From the website: In this first round of funding, Transport Canada will commit a portion of the total \$2 billion envelope to projects across Canada that meet the eligibility criteria, have funding secured, and whose benefits align with the objectives of the NTCF program. Preference may be given to projects that can begin in 2018-19.

At this point, we do not have a project ready to begin in 2018/2019, with funding secured, that meets all of the eligibility criteria. With multiple intakes being proposed, council direction is being sought so we are prepared for the next intake announcement, if this is something council would like to pursue.

Example project: Highway from High Level through Rainbow Lake to Fort Nelson.

COSTS & SOURCE OF FUNDING:

Dependent on the choice of project. Partnerships with other municipalities or private industry will also generate additional funds.

See "Background" section for specifics in funding contribution amounts outlined

Author: J.A.Simpson Reviewed by: L.Racher CAO: _____

SUSTAINABILITY PLAN:

COMMUNICATION:

RECOMMENDED ACTION:

- Simple Majority Requires 2/3 Requires Unanimous

That administration develop a budget for the (council chosen project) to bring to the 2018 budget deliberations for direction on submitting an expression of interest in the next round of calls for Expressions of Interest to the National Trade Corridors Fund.

Author: J.A.Simpson Reviewed by: L.Racher CAO: _____



[Home](#) □ [Transport Canada](#)

Trade and Transportation Corridors Initiative (TTCI)

Backgrounder

From [Transport Canada](#)

As announced in November 2016 and detailed in [Budget 2017](#), the Government of Canada will invest \$10.1 billion over the next 11 years in trade and transportation projects to build stronger, more efficient transportation corridors to international markets and help Canadian businesses compete, grow and create more jobs for Canada's middle class.

From this funding, \$2.1 billion has been allocated to the Trade and Transportation Corridor Initiative.

The TTCI includes:

- \$2 billion over 11 years for the National Trade Corridors Fund, a merit-based program to strengthen the efficiency and reliability of national trade corridors;
- \$50 million over 5 years to stimulate innovation and foster the adoption of unmanned aerial vehicles (UAVs) as well as connected vehicles and automated vehicles (CV/AVs) – by updating regulations and standards and working with key partners; and
- \$50 million over 11 years to launch a Trade and Transportation Information System (TTIS), implemented by a new Canadian Centre on Transportation Data (CCTD).

This investment contributes to achieving our [Transportation 2030](#) objectives including modernizing transportation infrastructure - our roads, bridges, airports, rail lines, port facilities and trade corridors.

National Trade Corridors Fund (NTCF)

The NTCF is a merit-based program designed to help infrastructure owners and users invest in the critical assets that support economic activity and the physical movement of goods and people in Canada. It represents a long-term commitment by the Government of Canada to work with stakeholders on strategic infrastructure projects that help to address transportation bottlenecks, vulnerabilities and congestion along Canada's trade corridors.

A total of \$2 billion over 11 years has been allocated for the NTCF, including up to \$400 million in dedicated funding for Northern transportation infrastructure.

On July 4, 2017, Minister Garneau announced the first call for expressions of interest for funding

under the National Trade Corridors Fund for infrastructure projects that will address urgent capacity constraints and further improve supply chain performance.

Provincial, territorial and municipal governments, Indigenous groups, not-for-profit and for-profit private-sector organizations, federal Crown Corporations, Canadian Port Authorities, and National Airport System Airport Authorities are encouraged to submit an expression of interest under this first call for expressions of interest by September 5, 2017.

NTCF funding will be allocated to projects based on their individual merits, which will be assessed according to how they help to strengthen the efficiency and resilience of transportation assets that are critical for Canada's continued success in global trade and commerce.

Eligible projects include, for example, ports, airports, roads, railways, intermodal facilities, international bridges and border crossings – assets that are the primary building blocks of the supply chains that enable the physical exchange of goods around the world and also support the critical movement of people and goods in Canada's Northern territories.

In addition to improving the Northern transportation infrastructure and supporting nationally significant trade flows, NTCF funding will also be available to small National Airport System airports for safety improvement projects. Although separate, tailored Calls for Proposals will be issued for such projects starting in 2018, potential applicants are encouraged to also apply during this first call for expressions of interest.

The NTCF is one component of the Investing in Canada Plan, the Government of Canada's strategy for addressing long-term infrastructure needs in Canada and supporting middle class growth and jobs. The NTCF is also a key element of Transportation 2030, the Minister of Transport's strategic plan for the future of transportation. The development of this vision, including the NTCF, has been informed by extensive engagement with Canadians from coast to coast to coast, along with insights contained in the 2015 *Canada Transportation Act Review* report.

In addition to the \$2 billion of investments under the National Trade Corridors Fund, the [Canada Infrastructure Bank](#) will invest at least an additional \$5 billion to address trade and transportation projects.

Read more about the [NTCF](#) or submit an [expression of interest](#).

Innovation

As travel and transportation evolves, the Government of Canada must stay on top of changing trends by updating regulations, certifications and standards. Under the [TTCI](#), this \$50 million investment over 5 years will include activities such as:

- Developing regulations for the safe adoption of unmanned air vehicles as well as connected and autonomous vehicles;
- Working with industry, provinces, territories and municipalities to establish pilot projects (e.g., to evaluate new unmanned air vehicle technology at a new test centre); and

- Increasing Transport Canada's ability to establish and provide the standards and certifications that industry will need to safely use these new technologies.

Trade and Transportation Information System

The Government of Canada is allocating \$50 million over 11 years to Transport Canada to launch a Trade and Transportation Information System implemented by a new Canadian Centre on Transportation Data. The Centre will be a partnership between Transport Canada and Statistics Canada.

It will make high quality, timely and accessible data and analysis available to users. This will enable private stakeholders in the transportation sector, for example, to support innovations that will move goods more efficiently across supply and distribution chains, getting them from the manufacturer and into the hands of consumers more quickly, affordably and sustainably.

Search for related information by keyword: [TR Transport](#) | [Transport Canada](#) | [Canada](#) | [Transport and infrastructure](#) | [general public](#) | [backgrounders](#) | [Hon. Marc Garneau](#)

[Report a problem or mistake on this page](#)

[Share this page](#)

Date modified: 2017-07-04

Government of Canada activities and initiatives

[Intelligence Officer Recruiting Event, Ottawa Shaw Centre, August 9, 2017](#)



[CSIS](#) is hiring intelligence officers. Don't miss your chance! Bring your CV, Aug. 9, to Ottawa Shaw Centre.

[Transport Canada \(http://www.tc.gc.ca/eng/menu.htm\)](http://www.tc.gc.ca/eng/menu.htm)

[Home](#) → [Programs](#) → [National Trade Corridors Fund](#) → NTCF Applicant's Guide – Expression of Interest

NTCF Applicant's Guide – Expression of Interest

From [Transport Canada \(https://www.canada.ca/en/transport-canada.html\)](https://www.canada.ca/en/transport-canada.html)



[NTCF Applicant's Guide – Expression of Interest \(/media/documents/programs/ntcf-applicant-guide-en.PDF\)](/media/documents/programs/ntcf-applicant-guide-en.PDF)
(PDF, 1.14 MB)

The National Trade Corridors Fund (NTCF) provides funding for projects that:

- Support the fluidity of Canadian trade to improve supply chain performance
- Increase the resilience of the Canadian transportation system in a changing climate and ensure it adapts to new technologies and future innovation
- Address unique and urgent needs in Canada's territorial North related to transportation safety and economic and social development
- Leverage investments from multiple partners as we work with provinces, territories, municipalities and the private sector

i Transport Canada must receive your Expression of Interest (EOI) application no later than 3:00 pm EDST on Tuesday, September 5, 2017. The EOI application process will be followed by a Comprehensive Project Proposal phase. The final submission date is November 6, 2017.

In this guide

The guide has two parts:

- Part One describes the NTCF, including background information, program objectives, eligibility criteria, and the review and selection process
- Part Two explains how to submit an EOI

A. [Part One](#)

1. [About the NTCF](#)

1.1 [The NCTF](#)

1.2 [Program objectives](#)

2. [Requirements to be eligible for funding](#)

2.1 [Eligible recipients](#)

2.2 [Eligible activities for contributions](#)

2.3 [Geographic location](#)

2.4 [Project start and completion date](#)

2.5 [Maximum contribution](#)

2.6 [Eligible expenditures](#)

3. [Essential assessment criteria](#)

B. [Part Two](#)

4. [EOI application review process](#)

4.1 [EOI review](#)

5. [EOI – How to apply](#)

6. [Where to submit an EOI application](#)

A. Part One

1. About the NTCF

1.1 The NCTF

The National Trade Corridors Fund (NTCF) is a dedicated source of funding that will help infrastructure owners and users to invest in the critical assets that support economic activity and the physical movement of goods and people in Canada. It represents a long-term commitment by the federal government to work with stakeholders on strategic infrastructure projects that help to address transportation bottlenecks, vulnerabilities and congestion.

The NTCF is one component of the Investing in Canada Plan, the federal government's strategy for addressing long-term infrastructure needs in Canada and supporting middle class growth and jobs. At the same time, it is a key component of Transportation 2030, the Minister of Transport's strategic plan for the future of transportation. The development of this vision, including the NTCF, has been informed by extensive engagement with Canadians from coast to coast to coast along with insights contained in the 2016 Canada Transportation Act Review report.

NTCF funding will be allocated to projects based on their individual merits, which will be assessed according to how they help to strengthen the efficiency and resilience of transportation assets that are critical for Canada's continued success in international commerce. This includes, for example, ports, airports, roads and railways, international bridges and border crossings—assets that are the primary building blocks of supply chains that enable the physical exchange of goods around the world.

A total of \$2 billion has been allocated over 11 years for the NTCF. Over this time frame, Transport Canada will request Expressions of Interest, to be followed by Comprehensive Project Proposals. In this way, we will ensure that potential applicants submit important details on their proposed projects for consideration.

In this first round of funding, Transport Canada will commit a portion of the total \$2 billion envelope to projects across Canada that meet the eligibility criteria, have funding secured and whose benefits align with the objectives of the NTCF program. Preference may be given to projects that can begin in 2018-19.

In addition to supporting nationally-significant trade flows, NTCF funding will also provide support to address transportation issues unique to Canada's Northern territories—Yukon, Northwest Territories and Nunavut—and to National Airport System (NAS) airports with annual passenger volumes below 600,000 (small NAS airports). Separate, more tailored calls for proposals will be issued in each case, starting in 2018.

A dedicated allotment of up to \$400 million has been set aside within the overall \$2 billion NTCF allocation to support trade and transportation infrastructure investments in Canada's three northern territories. This allotment recognizes that while transportation infrastructure needs in Canada's territorial North are varied and distinct, critical transportation investments hold much potential for residents to unlock new economic and social opportunities, while strengthening transportation connections with established continental networks.

Funding to support small NAS airports would address financial challenges that are unique to these facilities. These have experienced consistent but slow growth and do not have the passenger traffic threshold numbers required to be fully financially self-sustainable. While they have the ability to raise fees or borrow to meet their infrastructure needs, including upgrades and safety-related repairs, their small passenger-base limits their ability to borrow, and increasing fees to a level that would be sufficient to support these needs may result in diversion of business to other airports, thereby ultimately reducing revenues further. Nonetheless, they are considered to be essential to Canada's national transportation infrastructure.

The priorities of future calls for proposals may differ from those of this call. As such, it is imperative that applicants ensure that they reference the current Applicant's Guide when preparing submissions. This Applicant's Guide is for the 2017 call for proposals.

Canada Infrastructure Bank

As part of the Government of Canada's Investing in Canada Plan, the Government announced that it will establish a new Canada Infrastructure Bank. The Bank will invest \$35 billion from the federal government into transformative infrastructure projects. These investments will be made strategically, with a focus on large projects that will be in the public interest, such as public transit systems, green infrastructure projects, and transportation projects. At least \$5 billion will be invested through the Bank to address trade and transportation priorities across the country.

Projects submitted for consideration of funding under this NTCF call for proposals may be referred to the Canada Infrastructure Bank for further consideration. Please note the Bank's application process would be separate from the NTCF process.

To learn more about the Canada Infrastructure Bank, please visit the following web page: <http://www.infrastructure.gc.ca/CIB-BIC/index-eng.html> (<http://www.infrastructure.gc.ca/CIB-BIC/index-eng.html>)

1.2 Program objectives

The NTCF will be guided by the following program objectives, which will serve as principles in the evaluation and selection of projects:

- Support the fluidity of Canadian trade to improve supply chain performance
- Increase the resilience of the Canadian transportation system in a changing climate and ensure it adapts to new technologies and future innovation
- Address unique and urgent needs in Canada's territorial North related to transportation safety and economic and social development
- Leverage investments from multiple partners as we work with provinces, territories, municipalities and the private sector

The following reflects the intended immediate, intermediate, and ultimate program outcomes:

- Capacity added to transportation system measured at the project level (for example, lane-kilometers added through highway twinning)
- Change in the variability of supply chain performance, specifically the time it takes goods to move from the beginning of the supply chain to the end (for example, fluidity)
- Volume of freight throughput per unit of time

- Transportation system productivity, measured by annual changes of volume of freight throughput per unit of input (capital, fuel, and labour), measured for the transportation sector and by mode (for example, freight rail and air)
- Basic northern transportation infrastructure and efficiency increased, as measured by reduced cargo off-load times for sealifts, and increased weather information availability and reliability

This, in turn, should help achieve the ultimate NTCF outcome, which is to make the multimodal transportation network more efficient, safe, and secure for the movement of international trade within and beyond Canada's borders.

2. Requirements to be eligible for funding

To be eligible for funding under the NTCF, the following requirements must be satisfied.

2.1 Eligible recipients

- provinces and territories, municipalities and local, regional, provincial and territorial entities
- Indigenous governments ¹, tribal councils and other forms of regional government, national or regional Indigenous organizations or development corporations
- public sector organizations ²
- federal crown corporations or agencies ³
- not-for-profit and for-profit private sector organizations
- Canada port authorities
- National Airport Systems airport authorities
- universities and colleges

2.2 Eligible activities for contributions

To be considered for funding under the NTCF, projects must support at least one of the objectives of the program. Contributions will be provided in support of the following eligible activities, when undertaken to complete a project objective:

- Prepare (for example, plan, demolish, prepare site), construct, rehabilitate and improve infrastructure assets related to transportation, such as:
 - Studies (feasibility, environmental, planning and integration), including computer and simulation modelling, to guide the development of infrastructure projects and technology applications
 - Highway, bridge, interchange and road projects along corridors that involve more than one mode of transportation, including those that provide access to border crossing facilities
 - Infrastructure that involves more than one mode of transportation (for example, airports, ports, rail yards, facilities, access roads) and make the best use of the overall transportation system to support international trade
 - Grade separations that provide more efficient and safer road and rail interaction
 - Improvements to the transportation infrastructure in Canada's territorial North and at airports with annual passenger flows below 600,000
- Acquire and install technologies and equipment that advance and support the efficient movement of goods and people and help integrate transportation modes in Canada's trade corridors (for example, Intelligent Transportation Systems (ITS) and radio frequency or optical identification readers)

2.3 Geographic location

The project must be located in Canada. To be considered for Northern funding, projects must be located in Canada's territories.

2.4 Project start and completion date

The project must be useable for its intended purpose no later than December 31, 2028. All final reports and project financial transactions on the part of the Government of Canada must be concluded by March 31, 2029.

2.5 Maximum contribution

The amount of funding provided under NTCF will take into consideration other sources of funding (including funding from other Canadian government entities) available to the recipient and will be subject to the eligibility expenditures, and maximum amounts payable for the program.

The maximum contribution amount requested per project must not exceed \$500,000,000 . The maximum level of total Canadian government funding (municipal, provincial, territorial and federal) authorized by this program's terms and conditions must not exceed 100% of total eligible expenditures for any project.

To ensure that NTCF funding commitments are the minimum necessary to complete eligible project activities, Transport Canada's maximum contribution will be up to 50% of the total eligible expenditures for a project, with the following exceptions:

- Public-private partnerships (P3) projects where the maximum contribution will be up to 33% of the total eligible expenditures
- Transportation projects in the Territories, where the maximum contribution will be up to 75% of the total eligible expenditures
- Projects with Federal Crown Corporations where the maximum contribution will be up to 100% of the total eligible expenditures.

2.6 Eligible expenditures

Contributions will be made towards eligible expenditures directly related to eligible projects that, in the opinion of the Minister or his delegated representative, are reasonable, required to achieve the objectives and results of the NTCF program, and have been incurred on or after the signature of a funding agreement, including, but not restricted to, the following:

- expenditures related to preparation (for example, site preparation), construction, rehabilitation and improvement of assets
- professional fees for contracted services*
- costs of engineering and environmental reviews, including environmental assessments, follow-up programs, and the cost of remedial activities, mitigation measures and follow-up identified in any environmental assessment*
- costs of environmental consultations*
- expenditures for Aboriginal consultations, specifically project-related consultation activities pursuant to the Crown's legal duty to consult*
- expenditures related to public outreach and Indigenous engagement, dissemination of information, communications materials and other associated costs*
- staff salaries and benefits such as: wages; employer's portion of: Employment Insurance, Canada Pension Plan/Quebec Pension Plan, and disability insurance; private insurance; and benefits paid to staff working on the project/activities where the recipient can demonstrate value for money
- expenditures related to telecommunication, data analysis, and data validation services
- purchase or lease of technologies, equipment, software, data and systems
- licenses and permits
- training costs related to new technologies, equipment, software and systems
- travel expenditures (including the cost of accommodations, vehicle rental and kilometric rates, bus, train, airplane or taxi fares, allowances for meals and incidentals in accordance with established policies and directives)*
- administrative expenditures (including expenditures for general administration, rent, insurance and office equipment rental)*
- rental of meeting rooms and audio/video equipment*
- hospitality, in accordance with federal government policies and directives ⁴*
- honoraria payments for Indigenous persons
- for projects administered as a P3, expenditures for the development of a P3 business case and other costs related to the delivery of a project through a P3

i For capital infrastructure projects, no more than 15% of NTCF funding will be provided for expenditures identified with an asterisk.

Where Transport Canada's contribution is less than 100% of the total eligible expenditures, the above eligible expenditures may include those associated with in-kind contributions. In-kind contributions may take the form of:

- goods, services or assets consumed by the recipient for which costs are incurred and no cash is exchanged
- donations of goods, services or assets to the recipient, for which no costs are incurred and no cash is exchanged

Donations are not eligible for reimbursement but may form part of the recipient's share of the total eligible expenditures for the project/activities.

3. Essential assessment criteria

In addition to satisfying the [Requirements to be eligible for funding](#), the following criteria will be used to assess the application for funding:

- the applicant's relevant experience and capacity to complete the project and/or undertake the activities carried out in the proposal
- the relevance of the project outcome(s) to the objectives of the NTCF program and the selection criteria highlighted below
- the quality and completeness of the EOI and subsequent project proposal
- the cost effectiveness of the proposed project

Preference may be given to projects that align with regional priorities and with approvals in place, secured funding, and possible 2018 start date.

The priorities targeted in this call for proposals must further the objectives of the NTCF previously described in section [1.2 Program objectives](#). Project evaluation will consider the extent to which a candidate project satisfies one or more of the identified merit criteria:

Principles	Criteria
Support the fluidity of Canadian trade to improve supply chain performance	<ul style="list-style-type: none"> • Improve the national transportation system's efficiency and reliability for Canadian and North American imports and exports • Increase Canada's share of North American bound container and/or bulk imports • Support fluid and reliable trade flows within Canada and between Canada and the U.S.
Increase the resilience of the Canadian transportation system in a changing climate and ensure it adapts to new technologies and future innovation	<ul style="list-style-type: none"> • Enhance the safety of the transportation system/assets where the risks to disruption are highest (for example, due to flooding, landslides or deteriorating technology and assets) and/or represent significant potential for lost national income • Promote sustainable transportation by reducing environmental impacts including greenhouse gas emissions and air contaminant emissions and mitigating any adverse impacts on the environment • Strengthen the resiliency of Canada's transportation networks to impacts related to climate change • Promote innovation and productivity improvements within the transportation system as a whole, or within or between specific transportation modes • Promote and enhance stakeholder understanding of how transportation-related technologies can build system capacity and inform evidence-based decision-making • Increase mobility options available for the movement of goods and passengers at strategic gateways, along trade corridors, including urban areas, or through border crossings
Address unique and urgent needs in Canada's territorial North related to transportation safety and economic and social development	<ul style="list-style-type: none"> • Enhance northern transportation corridors that support enhancements to safety, security, economic and/or social development in Canada's three territories • Address the unique and urgent transportation needs in Canada's territorial North related to transportation safety and to support access to new economic opportunities
Leverage investments from multiple partners as we work with provinces, territories, municipalities and the private sector	<ul style="list-style-type: none"> • Support critical trade-enhancing projects which align with NTCF priorities and receive the financial backing of other public or private entities • Multiply investments in downstream economic benefits • Foster local support for important transportation corridors and/or infrastructure projects

B. Part Two

4. EOI application review process

4.1 EOI review

Applications for NTCF project funding through this first formal call for proposals must be screened in through the EOI process, whereby applicants must demonstrate that the project meets essential eligibility criteria (provided in [2. Requirements to be eligible for funding](#)) and aligns with NTCF program objectives.

Transport Canada will review and assess EOI applications to determine whether projects move forward for further funding consideration in the Comprehensive Project Proposal phase. Below is an outline of the EOI process:

1. Applicant(s) must complete and submit an EOI to Transport Canada for review no later than September 5, 2017, to be considered for funding in this open call for proposals. Applicants are eligible to submit multiple projects but each project must be provided under separate cover.
2. Transport Canada will provide applicant(s) with acknowledgement of receipt of their EOI within 10 business days from the date of submission. Transport Canada will screen the EOI submission for completeness and determine whether the project meets the mandatory [Essential assessment criteria](#).
3. If the EOI application is incomplete, Transport Canada will contact the applicant within 15 business days from the date the submission is received. Applicants will have until September 5, 2017, to revise the EOI submission.
4. Transport Canada will notify both successful and unsuccessful applicant(s) within 30 business days from the date of submission, by email or mailing address, as to whether a submission is moving forward for further consideration, beyond the EOI phase.

5. Transport Canada will provide the Comprehensive Project Proposal Applicant's Guide to successful applicant(s) for completion and further funding consideration under NTCF. The Comprehensive Project Proposal must be received by Transport Canada on or before Monday, November 6, 2017 for review.

Applications may be referred to the Canada Infrastructure Bank for further consideration. Please note the Bank's application process is separate from the NTCF's.

i Transport Canada reserves the right to accept or reject any submitted applications.

5. EOI – How to apply

Use the [NTCF Expression of Interest Submission form \(http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/91-0001_BO_PX\)](http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/91-0001_BO_PX) to create your application.

The EOI should include and address the following elements of the project and/or activity:

- full legal name of the organization applying for the financial contribution
- name and position of the primary contact for the organization
- mailing address, telephone number, email address and facsimile number for all correspondence
- description of organization's mandate, its role in the project and an explanation of why it is best suited to undertake the project
- high-level rationale for the project (for example, addressing bottlenecks, capacity constraints, safety concerns, etc.) and context for why the project is important and how it advances the objectives of the NTCF (which are presented in section 1.2 Program objectives of this Applicant's Guide)
- overview of the proposed project activities with maps and diagrams (if appropriate) showing the major components and phases of the project
- work plan outlining estimated start and end dates, key milestones and major activities, and timelines for key milestones and major activities
- estimate of total project costs (including eligible and ineligible expenditures, as per Section 2.6) and the amount of NTCF funding requested
- sources of project funding (dollar amount) including contributions secured by federal and non-federal entities

Applicants must also provide any additional information that Transport Canada deems necessary to assess the eligibility and selection of the proposal and to undertake due diligence.

6. Where to submit an EOI application

Applicants should submit their complete application packages by email or mail/courier service to:

Email: tc.ntcf-fncc.tc@tc.gc.ca (<mailto:tc.ntcf-fncc.tc@tc.gc.ca>)

Mailing address:

Transport Canada
NTCF - EOI Submission
Business Centre
330 Sparks St.
Place de Ville, Tower C
Ottawa ON K1A 0N5

i Only applications received by 3:00 pm EST on Tuesday, September 5, 2017 will be considered for funding under this call for proposals process.

Footnotes

- 1 An Indigenous government means 1) a band council within the meaning of section 2 of the Indian Act; or 2) a government or authority established pursuant to a Self-Government Agreement or a Comprehensive Land Claim Agreement between Her Majesty the Queen in right of Canada and an Aboriginal people of Canada, that has been approved, given effect and declared valid by federal legislation; or 3) a government or authority that has been declared valid by provincial or territorial legislation.
- 2 A body that is established by or under provincial/territorial statute or by regulation or is wholly owned by a province, territory or municipality (for example, commissions, boards, certain port authorities, provincial crown corporations).



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Len Racher, Chief Administrative Officer
Title:	Lobbying – Highway 88 High Load Corridor

BACKGROUND / PROPOSAL:

At the AAMDC Zone meeting, Ryan Konowalyk, Regional Director, Alberta Transportation, was questioned regarding the plans to repair the bridges on Highway 88. Mr. Konowalyk indicated that there were no plans for replacement and that some deck maintenance would be done. He also indicated that if Highway 88 was part of the High Load Corridor, the bridges would be replaced.

High Load Corridor

The High Load Corridor consists of designated highways within the Province of Alberta, which have had the overhead utility lines raised to accommodate loads up to 9.0 metres high unless noted otherwise. The initial corridor construction was funded by the Department, with the cost being recovered from the users of the corridor in the form of permit fees as per the fee table.

A copy of the High Load Corridor map is attached.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

Author: C. Gabriel Reviewed by: _____ CAO: _____

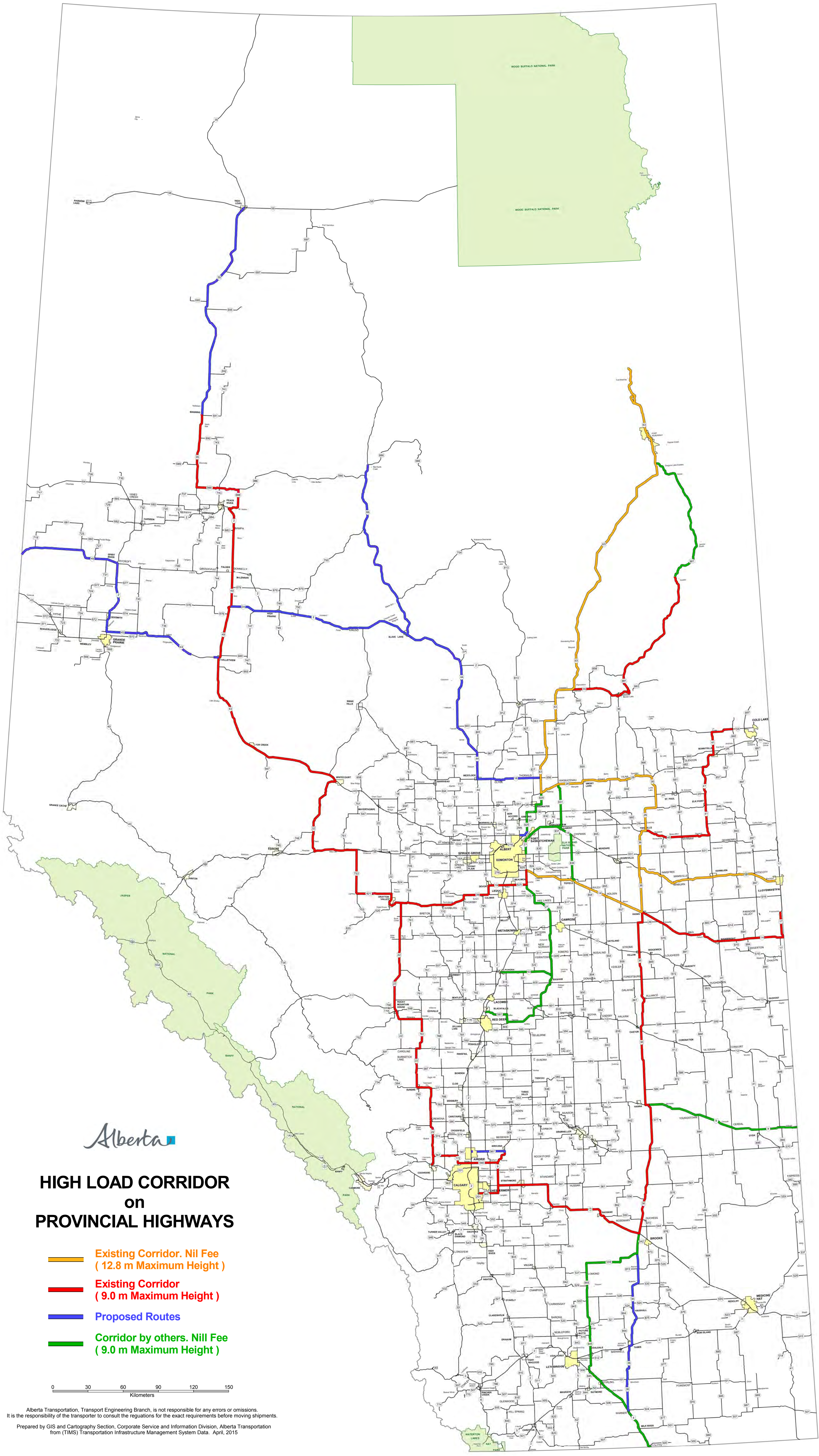
COMMUNICATION:

RECOMMENDED ACTION:

Simple Majority Requires 2/3 Requires Unanimous

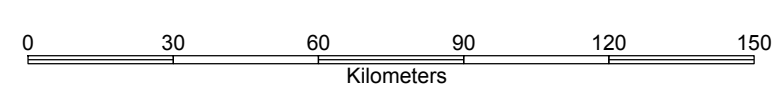
For Discussion.

Author: C. Gabriel Reviewed by: _____ CAO: _____



**HIGH LOAD CORRIDOR
on
PROVINCIAL HIGHWAYS**

- Existing Corridor. Nil Fee
(12.8 m Maximum Height)
- Existing Corridor
(9.0 m Maximum Height)
- Proposed Routes
- Corridor by others. Nil Fee
(9.0 m Maximum Height)



Alberta Transportation, Transport Engineering Branch, is not responsible for any errors or omissions. It is the responsibility of the transporter to consult the regulations for the exact requirements before moving shipments. Prepared by GIS and Cartography Section, Corporate Service and Information Division, Alberta Transportation from (TIMS) Transportation Infrastructure Management System Data. April, 2015



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Carol Gabriel, Director of Legislative & Support Services
Title:	North to Alaska Symposium

BACKGROUND / PROPOSAL:

The North to Alaska Symposium is being held on Thursday, September 7, 2017 in High Level, Alberta. The Symposium is brought to your on behalf of the Peace Region Economic Development Alliance (PREDA), the Regional Economic Development Initiative (REDI), and the Northern Transportation Advocacy Bureau (NTAB).

A copy of the Symposium Agenda is attached.

Additional Councillors, other than those appointed to REDI and NTAB, will require Council authorization to attend.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

2017 Operating Budget

Registration Fee - \$180.00 plus travel expenses

SUSTAINABILITY PLAN:

Author: C. Gabriel **Reviewed by:** _____ **CAO:** _____

COMMUNICATION:

RECOMMENDED ACTION:

Simple Majority Requires 2/3 Requires Unanimous

That the following Councillors be authorized to attend the North to Alaska Symposium being held on Thursday, September 7, 2017 in High Level, Alberta.

Author: C. Gabriel **Reviewed by:** _____ **CAO:** _____



AGENDA

[Best Western Plus Mirage Hotel & Resort](#) (click for link)
9616 Highway 58 N, High Level, Alberta
T0H 1Z0 Canada

Thursday, September 7th, 2017
8:00AM – 5:00PM
Need Help! 780-527-6232 (Joni)

\$180 (CAD) Members \$250 (CAD) Non-Members

LIMITED SEATING
REGISTER NOW! PAY LATER!
[Click Here](#)

8:00AM	REDI / PREDA – Concurrent Annual General Meetings – Members Only
8:30AM	Symposium Registration Opens / Networking
9:00AM	Welcome / Greetings – Federal, Provincial, Municipal Leaders of the REDI Region Purpose of the North to Alaska Symposium Carolyn Kolebaba – Chair, Northern Transportation Advocacy Bureau Oh Canada! – The Building of a Nation
10:00AM	Industry Panels - Production, Exports, Transport – In Progress Oil&Gas, Forestry, and Agriculture are the economic drivers of Northern Alberta. Three consecutive industry panels representing the major stakeholders in each industry will educate the audience on how much is produced, where the products come from, who their buyers are, and how they transport their products.
11:30AM	Lunch – The Impact of Politics on Commodity Movement Glen Hodgson - Senior Fellow - Conference Board of Canada – Confirmed! NAFTA. Keystone. Northern Gateway. Railway Rights. Tariffs. Trade Missions. Collectively the power of policy, politics, and international relations can make or break efforts to sell, move products, and negotiate business relationships. This presentation will identify the barriers and opportunities that emerge.
12:30PM	A Vision for the North – The Multi-Purpose Railway Matt Vickers - Generating for Seven Generations Railway Corp. (G7G) – Confirmed! The original railroads were nation building; this one will be nation changing! Mr. Vickers will present the viability of an extended Alaskan railway to “unlock the bottleneck for transporting Canadian oil, minerals and other commodities to offshore markets”. Aboriginal Leadership Panel – Confirmed! G7G has diligently communicated with the leadership of Canadian First Nations and Alaskan Tribes along the proposed railway route. Members of the Aboriginal Alliance Shareholders will provide their perspective of the project.

the rush is on





AGENDA

[Best Western Plus Mirage Hotel & Resort](#) (click for link)
9616 Highway 58 N, High Level, Alberta
T0H 1Z0 Canada

Thursday, September 7th, 2017
8:00AM – 5:00PM

Need Help! 780-527-6232 (Joni)

\$180 (CAD) Members \$250 (CAD) Non-Members

LIMITED SEATING
REGISTER NOW! PAY LATER!

[Click Here](#)

- 2:00PM Refreshment Break – Suggested Conversation: How Can We Make It Happen?

- 2:30PM The Port of Valdez – Open for Business!
Speaker – In Progress
 Valdez, Alaska is an ice-free port with the best access to Alaska's interior as well as to the United States Pacific Northwest, Northern Canada, and Pacific Rim trade routes. It is the southern terminus of the trans-Alaska oil pipeline (TAPS). Supertankers navigate the deep, ice-free waters of Valdez Arm each day, handling more than 1.5 million barrels of crude oil.

- 3:15PM Alaska – Canada Rail Link
Frank Murkowski – Special Envoy to Governor Bill Walker – In Progress
 Former Gov. Frank Murkowski is exploring the creation of a rail connection between Alaska and Canada, an unrealized priority left over from his time in the state's highest office more than a decade ago. Current Governor Bill Walker recently appointed Mr. Murkowski as "special envoy" to research the feasibility of establishing a rail connection between Alaska and Canada.

- 4:00PM Key Note Speaker - Bringing Great Visions to Reality -
The Hon. Preston Manning - Founder of the Reform Party of Canada – Confirmed!
 Preston Manning tirelessly championed the cause of democratic and political reform throughout his impressive career as one of Canada's great visionaries. His presentation provides a dynamic and substantive discussion of both current issues and an outlook for the future, all imbued with a surprising dose of humor that you might not expect from a politician. A reformer at heart, Mr. Manning is right at home challenging the status quo and conventional thinking.

- 4:45PM Symposium Wrap-up - Next Steps
 Lisa Wardly – Chair – Regional Economic Development Initiative (REDI)
 Elaine Garrow – Chair – Peace Region Economic Development Alliance (PREDA)
 Carolyn Kolebaba – Chair, Northern Transportation Advocacy Bureau (NTAB)

the rush is on





Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Doug Munn, Director of Community Services
Title:	D.A. Thomas Park Retaining Wall Project

BACKGROUND / PROPOSAL:

The 2017 Budget includes \$10,000 for the construction of a retaining wall at DA Thomas Boat Launch. A report to the Community Services Committee concluded that, for several reasons, the retaining wall could not be constructed as originally planned within the budgeted amount and the Committee passed the following motion:

MOTION CS-17-08-061 MOVED by Councillor Braun
 That the Community Services Committee recommends to Council that the funds spent on cement blocks for the DA Thomas Park Retaining Wall project in the amount of \$4,555 be reallocated to the Fort Vermilion Salt & Sand Shed project, and that the D.A. Thomas Park Retaining Wall project be renamed D.A. Thomas Dock Blocks. CARRIED.

The intent of this motion is that the \$10,000 that is in the budget be reallocated and used to purchase dock blocks for the DA Thomas Park.

OPTIONS & BENEFITS:

Option 1: Approve the request as recommended by the Community Services Committee.

Option 2: Cancel the DA Thomas Park Retaining Wall project and the funds would then go into general capital reserve or into another project of Council’s choice.

COSTS & SOURCE OF FUNDING:

2017 Capital Budget - \$10,000

Author: D Munn Reviewed by: _____ CAO: _____

SUSTAINABILITY PLAN:

COMMUNICATION:

RECOMMENDED ACTION:

Motion 1

- Simple Majority Requires 2/3 Requires Unanimous

That the budget be amended to reallocate the \$4,555 spent on the cement blocks for the D.A. Thomas Park Retaining Wall project to the Fort Vermilion Salt & Sand Shed project.

Motion 2

- Simple Majority Requires 2/3 Requires Unanimous

That the D.A. Thomas Park Retaining Wall project be renamed the D.A. Thomas Dock Blocks Project.

Author: D Munn Reviewed by: _____ CAO: _____



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Doug Munn, Director of Community Services
Title:	Chief/Deputy Fire Chief Appointment – Fort Vermilion

BACKGROUND / PROPOSAL:

The Fire Chief from La Crete was appointed as the Fort Vermilion Interim Chief until such time that Fort Vermilion had a qualified person to fill that position. Recently Steve McGean has improved his qualifications and is now qualified to take on the duties of Fire Chief. The Fort Vermilion Fire Department members met on August 1, 2017 and their recommendations were as follows:

- Fire Chief - Steve McGean
- Deputy Chief - Neil Simpson

At the August 8, 2017 Council meeting a recommendation was made by administration to appoint Steve McGean as Deputy Fire Chief. It was my intent to remove this recommendation from the agenda however it was passed in a resolution.

The Fire Services Bylaw states that: 5.3 The Fire Chief and Deputy Chief shall be appointed by Council for each Fire Service upon recommendation of the CAO, and from the Members of the Fire Service for a two year term.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

Author: D Munn Reviewed by: _____ CAO: _____

COMMUNICATION:

RECOMMENDED ACTION:

Motion 1

Simple Majority Requires 2/3 Requires Unanimous

That MOTION 17-08-559, appointing Steve McGean as Deputy Fire Chief for a two year Term, be rescinded.

Motion 2

Simple Majority Requires 2/3 Requires Unanimous

That Steve McGean be appointed as Fort Vermilion Fire Chief for a two year term effective August 23, 2017.

Motion 3

Simple Majority Requires 2/3 Requires Unanimous

That Neil Simpson be appointed as Fort Vermilion Deputy Fire Chief for a two year term effective August 23, 2017.

Author: D Munn Reviewed by: _____ CAO: _____



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Karen Huff, Director of Finance
Title:	Policy FIN022 Budget Development and 2018 Budget Meeting Dates

BACKGROUND / PROPOSAL:

Under the Municipal Government Act (MGA), s. 242, each Council must adopt an operating budget for each calendar year; and under s. 245, each Council must adopt a capital budget for each calendar year. Administration would like to recommend budget meeting dates to fulfill these obligations.

Under the MGA, s. 153, amongst other things, Councillors have the following duty:

- (a) to consider the welfare and interests of the municipality as a whole and to bring to Council’s attention anything that would promote the welfare or interests of the municipality;
- (b) to participate generally in development and evaluating the policies and programs of the municipality.

Council has adopted Policy FIN022 Budget Development which outlines the guidelines for yearly budget preparation. The policy outlines the following timelines:

- Council review and approval of budget guidelines by September 15th
- Management review of draft budget by October 15th
- Council review of budget materials by November 1st
- Budget meetings to be completed by December 21st
- Budget ratification by January 15th

The policy also outlines the materials to be included for Council consideration in preparation of the budget, some of these include:

- Wages and benefits
- Proposed staff additions, etc. (review of organizational chart as per Policy ADM038 Organizational Structure)
- Estimated assessment and growth
- Water/Sewer rates

Author: Jen Batt **Reviewed by:** Karen Huff **CAO** _____

- New reserves or recommended changes to reserves
- Capital expenditures
- Grant requests from non-profit organizations

OPTIONS & BENEFITS:

Administration requests the following:

- That Council provide any additional 2018 budget guidelines to administration not outlined in the attached policy;
- That Council provide direction of what goals are to be incorporated into the 2018 budget;
- That Council direct administration with respect to development of additional policies or amendment of existing policies in order to accomplish the 2018 desired goals and;
- That Council review the Budget Development Policy FIN022 and provide input if any changes are desired to be made to this policy with respect to budget preparation and presentation.

Administration recommends setting the following dates for 2018 budget reviews:

- October 30, 2017 (First Operational Budget Meeting)
- November 21, 2017 (Capital Budget Review) *This meeting would replace the Committee of the Whole Meeting.*
- December 11, 2017 (Second Operating Budget Review)

COSTS & SOURCE OF FUNDING:

2018 Operating and Capital Budgets

SUSTAINABILITY PLAN:

N/A

COMMUNICATION:

N/A

Author: Jen Batt Reviewed by: Karen Huff CAO

RECOMMENDED ACTION:

Motion 1:

Simple Majority Requires 2/3 Requires Unanimous

That Policy FIN022 Budget Development be received for information **OR** amended as discussed.

Motion 2:

Simple Majority Requires 2/3 Requires Unanimous

That the 2018 council budget meeting dates be scheduled as follows to begin at 10:00 a.m. in the Fort Vermilion Council Chambers:

- October 30, 2017 – Council (Budget) Meeting
- November 21, 2017 – Council (Budget) Meeting
- December 11 , 2017 – Council (Budget) Meeting

Author: Jen Batt **Reviewed by:** Karen Huff **CAO** _____

Mackenzie County

Title	Budget Development	Policy No:	FIN022
Legislative Reference	Municipal Government Act, Part 8		

Purpose

To provide an efficient and effective process for the development of the yearly operating and capital budgets.

Policy Statement and Guidelines

Step 1 – Budget Guidelines

A council workshop will be held by September 15 to review the historical financial and statistical data with the CAO. The CAO will lead preparation of operating and capital budget drafts for Council's consideration which will reflect the needs of the County as expressed by Council, public or department heads.

It is important to note, that the municipality has no control over the school and senior's lodge requisitions and has always "passed through" these expenditures to the ratepayers.

Approval of budget guidelines by September 15.

Step 2 - Management Review with each functional area

Based on the guidelines established by Council, each functional group will prepare a draft budget which contains the following expenditures: operating, tangible capital assets replacements/improvements and new capital project summaries.

The CAO will meet with each of the functional area to discuss their requests and needs and make appropriate changes where necessary.

Management review to be completed by October 15.

Step 3 – Budget Compilation

Budget materials for Council's review will contain the following:

1. Summary of budget guidelines adopted by Council for the proposed year.
2. Summary of assumptions made by Administration in the preparation of the proposed budget. Items such as:

- a. Wages and benefits % and \$ increase
- b. Estimated assessment % and \$ growth
- c. General % factor used for utilities or typical expenditures
- d. Major dollar increases for “special” or known issues (e.g. insurance/debentures)
- e. Proposed staff additions and the corresponding wage and benefits etc costs
- f. New reserves or recommended changes to existing reserves
- g. The amount of engineering costs budgeted for projects that are pre-designed and will be completed in subsequent year(s)
- h. Summary of major increases or decreases for each function
- i. Any other items that would provide Council with information to make their decision making more effective and efficient

3. Worksheets:

- a. Cash requirement decision summary
- b. Summary of total operating revenue and total expenditures
- c. Summary of total revenue and expenditures by function
- d. Water/sewer rates recalculation in order to achieve 75% recovery through the rate including long term debt interest and principle payments and excluding amortization to capital assets for these functions
- e. Summary of grant requests from community non-profit organizations
- f. Multi-year capital plan
- g. Proposed TCA (tangible capital assets) project budget for up coming year
- h. Summary of increases and decreases to reserve balances
- i. Summary of existing long term debt and proposed (if applicable)
- j. Any capital projects carry forwards (if known at this time)
- k. Supporting charts or graphs for information that will prove beneficial for budget review (e.g. assessment information)

Where appropriate, information will be provided that shows previous year information, available current year information and percentage increases or decreases from one year to next.

Budget compilation to be completed by November 1.

Step 4 - Budget Meetings

The following timing and order will be set aside for the budget review:

- a. Operating revenues and expenditures – 1 day
- b. Tangible Capital Assets projects & multi-year capital plan – 2 days
- c. Grants to non-profit groups requests and cash requirement decision worksheet final review – 1 day

Additional meetings may be scheduled as required. Budget meetings to be completed by December 21.

Step 5 – Formal Budget Ratification by Council first meeting in January

Administration will incorporate all changes/modifications that came about through the budget deliberations in step 4 and request formal budget ratification.

Budget ratification by January 15.

	Date	Resolution Number
Approved	24-Sep-02	02-681
Amended	11-Apr-07	07-349
Amended	13-Sep-11	11-09-739



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Dave Fehr, Director of Operations
Title:	Speed Reduction

BACKGROUND / PROPOSAL:

This item was brought forward at the August 8, 2017 Council meeting whereby a tabling motion was made.

OPERATIONS: 13. a) Speed Reduction

MOTION 17-08-563 **MOVED** by Councillor Toews

That speed reduction at the turn off of Highway 88 down Range Road 131 past the fill station south of Fort Vermilion to the Private School be TABLED to the next meeting.

CARRIED

Since the addition of the filling station south of Fort Vermilion, there have been concerns coming in from the surrounding ratepayers of the increase in traffic accompanied by the regular speed limit of 80km/hr. Requests to reduce the speed along this stretch of road up to the private school have been brought to attention.

Bylaw 975-14 School Zones and Other Speed Zones states:

9. RURAL SPEED LIMITS

- a) That a maximum speed limit of eighty (80) kilometers per hour be established for all rural gravel roads within municipal boundaries.
- e) Notwithstanding clause 9. a) that the speed limits may be reduced where determined by the Chief Administrative Officer or designate.

Author: JASimpson/C. Gabriel **Reviewed by:** D.Fehr **CAO:** _____

OPTIONS & BENEFITS:

The option to reduce the speed along Range Road 131 will have a few benefits:

- The increase in traffic also increases the dust concern for the residents.
- Slowing down the traffic will help decrease the amount of dust.
- Slowing down traffic will also help protect the integrity of the road and increase its lifespan with so many more vehicles and heavy trucks travelling on it.
- And finally, increasing the traffic along this road also increases the safety concern for the residents and the private school around the new water fill.

Decreasing the speed limit to 50km/hr from the turn off of Hwy88 down Range Road 131 past the truck fill to the private school will be another step towards protecting our residents.

COSTS & SOURCE OF FUNDING:

Minimal costs associated.

SUSTAINABILITY PLAN:

By decreasing the wear and tear on the road with reduced speed, the maintenance on the road is also decreased.

COMMUNICATION:

RECOMMENDED ACTION:

Simple Majority Requires 2/3 Requires Unanimous

That the speed reduction from the 80km/hr. to 50km/hr. at the turn off of Hwy88 down Range Road 131 past the fill station south of Fort Vermilion to the private school be received for information.

Author: JASimpson/C. Gabriel **Reviewed by:** D. Fehr **CAO:** _____

JUNE 22/2017
DAVE WARD
FORT VERMILION AB
108238 RGE ROAD 131

CAO
MCKENZIE COUNTY
FORT VERMILION AB

GOOD MORNING

I WOULD LIKE TO THANK YOU FOR THE NEWEST IMPROVEMENT IN OUR AREA, BEING THE NEW WATER POINT, WHICH HAPPENS TO BE AT THE SOUTH END OF OUR PROPERTY. JUST SUPER.

A SMALL CONCERN FOR RANGE ROAD 131 WOULD BE THE POSSIBILITY OF A SPEED REDUCTION FROM HWAY 88 TO THE WATER POINT (APPROX $\frac{3}{4}$ MILE) RGE RD 131 IS QUITE A BUSY ROAD NOW WITH LA PRAIRIE MAINTAINANCE, THE RODEO GROUNDS, THE SCHOOL A BIT FURTHER SOUTH AND MARA TO THE NORTH. I KNOW MY GRAND KIDS, AND THE SCHOOL CHILDREN USE BICICLES ON THE ROAD QUITE REGULARLY. SPEED REDUCTION ON THIS SHORT STRETCH WOULD MAKE SAFETY # ONE FOR EVERYONE.

THANK YOU SO MUCH
Dave Ward

Hilroy



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Dave Fehr, Director of Operations
Title:	La Crete 98 Avenue Crosswalk Lights – Budget Amendment

BACKGROUND / PROPOSAL:

In the 2017 Capital Budget, 98 Avenue Crosswalk Lights, was approved in the amount of \$9,950. Later discussions with our supplier suggested that we would require different posts than what we initially thought and we would require ‘Extreme Cold Climate Battery Upgrade’. The current amount budgeted will not quite cover the cost of the project as the total is \$10,142.02

The product has arrived and is planned to be in place by the end of August.

Carry forward project 94th Avenue Asphalt Overlay from 2015 was complete this year with some funds remaining in the budget. Administration is requesting the transfer of the additional \$192.00 required to adequately fund the project.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

COMMUNICATION:

Author: S Wheeler **Reviewed by:** Dave Fehr **CAO:** _____

RECOMMENDED ACTION:

Simple Majority Requires 2/3 Requires Unanimous

That the budget be amended to include an additional \$192.00 for the La Crete – 98 Avenue Crosswalk Lights project with funding coming from the La Crete – 94th Avenue Asphalt Overlay project.

Author: S Wheeler **Reviewed by:** Dave Fehr **CAO:** _____



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Fred Wiebe, Director of Utilities
Title:	La Crete Sanitary Sewer Expansion Study

BACKGROUND / PROPOSAL:

The La Crete sanitary sewer system is nearing capacity and minimum depth-of-cover challenges in several areas. Currently there is almost no capacity to service new development west of 113 Street or north of 109 Avenue. The Planning Department has received multiple inquiries from potential developers and their engineers in the last year inquiring about developing lands that currently are not serviceable.

The Infrastructure Master Plan provides a high level overview of the infrastructure that is needed and is a good guiding document, but it provides no specific sighting and design details. These details are needed in order to allow developers to complete their conceptual design and costing estimates, which typically occur a year or two before any actual development occurs.

WSP has developed a design and calculated estimated costs and scenarios as to how the costs can be recovered through off-site levies, grant funding, and/or municipal contributions. The presentation by WSP will provide an overview of the project area, high end preliminary design, and cost breakdowns.

OPTIONS & BENEFITS:

Different cost sharing options will be in the presentation.

COSTS & SOURCE OF FUNDING:

The costs are presented in the presentation.

Author: F. Wiebe **Reviewed by:** _____ **CAO:** L. Racher

SUSTAINABILITY PLAN:

The sustainability plan has several references to the matter at hand, some specifically and some more ambiguously:

Goal E26: That Mackenzie County is prepared with infrastructure and services for a continually growing population.

Goal C1: That the capacity of infrastructure in County hamlets and rural communities keeps pace with their growth and is planned in a way that ensures their sustainability.

Goal C5: That the County continues to provide high quality utility services (water distribution and treatment as well as waste water collection and treatment) and ensures that they:

- Are available in each hamlet,
- Meet quality standards consistent with current national standards and demand,
- Are stable and reliable,
- Are each financially self-sustaining at both operational and capital levels.

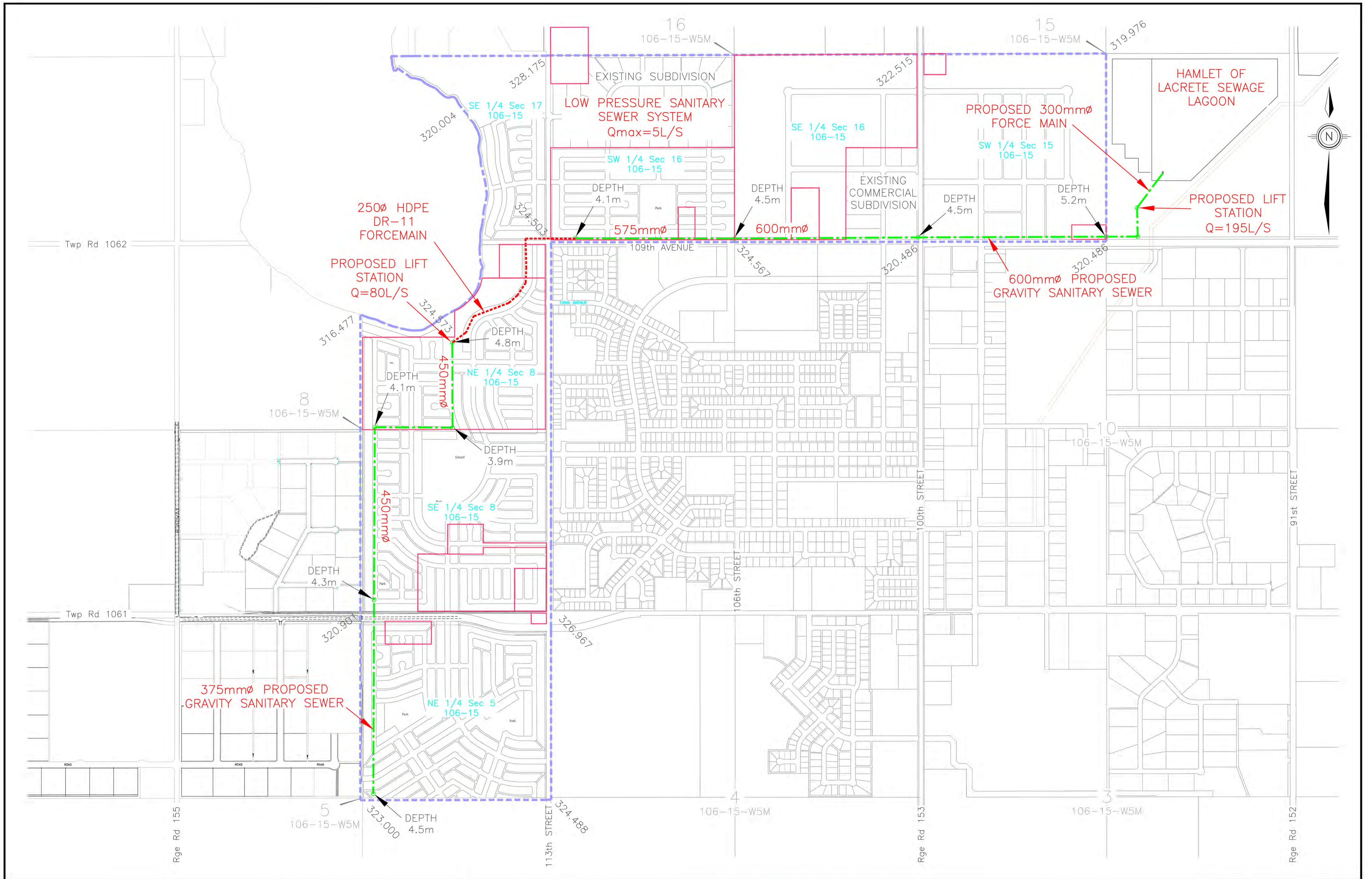
COMMUNICATION:

A public open house meeting was held on July 4th where all affected developers were contacted and good attendance was recorded. Another open house will be scheduled to communicate final design and cost sharing breakdown after August 23, 2017 Council meeting where affected landowners will be contacted again.

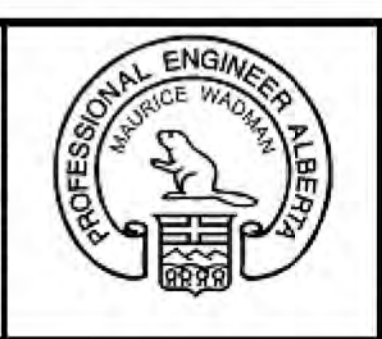
RECOMMENDED ACTION:

For discussion.

Author: F.Wiebe Reviewed by: _____ CAO: L. Racher



Revision	BY	APPD.	DATE



PERMIT TO PRACTICE
WSP CANADA INC.
PERMIT NUMBER: P07641
 The Association of Professional Engineers,
 Geologists and Geophysicists of Alberta

	Existing	Proposed
Watermain	—	—
Valve	—	—
Hydrant	—	—
Tee	—	—
Reducer	—	—
Plug	—	—
Cleanout	—	—

	Existing	Proposed
San. Sewer, MH, & Cap	—	—
Storm Sewer & MH	—	—
Catch Basin & Lead	—	—
Curb & Gutter	—	—
Curb & Sidewalk	—	—
Gutter Elevation	—	—
Edge of Pavement	—	—

WSP Canada Inc.
 P.O. Box 7768 Stn. Main
 Peace River, AB, Canada T8S 1T3
 Main: 780.524.5631
 Fax: 780.624.3732
 www.wspgroup.com

This drawing and design is protected under copyright, and any use, reproduction or revision is strictly prohibited without the written permission of Focus Corporation. These drawings should not be scaled. If being used for construction, the Contractor must check and verify all dimensions, and shall report any discrepancies or omissions prior to commencement of any work.

MACKENZIE COUNTY
LACRETE SANITARY SEWER
EXPANSION STUDY - 2017
PROPOSED SANITARY SEWER

Designed: M.W.	Scale: 1:7500	Date: 2017/06/28
Drawn: T.G.	Project No.: 171-04271-00	
Checked: M.W.	Drawing No.: FIGURE #4	Rev.: A
Approved: M.W.		



**La Crete Sanitary Sewer Expansion
West and North Land Servicing**

Description of Work

Job No. **171-04271-00**

Project : **La Crete Sanitary Sewer Expansion Study**

Phase 1 - Sized for Northern quarters only

Estimate Type: **"A"**

CEB Code #	Bid Item Description *	Unit	Estimated Quantity	2016 Unit Price	Estimated Cost	Spec No.s	Remarks (Plan No.)
X100	Mobilization	lump sum	1.0	9%	\$285,000	1.2.13	0
G100	Clearing	ha	0.0	\$10,000.00	\$0	2.1.4	0
G230	Borrow Topsoil Excavation	m3	2,000.0	\$8.00	\$16,000	2.3.6	0
	375mm PVC DR-35 Pipe - Supply and Install	m	0.0	\$65.00	\$0		
	450mm PVC DR-35 Pipe - Supply and Install	m	0.0	\$90.00	\$0		
	525mm PVC DR-35 Pipe - Supply and Install	m	2,960.0	\$140.00	\$414,400		
	600mm PVC DR-35 Pipe - Supply and Install	m	0.0	\$215.00	\$0		
	Trench excavation, bedding, native backfill with compaction of 98% SPD & clean-up. (3.0m - 4.0m Depth)	m	0.0	\$135.00	\$0		
	Trench excavation, bedding, native backfill with compaction of 98% SPD & clean-up. (4.0m - 5.0m Depth)	m	2,160.0	\$225.00	\$486,000		
	Trench excavation, bedding, native backfill with compaction of 98% SPD & clean-up. (5.0m - 6.0m Depth)	m	800.0	\$250.00	\$200,000		
	250mm HDPE DR-17 Forcemain - Supply and install including trenching, laying, fusing, bedding, backfilling with native material to 98% SPD & clean-up.	m	0.0	\$375.00	\$0		
D730	Manholes - Supply and Install (1200 mm dia x Excess Length)	m	100.0	\$2,500.00	\$250,000	2.10.5	
	Lift Stations - Supply and Install	Unit	1.0	\$1,800,000.00	\$1,800,000		
Total					\$3,451,400		

Total	\$3,451,400
Total Estimated Contract Cost	\$3,451,000
Contingencies @ 10%	\$345,100
Total Estimated Contract Cost + Contingency	\$3,796,100
Estimated Engineering Cost	\$0
Utilities	\$0
Engineering @ 10%	\$379,610
Total Estimated Cost (Rounded To Nearest 100 Dollars)	\$4,175,700

Date : 13-Jun-17 Prepared By : Josh Warkentin
 Date : 16-Aug-17 Checked By : Maurice Wadman



**La Crete Sanitary Sewer Expansion
West and North Land Servicing**

Description of Work

Job No.

171-04271-00

Project :

La Crete Sanitary Sewer Expansion Study

Phase 1 - Sized for all

Estimate Type: **"A"**

CEB Code #	Bid Item Description *	Unit	Estimated Quantity	2016 Unit Price	Estimated Cost	Spec No.s	Remarks (Plan No.)
X100	Mobilization	lump sum	1.0	9%	\$308,000	1.2.13	0
G100	Clearing	ha	0.0	\$10,000.00	\$0	2.1.4	0
G230	Borrow Topsoil Excavation	m3	2,000.0	\$8.00	\$16,000	2.3.6	0
	375mm PVC DR-35 Pipe - Supply and Install	m	0.0	\$65.00	\$0		
	450mm PVC DR-35 Pipe - Supply and Install	m	0.0	\$90.00	\$0		
	525mm PVC DR-35 Pipe - Supply and Install	m	2,160.0	\$140.00	\$302,400		
	600mm PVC DR-35 Pipe - Supply and Install	m	800.0	\$215.00	\$172,000		
	Trench excavation, bedding, native backfill with compaction of 98% SPD & clean-up. (3.0m - 4.0m Depth)	m	0.0	\$135.00	\$0		
	Trench excavation, bedding, native backfill with compaction of 98% SPD & clean-up. (4.0m - 5.0m Depth)	m	2,160.0	\$225.00	\$486,000		
	Trench excavation, bedding, native backfill with compaction of 98% SPD & clean-up. (5.0m - 6.0m Depth)	m	800.0	\$250.00	\$200,000		
	250mm HDPE DR-17 Forcemain - Supply and install including trenching, laying, fusing, bedding, backfilling with native material to 98% SPD & clean-up.	m	0.0	\$375.00	\$0		
D730	Manholes - Supply and Install (1200 mm dia x Excess Length)	m	100.0	\$2,500.00	\$250,000	2.10.5	
	Lift Stations - Supply and Install	Unit	1.0	\$2,000,000.00	\$2,000,000		
Total					\$3,734,400		

Total	\$3,734,400
Total Estimated Contract Cost	\$3,734,000
Contingencies @ 10%	\$373,400
Total Estimated Contract Cost + Contingency	\$4,107,400
Estimated Engineering Cost	\$0
Utilities	\$0
Engineering @ 10%	\$410,740
Total Estimated Cost (Rounded To Nearest 100 Dollars)	\$4,518,100

Date : 13-Jun-17

Prepared By : Josh Warkentin

Date : 16-Aug-17

Checked By : Maurice Wadman



**La Crete Sanitary Sewer Expansion
West and North Land Servicing**

Description of Work

Job No. **171-04271-00**

Project : **La Crete Sanitary Sewer Expansion Study**

Phase 2 - Sized for all

Estimate Type: **"A"**

CEB Code #	Bid Item Description *	Unit	Estimated Quantity	2016 Unit Price	Estimated Cost	Spec No.s	Remarks (Plan No.)
X100	Mobilization	lump sum	1.0	9%	\$241,000	1.2.13	0
G100	Clearing	ha	1.6	\$10,000.00	\$16,000	2.1.4	0
G230	Borrow Topsoil Excavation	m3	6,715.0	\$8.00	\$53,720	2.3.6	0
	375mm PVC DR-35 Pipe - Supply and Install	m	800.0	\$65.00	\$52,000		
	450mm PVC DR-35 Pipe - Supply and Install	m	1,200.0	\$90.00	\$108,000		
	525mm PVC DR-35 Pipe - Supply and Install	m	0.0	\$140.00	\$0		
	600mm PVC DR-35 Pipe - Supply and Install	m	0.0	\$215.00	\$0		
	Trench excavation, bedding, native backfill with compaction of 98% SPD & clean-up. (3.0m - 4.0m Depth)	m	800.0	\$135.00	\$108,000		
	Trench excavation, bedding, native backfill with compaction of 98% SPD & clean-up. (4.0m - 5.0m Depth)	m	1,200.0	\$225.00	\$270,000		
	Trench excavation, bedding, native backfill with compaction of 98% SPD & clean-up. (5.0m - 6.0m Depth)	m	0.0	\$250.00	\$0		
	250mm HDPE DR-17 Forcemain - Supply and install including trenching, laying, fusing, bedding, backfilling with native material to 98% SPD & clean-up.	m	850.0	\$375.00	\$318,750		
D730	Manholes - Supply and Install (1200 mm dia x Excess Length)	m	100.0	\$2,500.00	\$250,000	2.10.5	
	Lift Stations - Supply and Install	Unit	1.0	\$1,500,000.00	\$1,500,000		
Total					\$2,917,470		

Total	\$2,917,470
Total Estimated Contract Cost	\$2,917,000
Contingencies @ 10%	\$291,700
Total Estimated Contract Cost + Contingency	\$3,208,700
Estimated Engineering Cost	\$0
Utilities	\$0
Engineering @ 10%	\$320,870
Total Estimated Cost (Rounded To Nearest 100 Dollars)	\$3,529,600

Date : 13-Jun-17 Prepared By : Josh Warkentin
 Date : 16-Aug-17 Checked By : Maurice Wadman



**La Crete Sanitary Sewer Expansion
West and North Land Servicing**

Description of Work

Job No. **171-04271-00**

Project : **La Crete Sanitary Sewer Expansion Study**

Phase 1 and 2 combined (Total Construction)

Estimate Type: **"A"**

CEB Code #	Bid Item Description *	Unit	Estimated Quantity	2016 Unit Price	Estimated Cost	Spec No.s	Remarks (Plan No.)
X100	Mobilization	lump sum	1.0	9%	\$549,000	1.2.13	0
G100	Clearing	ha	1.6	\$10,000.00	\$16,000	2.1.4	0
G230	Borrow Topsoil Excavation	m3	8,715.0	\$8.00	\$69,720	2.3.6	0
	375mm PVC DR-35 Pipe - Supply and Install	m	800.0	\$65.00	\$52,000		
	450mm PVC DR-35 Pipe - Supply and Install	m	1,200.0	\$90.00	\$108,000		
	525mm PVC DR-35 Pipe - Supply and Install	m	2,160.0	\$140.00	\$302,400		
	600mm PVC DR-35 Pipe - Supply and Install	m	800.0	\$215.00	\$172,000		
	Trench excavation, bedding, native backfill with compaction of 98% SPD & clean-up. (3.0m - 4.0m Depth)	m	800.0	\$135.00	\$108,000		
	Trench excavation, bedding, native backfill with compaction of 98% SPD & clean-up. (4.0m - 5.0m Depth)	m	3,360.0	\$225.00	\$756,000		
	Trench excavation, bedding, native backfill with compaction of 98% SPD & clean-up. (5.0m - 6.0m Depth)	m	800.0	\$250.00	\$200,000		
	250mm HDPE DR-17 Forcemain - Supply and install including trenching, laying, fusing, bedding, backfilling with native material to 98% SPD & clean-up.	m	850.0	\$375.00	\$318,750		
D730	Manholes - Supply and Install (1200 mm dia x Excess Length)	m	200.0	\$2,500.00	\$500,000	2.10.5	
	Lift Stations - Supply and Install	Unit	2.0	\$2,000,000.00	\$3,500,000		
Total					\$6,651,870		

Total	\$6,651,870
Total Estimated Contract Cost	\$6,652,000
Contingencies @ 10%	\$665,200
Total Estimated Contract Cost + Contingency	\$7,317,200
Estimated Engineering Cost	\$0
Utilities	\$0
Engineering @ 10%	\$731,720
Total Estimated Cost (Rounded To Nearest 100 Dollars)	\$8,048,900

Date : 13-Jun-17 Prepared By : Josh Warkentin
 Date : 16-Aug-17 Checked By : Maurice Wadman

Hamlet of Lacrete Sanitary Sewer Study - Offsite Levy and Hook-up Fee Calculations (No Funding)

Phase 1 Description	Contributing Flow (L/s)	Area in (Ha)	Area in (Acres)	Portion of Cost (\$)	Cost per Acre
Commercial	72.6	115.6	285.6476	\$ 2,517,865.39	\$ 8,814.59
Existing Commercial	8.29	13.2	32.6172	\$ 287,507.12	\$ 8,814.59
Residential	6.76	31.3	77.3423	\$ 594,535.58	\$ 7,687.07
low pressure Country Residential	15	192	474.432	\$ 581,843.94	
Existing low Pressure	5	32	79.072	\$ 193,947.98	
Total	107.65				

Phase 1 Upsizing					
Residential	72	168.7	416.8577	\$ 283,365.52	\$ 679.77
Low Pressure Country Residential	15	192	474.432	\$ 59,034.48	
Total	87				

Phase 2					
Residential	72	168.7	416.8577	\$ 2,921,048.28	\$ 7,007.30
Low Pressure Country Residential	15	192	474.432	\$ 608,551.72	
Total	87				
			Total	\$ 8,047,700.00	

Project cost	Project cost
Phase 1 \$	4,175,700.00
Phase 1 Upsizing \$	342,400.00
Phase 2 \$	3,529,600.00
\$	8,047,700.00

Low Pressure Systems	
Using 32 lots per quarter	
total lots 224	
Total Cost \$	1,443,378.13 (includes F10,F11,F16 and F21)
<u>Total cost per lot</u> \$	6,443.65

Residential Areas	Cost per Acre
West of 113 Street \$	7,687.07
North of 96 Ave \$	7,687.07

Commercial Area	Cost per Acre
North of 96 Ave \$	8,814.59
Existing Commercial \$	8,814.59

Cost Associated with Existing Lots	
Existing Commercial \$	287,507.12
Existing Low Pressure System \$	206,196.88
Total \$	493,704.00

Cost Recovery	Area (Acres)	Cost per acre	
Commercial	285.65	\$ 8,814.59	\$ 2,517,886.54
Residential Phase 1	77.34	\$ 7,687.07	\$ 594,517.90
Residential Phase 2	416.86	\$ 7,687.07	\$ 3,204,431.47
Low Pressure Hook up Fees	192	\$ 6,443.65	\$ 1,237,181.25
<u>County Portion (includes cost associated with existing lots)</u>			<u>\$ 493,704.00</u>
	Total		\$ 8,047,721.16

Hamlet of Lacrete Sanitary Sewer Study - Offsite Levy and Hook-up Fee Calculations (10% Funding)

Phase 1	Contributing Flow (L/s)	Area in (Ha)	Area in (Acres)	Portion of Cost (\$)	Cost per Acre
Description					
Commercial	72.6	115.6	285.6476	\$ 2,266,078.84	\$ 7,933.13
Existing Commercial	8.29	13.2	32.6172	\$ 258,756.40	\$ 7,933.13
Residential	6.76	31.3	77.3423	\$ 535,082.02	\$ 6,918.36
low pressure Country Residential	15	192	474.432	\$ 523,659.54	
Existing low Pressure	5	32	79.072	\$ 174,553.18	
Total	107.65				

Phase 1 Upsizing	Contributing Flow (L/s)	Area in (Ha)	Area in (Acres)	Portion of Cost (\$)	Cost per Acre
Residential	72	168.7	416.8577	\$ 255,028.97	\$ 611.79
Low Pressure Country Residential	15	192	474.432	\$ 53,131.03	
Total	87				

Phase 2	Contributing Flow (L/s)	Area in (Ha)	Area in (Acres)	Portion of Cost (\$)	Cost per Acre
Residential	72	168.7	416.8577	\$ 2,628,943.45	\$ 6,306.57
Low Pressure Country Residential	15	192	474.432	\$ 547,696.55	
Total	87			\$ 7,242,929.99	

Project cost	Project Cost	Funded Portion @ 10%	Remaining Project Cost
Phase 1	\$ 4,175,700.00	\$ 417,570.00	\$ 3,758,130.00
Phase 1 Upsizing	\$ 342,400.00	\$ 34,240.00	\$ 308,160.00
Phase 2	\$ 3,529,600.00	\$ 352,960.00	\$ 3,176,640.00
			\$ 7,242,930.00

Low Pressure Systems	Project Cost	Funded Portion @ 10%	Remaining Project Cost
Using 32 lots per quarter			
total lots 224			
Total Cost	\$ 1,299,040.31	(includes F10,F11,F16 and F21)	
<u>Total cost per lot</u>	\$ 5,799.29		

Residential Areas	Cost per Acre
West of 113 Street	\$ 6,918.36
North of 96 Ave	\$ 6,918.36

Commercial Area	Cost per Acre
North of 96 Ave	\$ 7,933.13
Existing Commercial	\$ 7,933.13

Cost Associated with Existing Lots	Project Cost
Existing Commercial	\$ 258,756.40
Existing Low Pressure System	\$ 185,577.19
Total	\$ 444,333.59

Cost Recovery	Area (Acres)	Cost per acre
Commercial	285.65	\$ 7,933.13
Residential Phase 1	77.34	\$ 6,918.36
Residential Phase 2	416.86	\$ 6,918.36
Low Pressure Hook up Fees	192	\$ 5,799.29
<u>County/Funded Portion (includes cost associated with existing lots)</u>		\$ 1,249,103.59
Total		\$ 8,047,718.96

Hamlet of Lacrete Sanitary Sewer Study - Offsite Levy and Hook-up Fee Calculations (20% Funding)

Phase 1 Description	Contributing Flow (L/s)	Area in (Ha)	Area in (Acres)	Portion of Cost (\$)	Cost per Acre	
Commercial		72.6	115.6	285.6476 \$	2,014,292.30 \$	7,051.67
Existing Commercial		8.29	13.2	32.6172 \$	230,005.70 \$	7,051.67
Residential (North of 96th)		6.76	31.3	77.3423 \$	475,628.46 \$	6,149.65
low pressure Country Residential		15	192	474.432 \$	465,475.15	
Existing low Pressure		5	32	79.072 \$	155,158.38	
Total		107.65				

Phase 1 Upsizing						
Residential (West of 113th)		72	168.7	416.8577 \$	226,692.41 \$	543.81
Low Pressure Country Residential		15	192	474.432 \$	47,227.59	
Total		87				

Phase 2						
Residential (West of 113th)		72	168.7	416.8577 \$	2,336,838.62 \$	5,605.84
Low Pressure Country Residential		15	192	474.432 \$	486,841.38	
Total		87			6,438,160.00	

Project cost	Project Cost	Funded Portion @ 20%	Remaining Project Cost
Phase 1	\$ 4,175,700.00	\$ 835,140.00	\$ 3,340,560.00
Phase 1 Upsizing	\$ 342,400.00	\$ 68,480.00	\$ 273,920.00
Phase 2	\$ 3,529,600.00	\$ 705,920.00	\$ 2,823,680.00
			\$ 6,438,160.00

Low Pressure Systems		
Using 32 lots per quarter		
total lots 224		
Total Cost	\$ 1,154,702.50	(includes F10,F11,F16 and F21)
<u>Total cost per lot</u>	\$ 5,154.92	

Residential Areas	
West of 113 Street	Cost per Acre \$ 6,149.65
North of 96 Ave	\$ 6,149.65

Commercial Area	
North of 96 Ave	Cost per Acre \$ 7,051.67
Existing Commercial	\$ 7,051.67

Cost Associated with Existing Lots	
Existing Commercial	\$ 230,005.70
Existing Low Pressure System	\$ 164,957.50
Total	\$ 394,963.20

<u>Cost Recovery</u>	Area (Acres)	Cost per acre	
Commercial	285.65 \$	7,051.67 \$	2,014,309.27
Residential Phase 1	77.34 \$	6,149.65 \$	475,614.32
Residential Phase 2	416.86 \$	6,149.65 \$	2,563,545.18
Low Pressure Hook up Fees	192 \$	5,154.92 \$	989,745.00
<u>County Portion (includes cost associated with existing lots)</u>			<u>\$ 2,004,503.20</u>
	Total		\$ 8,047,716.96

Hamlet of Lacrete Sanitary Sewer Study - Offsite Levy and Hook-up Fee Calculations (50% Funding)

Phase 1 Description	Contributing Flow (L/s)	Area in (Ha)	Area in (Acres)	Portion of Cost (\$)	Cost per Acre	
Commercial		72.6	115.6	285.6476 \$	1,258,932.69 \$	4,407.29
Existing Commercial		8.29	13.2	32.6172 \$	143,753.56 \$	4,407.29
Residential (North of 96th)		6.76	31.3	77.3423 \$	297,267.79 \$	3,843.53
low pressure Country Residential		15	192	474.432 \$	290,921.97	
Existing low Pressure		5	32	79.072 \$	96,973.99	
Total		107.65				

Phase 1 Upsizing						
Residential (West of 113th)		72	168.7	416.8577 \$	141,682.76 \$	339.88
Low Pressure Country Residential		15	192	474.432 \$	29,517.24	
Total		87				

Phase 2						
Residential (West of 113th)		72	168.7	416.8577 \$	1,460,524.14 \$	3,503.65
Low Pressure Country Residential		15	192	474.432 \$	304,275.86	
Total		87			4,023,850.00	

Project cost	Project Cost	Funded Portion @ 20%	Remaining Project Cost
Phase 1	\$ 4,175,700.00	\$ 2,087,850.00	\$ 2,087,850.00
Phase 1 Upsizing	\$ 342,400.00	\$ 171,200.00	\$ 171,200.00
Phase 2	\$ 3,529,600.00	\$ 1,764,800.00	\$ 1,764,800.00
			\$ 4,023,850.00

Low Pressure Systems		
Using 32 lots per quarter		
total lots 224		
Total Cost	\$ 721,689.06	(includes F10,F11,F16 and F21)
<u>Total cost per lot</u>	\$ 3,221.83	

Residential Areas	Cost per Acre
West of 113 Street	\$ 3,843.53
North of 96 Ave	\$ 3,843.53

Commercial Area	Cost per Acre
North of 96 Ave	\$ 4,407.29
Existing Commercial	\$ 4,407.29

Cost Associated with Existing Lots	
Existing Commercial	\$ 143,753.56
Existing Low Pressure System	\$ 103,098.44
Total	\$ 246,852.00

<u>Cost Recovery</u>	Area (Acres)	Cost per acre	
Commercial	285.65 \$	4,407.29 \$	1,258,943.27
Residential Phase 1	77.34 \$	3,843.53 \$	297,258.95
Residential Phase 2	416.86 \$	3,843.53 \$	1,602,215.74
Low Pressure Hook up Fees	192 \$	3,221.83 \$	618,590.63
<u>County Portion (includes cost associated with existing lots)</u>			<u>4,270,702.00</u>
Total			\$ 8,047,710.58



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 23, 2017
Presented By:	Len Racher, Chief Administrative Officer
Title:	Information/Correspondence

BACKGROUND / PROPOSAL:

The following items are attached for your information, review, and action if required.

- Correspondence – Minister of Environment and Climate Change (Letter to AAMDC President – Disease Bison)
- Correspondence – County of Stettler No. 6 (Uncollectable School Tax Requisitions and Seniors Housing Requisitions)
- Correspondence – Alberta Environment & Parks (Grant Funding for Water Well Project)
- Correspondence – Assessment Services Branch (Proposed changes for property assessment and tax notices and property tax bylaws for 2018)
- AAMDC Member Bulletin – New Councilor Orientation at Fall 2017 Convention

-
-
-
-
-
-
-
-
-
-
-
-
-
-
-

Author: JASimpson Reviewed by: LR CAO: _____

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

SUSTAINABILITY PLAN:

COMMUNICATION:

RECOMMENDED ACTION:

Simple Majority Requires 2/3 Requires Unanimous

That the information/correspondence items be accepted for information purposes.

Author: JASimpson Reviewed by: LR CAO: _____



JUL 06 2017

Mr. Al Kemmere
President
Alberta Association of Municipal
Districts and Counties
2510 Sparrow Drive
Nisku AB T9E 8N5



Dear Mr. Kemmere:

Thank you for your letter of April 28, 2017, regarding bovine tuberculosis and brucellosis in bison within and surrounding Wood Buffalo National Park of Canada.

I understand your concern with regards to the potential for transmission of bovine tuberculosis and brucellosis from herds in and around Wood Buffalo National Park to disease-free wood bison and cattle herds in neighbouring agricultural areas.

While depopulation of diseased bison herds has been proposed as a solution in the past, it has never received widespread support from all stakeholders and governments. Finding a permanent solution to this issue remains a challenge due to the need to recover wood bison, which is a threatened species with major cultural significance to Indigenous people and Canadians in general. There is also the need to maintain the ecological integrity of its habitat in Wood Buffalo National Park while reducing the risk of disease transmission to neighbouring disease-free bison and cattle. I am encouraged to see ongoing cooperation among officials from the Government of Canada, Province of Alberta, and Government of the Northwest Territories as they explore a full range of options for the development of a long-term solution to the issue.

I anticipate that recent undertakings, including a review of the effectiveness of the management zone between Wood Buffalo National Park and the Mackenzie Bison Sanctuary, as well as recent work by the Canadian Food Inspection Agency to quantify the risk of disease transmission, will help to inform this process in the management of the issue. One remaining key priority is to ensure the early and full engagement of concerned Indigenous groups in the context of federal and provincial commitments to a renewed relationship with Indigenous people.

.../2

For further discussion on this matter, I encourage you to contact Mr. Jonah Mitchell, Field Unit Superintendent, Southwest Northwest Territories, Parks Canada, at jonah.mitchell@pc.gc.ca or by telephone at 867-872-7943, and Dr. Gilles Seutin, Chief Ecosystem Scientist, Parks Canada, at gilles.seutin@pc.gc.ca or by telephone at 819-420-9269.

I trust this information is helpful.

Sincerely,

A handwritten signature in black ink, appearing to read 'C McKenna', with a long horizontal flourish extending to the right.

The Honourable Catherine McKenna, P.C., M.P.



County of Stettler No. 6

Box 1270
6602 – 44 Avenue
Stettler, Alberta T0C 2L0
T:403.742.4441 F: 403.742.1277
www.stettlercounty.ca

July 25, 2017

To: Council of Mackenzie County,

RE: Request for Support

Attached please find a letter we recently sent to the Minister of Municipal Affairs, Shaye Anderson, which was carbon copied to the Premier; our MLA Rick Strankman, and the Presidents of the AAMDC and the AUMA.

We are asking our government to take action on the long outstanding issue of uncollectable School Tax requisitions and Seniors Housing requisitions which municipalities and districts must collect and remit on behalf of the Provincial Government. Our concern is the Municipal Affairs Assessment Services Branch is deliberately passing on provincial debts to municipalities and districts knowing we will be unable to collect, yet still be compelled to remit.

We challenge your council to research your own uncollectable School Tax and Seniors Housing requisition remittances from 2013-2016; and estimated losses for 2017 so we may provide a complete picture to our Provincial Government of the monetary hardship small municipalities and districts are facing together.

We ask for your support on this issue and to join us in requesting amendments to the *MGA* and other provincial legislation to improve our ability to recover unpaid taxes levied against oil and gas operations and the associated machinery and equipment and linear property.

Sincerely,

A handwritten signature in blue ink, appearing to read "Wayne Nixon".

Wayne Nixon
Reeve

Enclosures (1)



**MACKENZIE COUNTY
FORT VERMILION OFFICE**



County of Stettler No. 6

Box 1270
6602 – 44 Avenue
Stettler, Alberta T0C 2L0
T:403.742.4441 F: 403.742.1277
www.stettlercounty.ca

July 11, 2017

The Honourable Shaye Anderson, Minister of Municipal Affairs
132 Legislature Building
10800-97 Avenue
Edmonton, AB T5K 2B6

Dear Mr. Anderson,

RE: Payment of School Tax and Seniors Housing Requisitions on Delinquent (Accounts) Oil and Gas Companies

We are writing to request immediate action on an issue we, and many other municipalities have been facing for several years now: The County of Stettler No. 6 (the “County”) is obligated to collect and remit School and Seniors Housing Requisition Taxes on behalf of our provincial government. The County is required to remit these requisitions to the Province regardless of whether the County itself has received payment of these requisitions by the County’s ratepayers. In many cases, the oil and gas company ratepayers have become insolvent and the County has been unable to recover the significant School Tax and Seniors Housing requisitions levied against these companies.

The mandatory School Tax and Seniors Housing requisition remittance for these oil companies is paid out of our municipality’s operating budgets, and our inability to then collect these remittances is causing hardship for our families and taxpayers.

From 2013-2016, the County of Stettler was obligated to collect and then forwarded \$260,882.28 in School Tax requisitions and \$27,826.29 in Senior Housing requisitions to the Alberta Government on behalf of oil and gas companies which we were unable to collect from. As a result, this remittance had to be paid out of our operating budget, which comes from rural taxpayer’s pockets.

School Tax and Seniors Housing requisitions are vital to maintaining the fabric of our standard of life here in Alberta. By forcing Alberta municipalities, including the County to undertake the collection of School Tax and Seniors Housing requisitions on behalf of the Province, and thereby force municipalities to assume the risk that these amounts will be unrecoverable, the Province has forced taxpayers within the County to carry the burden of the Province’s debts.

We brought this issue forward in the fall of 2016 at the Alberta Association of Municipal Districts and Counties (AAMDC) convention, and also in a meeting we had with then Minister of Municipal Affairs, Danielle Larivee. The County of Stettler raised this issue again at the spring AAMDC conference in March 2017, and again, in a meeting with yourself in March.

3. We ask that future amendments to the *MGA* and other provincial legislation be considered to improve the ability of municipalities to recover unpaid taxes levied against oil and gas operations and the associated machinery and equipment and linear property. For instance, payment of outstanding municipal taxes might become a prerequisite to transfers of oil and gas assets.

We thank you for your attention to this growing problem.

Sincerely,

Wayne Nixon
REEVE

CC: Honourable Rachel Notley, M.L.A, Premier of the Province of Alberta
Mr. Rick Strankman, M.L.A. for Drumheller-Stettler
Mr. Al Kemmere, President AAMDC
Ms. Lisa Holmes, President, AUMA



ALBERTA
ENVIRONMENT AND PARKS

*Office of the Minister
Minister Responsible for the Climate Change Office
MLA, Lethbridge-West*

Reeve Bill Neufeld
Mackenzie County
Box 640
Fort Vermilion AB T0H 1N0
bill@mackenziecountry.com

Dear Reeve Neufeld:

Thank you for your letter dated May 23, 2017, providing detailed information on the water well project you plan to finance with the grant of \$73,500 allocated to a community project for the Hamlet of La Crete. In accordance with the terms and conditions of the Certificate of Variance issued to La Crete Sawmills Ltd. by Environment and Parks and my letter dated August 12, 2016, my department has reviewed your proposal and has found it to be acceptable. A grant agreement will be prepared and funding disbursed to implement the water well project described in your letter.

A post-project completion verification process will be conducted by the department to determine if the project was executed as proposed and authorized.

If you have any questions, please contact Mr. Okey Obiajulu, Approvals Manager in Grande Prairie, by telephone at 780-833-4375 or by e-mail at okey.obiajulu@gov.ab.ca.

Sincerely,

Shannon Phillips
Minister

cc: Honourable Joe Ceci
President of Treasury Board and Minister of Finance

Okey Obiajulu
Environment and Parks

From: assessmentervicesbranch@gov.ab.ca
To: [CAO](#)
Subject: Proposed changes for property assessment and tax notices and property tax bylaws for 2018
Date: August-16-17 1:50:16 PM

August 16, 2017

Information to all Municipal CAOs and Assessors.

Subject: Proposed changes for property assessment and tax notices and property tax bylaws for 2018

Bill 21, the “*Modernized Municipal Government Act (MMGA)*,” received Royal Assent on December 9, 2016. Subsequently, Bill 8, “an Act to Strengthen Municipal Government,” received Royal Assent on June 7, 2017. Most of the legislative changes introduced through these bills are anticipated to come into effect on January 1, 2018. Municipalities will be required to implement the changes immediately in 2018. This information notice explains the changes that will be required to property assessment and tax notices, and tax rate bylaws.

Property Assessment/Tax Notices

Municipalities must include on the assessment notice, the “notice of assessment date,” the “complaint deadline,” and may remove the liability code.

New

1. 284(4)

In this Part and Parts 11 and 12, “complaint deadline” means 60 days after the notice of assessment date set under section 308.1 or 324(2)(a.1).

New

1. 308.1

(1) An assessor must annually set a notice of assessment date, which must be no earlier than January 1 and no later than July 1.

(2) An assessor must set additional notice of assessment dates for amended and supplementary assessment notices, but none of those notice of assessment dates may be later than the date that tax notices are required to be sent under Part 10.

Amended

1. 309(1)

An assessment notice or an amended assessment notice must show the following:

- (a) the same information that is required to be shown on the assessment roll;
- (b) the notice of assessment date;
- (c) a statement that the assessed person may file a complaint not later than the complaint deadline;
- (d) information respecting filing a complaint in accordance with the regulations.

Municipalities should be prepared to provide, if asked, a certification of the mailing date.

New

1. 310(3-5)

(3) An assessment notice must be sent at least 7 days prior to the notice of assessment date.

(4) A designated officer must certify the date on which the assessment notice is sent.

(5) The certification of the date referred to in subsection (4) is evidence that the assessment notice has been sent.

Municipalities should provide information on how to request a receipt for property taxes paid.

New

1. 334(1)

Information on how to request a receipt for taxes paid.

Municipalities are required to include the designated industrial property requisition tax rate on the tax notice for designated industrial property.

Amended

1. 334(3)

Despite subsection (2), a tax notice must show, separately from all other tax rates shown on the notice, the tax rates set by the property tax bylaw to raise the revenue to pay the requisitions referred to in section 326(a)(ii) or (vi).

(Note: this tax rate is separate from the non-residential tax rate set by municipalities for municipal funding purposes.)

Property Tax Rates

When establishing property tax rates for 2018, municipalities must conform to the 5:1 tax ratio which came into effect May 31, 2016 under *MGA* s.358.1. Municipal Affairs staff will discuss with municipalities that are non-conforming, the municipality's plan to reduce the tax ratio.

More information will be provided as it becomes available. In the meantime, if you have questions, please call the Assessment Services Branch of Municipal Affairs at 780-422-1377 , toll-free in Alberta by dialing 310-0000 first.

Sincerely,

Steve White

Executive Director

Assessment Services Branch

AAMDC's New Councillor Orientation at Fall 2017 Convention

Every year in which a municipal election occurs, the AAMDC provides a New Councillor Orientation at the subsequent fall convention to inform newly elected officials about the association and the services we provide for our members. This fall, the AAMDC's New Councillor Orientation will take a different form and be provided as a plenary address during regular convention programming. This will provide an opportunity for the entire membership to learn about the AAMDC and to highlight the opportunities that our Aggregated Business Services provides for member benefit, in addition to the advocacy efforts by the Board of Directors and Advocacy department.

This approach will also enable AAMDC members to schedule meetings with MLAs and Ministers before convention kicks off on Wednesday, November 15, 2017.

Convention planning is underway and agenda and registration information will be posted at AAMDC.com in the coming weeks. Hotels are filling up quickly so please ensure you reserve your accommodation at one of our [preferred convention hotels](#).

Enquiries may be directed to:

Cindy Carstairs
Administrative and Convention Coordinator
780.955.4095

Kim Heyman
Director, Advocacy & Communications
780.955.4079