

**CLEARWATER COUNTY
COUNCIL AGENDA
September 10, 2013
9:00 A.M.
Council Chambers
4340 – 47 Avenue, Rocky Mountain House AB**

9:30 A.M. Public Hearing: Bylaw 978/13 Little
10:00 A.M. Delegation: Eagle Ridge Hill Community Association

A. CALL TO ORDER

B. AGENDA ADOPTION

C. CONFIRMATION OF MINUTES

1. August 27, 2013 Regular Meeting Minutes

D. PUBLIC WORKS

1. AAMDC Request for Input re Maintenance and Service on Three-Digit (Secondary) Highways
2. **9:30 A.M.** Public Hearing Bylaw 978/13 Little
Bylaw 978/13 Second and Third Reading
3. Policy Review – Final: “Approach Construction Guidelines”
4. **10:00 A.M.** Eagle Ridge Hill Community Association – Request for Road Surfacing

E. COMMUNITY AND PROTECTIVE SERVICES

1. Nordegg Chamber of Commerce Funding Request

F. IN CAMERA

1. Well Drilling Equipment Tax Report
2. Town Wastewater Upgrade Report
3. DRAFT Wastewater Agreement
4. **11:00 A.M.** CPO Service Level Review

G. COMMITTEE REPORTS

H. INFORMATION

1. CAO’S Report
2. Public Works Director’s Report
3. Accounts Payable Listing

I. ADJOURNMENT

TABLED ITEMS

Date

Item, Reason and Status

04/10/12

Arbutus Hall Funding Request

- To allow applicant to provide a complete capital projects plan.

STATUS: Pending Information, Community and Protective Services



Agenda Item

Project: Three Digit Highways	
Presentation Date: September 10, 2013	
Department: Public Works	Author: Erik Hansen/ Marshall Morton
Budget Implication: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area: Governance and Intergovernmental Relations	Goal: Council will actively pursue opportunities to discuss with the Premier, Cabinet Members, and Deputy Ministers issues concerning provincial legislation, programs or initiatives.
Legislative Direction: <input checked="" type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) _____ <input type="checkbox"/> County Bylaw or Policy-	
Recommendation: That Council reviews the attached survey and provides their perspective to the AAMD&C.	
Attachments: AAMDC Maintenance and Service on Three-Digit (Secondary) Highways	

Background:

We have received a survey from the AAMD&C in relation to quality of 3 digit highways and the associated level of service.

The administration has taken the opportunity to answer the questions on the survey and would like to discuss these responses with Council to ensure that this is consistent with how Council would respond.

Maintenance and Service on Three-Digit (Secondary) Highways



Partners In Advocacy & Business

The AAMDC has become aware of member concerns with the quality and level of service provided in maintaining three-digit (secondary) highways. In order to understand the magnitude of these concerns, or conversely, the positive aspects of this service, the AAMDC has created this short survey. Members are encouraged to work collectively with their council, administration, and public works expertise to complete a response. This survey should take between 5 and 10 minutes. The deadline to participate is October 2, 2013.

*** 1. Please indicate your municipality.**

*** 2. This response is intended as input from which of the following?**

- An administrator
- Council as a whole
- Other (please specify)

COUNCIL AND ADMINISTRATION

3. Using your best estimate, please indicate what percentage of the three-digit (secondary) highways in your municipality are:

Paved	<input type="text" value="50 %"/>
Gravel	<input type="text" value="50 %"/>

Paved Three-Digit (Secondary) Highways

4. How would you rate the quality of PAVED road surface on three-digit (secondary) highways in your municipality?

- Poor
- Fair
- Good
- Excellent
- N/A

Maintenance and Service on Three-Digit (Secondary) Highways

5. How would you rate the quality of the following services on PAVED three-digit (secondary) highways in your municipality?

	Poor	Fair	Good	Excellent	N/A
Snow removal	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weed control	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mowing	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sign installation	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sign replacement	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Culvert maintenance	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic control (in emergencies)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Gravel Three-Digit (Secondary) Highways

6. How would you rate the quality of GRAVEL road surface on three-digit (secondary) highways in your municipality?

Poor	Fair	Good	Excellent	N/A
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. How would you rate the quality of the following services on GRAVEL three-digit (secondary) highways in your municipality?

	Poor	Fair	Good	Excellent	N/A
Grading	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Snow removal	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weed control	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mowing	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sign installation	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sign replacement	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Culvert maintenance	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic control (in emergencies)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

General Comments

8. How does the quality of road infrastructure and service on three-digit (secondary) highways compare to when your municipality was responsible for secondary highways?

Worse	The same	Better
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Maintenance and Service on Three-Digit (Secondary) Highways

9. If you feel that service to and quality of three-digit (secondary) highways has been reduced, what do you attribute this to? (select all that apply)

- Reduced investment in maintenance and infrastructure
- Reduced staffing levels
- Remoteness
- Competing priorities
- Lack of contract enforcement

Other (please specify)

General Comments continued...

10. How does the quality of and service to three-digit (secondary) highways compare to the quality of and service you deliver to your own municipal roads?

- Municipal roads are in better shape
- Three-digit (secondary) are in better shape
- They are about the same

Other (please specify)

11. Has your municipality experienced any increased use of municipal roads as a result of poor conditions on three-digit (secondary) highways?

- Yes
- No

Other (please specify)

Maintenance and Service on Three-Digit (Secondary) Highways

12. Does your municipality have any concerns with year-round road bans on three-digit (secondary) highways? If so, what are they?

- Not applicable to my municipality
- No concerns about year-round road bans
- Increased traffic
- Increased damage
- Increased evading of road permits

Other (please specify)

Responsibility for Three-Digit (Secondary) Highways

13. The AAMDC is aware that some members have an interest in re-assuming responsibility of three-digit (secondary) highways. Have you considered this for your municipality?

- Yes
- No

14. If your municipality has considered re-assuming control of three-digit (secondary) highways, under what conditions would you do so?

- Not interested under any circumstances
- Willing using only own-source revenue
- Willing if there is agreement from the province on funding support

Other (please specify)

15. Do you see this as a priority issue for the AAMDC to advocate on?

- Yes
- No

You're done!

Maintenance and Service on Three-Digit (Secondary) Highways

16. This represents the end of the survey. Please use this space to provide any other general comments related to this issue.

OVERALL THE MAINTENANCE CONTRACTOR FOR OUR AREA DOES A VERY GOOD JOB. HOWEVER, THERE IS A NEED FOR SIGNIFICANT CAPITAL INVESTMENT INTO THE 3 DIGIT HWY'S IN OUR AREA.

17. Can we contact you if we need more information? If so, please leave your contact information.

Name:

MARSHALL MORTON

Email Address:

Phone Number:

The AAMDC thanks you for your time and efforts to respond to this survey!



Agenda Item

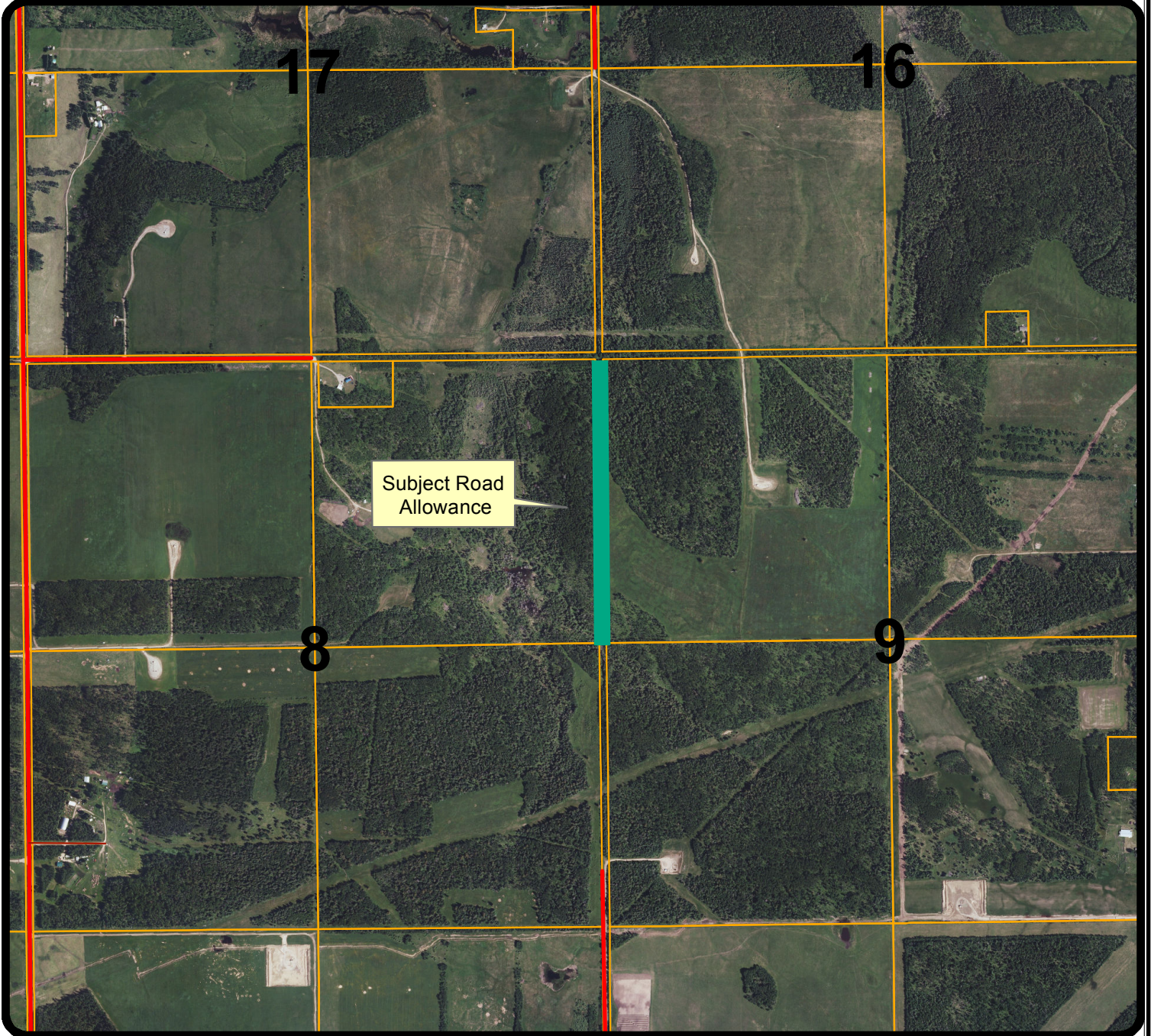
Project: Permitting of Road Allowance which lies between NE-8-41-5 W5M and NW-9-41-5 W5M (approximately 4.00 acres)	
Presentation Date: September 10, 2013	
Department: Public Works	Author: Michelle Marshall/ Marshall Morton
Budget Implication: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area: Infrastructure & Asset Management	Goal: To effectively manage the financial and physical assets of the County in order to support the growth and development of the County while obtaining maximum value from County owned infrastructure and structures.
Legislative Direction: <input type="checkbox"/> None <input checked="" type="checkbox"/> County Bylaw or Policy (cite) <u>Bylaw 978/13</u>	
Recommendation: That Council gives second and third reading to By-law No. 978/13.	
Attachments List: Request letter from Francis Little Map of Requested Road Allowance Bylaw 978/13	

Background: Francis Little has requested the use of the road allowance which lies between the NE-8-41-5 W5M and NW-9-41-5 W5M (approximately 4.00 acres) for grazing purposes and to accommodate fencing.

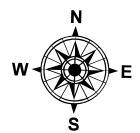
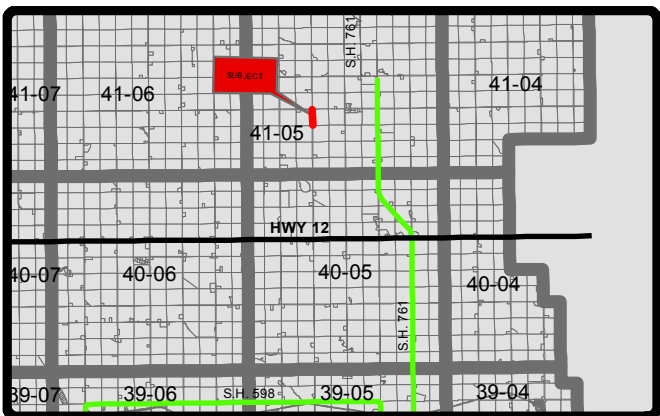
Due to the topography between the noted quarters, Mr. Little is unable to run fencing along the entire west side of his parcel (NW-9-41-5 W5M), by including the road allowance he is able to utilize a portion of the fence line on the east side of the NE-8-41-5 W5M.

After the required advertising period we have received no complaints or concerns from the public regarding this application.

Attached you will find a copy of the letter from Mr. Little, a map outlining the requested area as well as a copy of the associated bylaw.



**Application For Lease of Road Allowance
Lying Between
N.E. 8-41-5 W5 and
N.W. 9-41-5 W5
Francis Little
800 meters - 1/2 mile
4.00 acres**



BY-LAW NO. 978/13

A By-law of the Clearwater County, Province of Alberta, for the purpose of granting a permit for the temporary occupation or use of a road allowance in accordance with the Highway Traffic Act, Chapter H-7, Revised Statutes of Alberta, 1980, Section 16, 1, (Q).

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

WHEREAS, application has been made to Council to have the highway temporarily occupied or used.

NOW, THEREFORE, be it resolved that the Clearwater County Council, in the Province of Alberta, does hereby authorize the following roadway for temporary occupation or use subject to rights of access granted by other legislation or regulations and relevant County Policy.

The portion which lies between the NE-8-41-5 W5M and NW-9-41-5 W5M (approximately 4.00 acres more or less).

Excepting thereout all mines and minerals.

READ A FIRST TIME this 13 day of AUGUST A.D., 2013.

REEVE

CHIEF ADMINISTRATIVE OFFICER

PUBLIC HEARING held this 10 day of SEPTEMBER A.D. 2013.

READ A SECOND TIME this day of A.D., 2013.

READ A THIRD AND FINAL TIME this day of A.D., 2013.

REEVE

CHIEF ADMINISTRATIVE OFFICER

July 16th 2013

I Francis John Little would like to apply to
lease the road allowance between NW 9-41-5W5 and
NE 8-41-5W5. For grazing access and use of
fencing

F J Little

403-729-2529



Agenda Item

Project: Approach Construction Guidelines Policy Final Review	
Presentation Date: September 10, 2013	
Department: Public Works	Author: Erik Hansen/Marshall Morton
Budget Implication: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area: Infrastructure & Asset Management	Goal: - To effectively manage the financial and physical assets of the County in order to support the growth and development of the County while obtaining maximum value from County owned infrastructure and structures.
Legislative Direction: <input type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) _____ <input checked="" type="checkbox"/> County Bylaw or Policy <u>APPROACH CONSTRUCTION GUIDELINES POLICY</u>	
Recommendation: That Council reviews the final draft of the amended policy and accept it as presented.	
Attachments List: Approach Construction Guidelines Policy	

Background: As per the direction provided during the August 27, 2013 Council meeting, staff is bringing fourth the final draft of the Approach Construction Guidelines Policy for review. If approved, this policy will be added to our current policy list.

See Attached Policy

Clearwater County

APPROACH CONSTRUCTION GUIDELINES

EFFECTIVE DATE: October 15, 2009

Revised: March 26, 2013, September 10, 2013

SECTION: Public Works

POLICY STATEMENT:

The County is responsible to provide reasonable approach from any developed County roadway to each existing adjacent property. With the approval from the County, property owners are responsible for the development of additional approaches beyond those provided for by this policy. The purpose of this policy is therefore to provide direction regarding the responsibility for the construction of approaches from adjacent County roadways and specifications for same.

DEFINITIONS

- Approach – Any entrance located within a municipal road allowance or right-of-way that provides ingress and/or egress to a field, resident(s), commercial use, or industrial use.
- Intersection – Any junction where two government road allowances or right-of-ways connect.
- Grandfathered – Any approach constructed prior to July 1, 2007, will be accepted by the County in its present condition and location; with the exception of new bare land subdivisions.

GENERAL

General Provisions:

1. The Public Works Department has the responsibility to administer this policy.
2. All approaches constructed prior to July 1, 2007 shall be grandfathered; therefore the following policy pertains to only the approaches constructed from July 1, 2007 to the present; unless otherwise specifically stated (i.e. – bare land subdivision).
3. If a development wishes to utilize an existing approach, which would alter or intensify its use, the approach must meet all applicable Municipal Standards.
4. If an industrial lease is proposed in the corner of a property adjacent to an intersection, the approach shall be setback from an intersection a minimum of 100m provided it meets all other Municipal Standards.

Procedure Provisions:

1. Where a parcel of land has no approach, the County will supply one approach only, to each existing parcel of land from an adjacent developed roadway. The location of the approach will be determined through consultation with the landowner and all reasonable attempts will be made to place it in a convenient and safe location for the benefit of the landowner and the travelling public. To provide additional clarification, an existing approach will include any approach currently providing access to an existing parcel of land that was constructed by the Road Authority, Industry or landowner.
2. In the event a parcel is severed by a developed County roadway, or a major drainage course, and providing the severed parcel has no approach and is adjacent to a developed County roadway; the County will furnish one additional approach for each severed parcel of land. The landowner shall provide reasonable need or justification for the approach, and it will only be installed if it can be done at a safe location and at reasonable cost.
3. During municipal road construction/rehabilitation conducted by the County, a landowner may request an approach to be widened to accommodate large pieces of equipment. The widening of said approach will not be free of charge (if widening extends beyond a total surface width of 7.3m or 24 feet) to the landowner but can be done in exchange for borrow material or a negotiated exchange approved by the Director of Public Works. If the landowner wishes he could also pay the County an approved amount to widen the approach.
4. During the annual construction program all approaches located adjacent to a rehabilitation project will be evaluated as to how the approach meets both municipal construction standards and municipal safety standards. Any field approaches that are deemed to be located in an unsafe location will be removed or re-located by the construction crew after consultation with the effected landowner. Approaches that are not grandfathered and are found to be constructed to a lower standard than the municipal standard or are deemed to be a safety hazard will be upgraded, relocated or removed at the cost of the municipality. All residential approaches are considered to be grandfathered.

STANDARDS

Construction Guideline Provisions

1. Standard approaches will be constructed with a minimum 7.3m (24 feet) finished driving surface. Further approach specifications are outlined on Schedule "A" attached to this policy. Approach specifications may be varied, at the discretion of the County, based on local circumstances and limitations.
2. The following unobstructed sight distance requirements must be obtained for any approach approved under this policy and to be constructed on municipal road allowance:
 - a) 150 m for a roadway with less than 1,000 vehicles per day.
 - b) 200 m for a roadway with a 1,000 vehicles per day or greater
3. The County will determine if a culvert is required and the appropriate size. The size of the culvert must accommodate normal drainage requirements.
4. Approaches will be constructed in a manner that will not restrict or alter drainage patterns, unless specifically approved by the County. Prior to restricting or altering drainage patterns, the County will consult with Alberta Environmental Protection.

Page 3 of 4

5. The County will, at the request of the landowner, upgrade substandard approaches, when an existing parcel, or severed parcel, is not currently serviced by one standard approach. This will only be done where costs are reasonable, and as budget limitations permit.
6. Should the landowner require an approach with the finished driving surface exceeding 7.3m (24 feet), the additional cost shall be borne by the landowner.
7. Upon receipt of a request to construct an approach, the County reserves the discretion to either approve or not approve the approach and to determine the varying approach specifications based on physical characteristics.
8. Access roads or approaches entering a county road shall be setback from an intersection a minimum of 150m, unless they fall under the grandfather clause or are specifically identifies elsewhere in this policy.
9. During the municipality's annual rehabilitation program all approaches adjacent to the roadway under construction will be evaluated, upgraded, re-located, or removed (unless it is grandfathered or specifically identified exempted) in accordance with this policy.
10. A minimum spacing of 50 meters is required between individual approaches.
11. A railway crossing does not constitute as an intersection, therefore the required setback for rail crossings will be a minimum of 35 meters or as determined by the rail authority.
12. No more than four (4) approaches per half (1/2) mile or eight (8) per quarter section are permitted, unless more existed prior to July 1, 2007.
13. In the event a landowner wishes to appeal a decision of the Public Works Department regarding the construction beyond that permitted in this policy, that landowner will have to submit in writing an outline for his/her rational behind the appeal and will be invited to attend a meeting of Council to discuss his/her concerns or needs.

SUBDIVISION**Subdivision Provisions:**

1. The County will not supply approaches to parcels of land to accommodate the subdivision of land.
2. During the subdivision approval process, the subdivision approving authority shall ensure that each new parcel created and each remaining parcel has a developed approach, constructed in accordance with this policy.
3. The Public Works Department will inspect existing approaches to any proposed bare land subdivision (i.e. new parcel) and the remaining parcel(s) to ensure one approach to municipal standard exists on each parcel(s).
4. The developer is required to supply; at their cost, one approach to the subdivision and one approach to the remaining parcel that meet municipal standards. If by the creation of the

subdivision the number of approaches exceed the permitted amount, the developer will be required to remove the number of approaches on a one to one basis; for example: if the landowner has 6 approaches within the half mile and requires an additional approach to facilitate a new subdivision, one other approach of the landowner's choice must be removed.

5. The subdivision approving authority will identify all approaches that are deemed unsafe and to be removed as a condition of subdivision. Any existing approach accessing an established residence shall not be required to be removed or re-located, unless consent from the landowner is obtained. The cost of removal will generally be the developers.
6. Generally, more than one approach to a subdivided residential parcel will not be considered unless a significant need can be demonstrated by the developer. If two existing approaches are accessing a proposed residential parcel and do not present a safety concern, consideration will be given to allow both approaches to remain. If both approaches are to remain the developer will be required to upgrade both approaches to municipal standard.
7. During the development approval process, the Development Officer, shall ensure, as a condition of development, that the developer provides (at his cost), an approach to suit the approach needs of the development. The Development Officer shall consult with the Public Works Department regarding appropriate standards.



Agenda Item

Project: Eagle Ridge Hill Community Association Request	
Presentation Date: September 10, 2013	
Department: Public Works	Author: Erik Hansen/Marshall Morton
Budget Implication: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area: Infrastructure & Asset Management	Goal: - To effectively manage the financial and physical assets of the County in order to support the growth and development of the County while obtaining maximum value from County owned infrastructure and structures.
Legislative Direction: <input type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) <input checked="" type="checkbox"/> County Policy- Road Surfacing and Other Major Projects- Priority Setting	
Recommendation: That Council reviews the information provided and recommend adding this request to the agenda for the 2014 Clearwater County budget deliberations.	
Attachments List: Request Letter, Road Surfacing Policy	

Background: Clearwater County has received a request letter from the Eagle Ridge Hill Community Association. The subject of the letter is a request for Council to consider upgrading and paving Township Road 36-2 from the Burnstick Lake Road to Range Road 6-4(1.6Km).

A delegation representing the Eagle Ridge Hill Community Association has requested an audience with Council to discuss their request.

The request letter and the applicable policy have been attached for your review.

See Attached



EAGLE RIDGE HILL COMMUNITY ASSOCIATION



July 30, 2013

Clearwater County Councillors
c/o Clearwater County
4340 – 47 Avenue
Box 550
Rocky Mountain House, AB T4T 1A4

cc: Ron
Marshall
Earl

Dear Sirs:

**RE: Upgrade of Township Road 36.2
Burntstick Lake Road & Eagle Ridge Hill Development**

Pursuant to a meeting held with County Councillor, Earl Graham and a sub-committee of the Community Association of Eagle Ridge Hill on behalf of the society, we would respectfully request an audience with County Council to review the status of the aforementioned roadway.

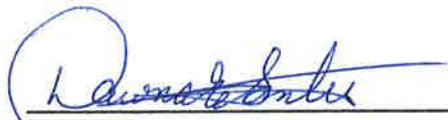
The road in question and in particular the intersection at Burntstick Lake Road as well as the first section of the roadway west of the intersection. This section of the gravelled road has several soft spots (apparently an underground spring) which combined with the uphill escalation (wash board) has rendered the road all most impassable during spring periods.

It was our understanding during the course of dialogue with the County a number of years ago (2006) that a road upgrade priority list existed. We had hoped that we were getting close to the top of that list – but apparently the list is no more. It is our opinion that at the very least the subject intersection and hill section present a safety concern and suggest that portion be upgraded to a higher standard.


At the top of our wish list is the request that complete mile of township 36.2 be engineered, upgraded and paved. Again we can understand budget issues, priority areas and given the recent flood the list is long and many requests. However, our concerns have been voiced and existed for many years and in fact well before the County was formed. Therefore, we would request that the County consider a phrased approach to our concerns and that the roadway be engineered to a standard and that the intersection and first section of the road going up the hill be reconstructed and paved as soon as possible please.

Respectfully submitted for your serious consideration.

Yours truly,
Eagle Ridge Hill Community Association



Dawna Santer, President



Marg Twitney, Vice-President

Cc: Earl Graham, Deputy Reeve

Clearwater County

ROAD SURFACING AND OTHER MAJOR PROJECTS – PRIORITY SETTING

EFFECTIVE DATE: August 26, 2003

Revised date: July 29, 2010, May 28, 2013

SECTION: Public Works

POLICY STATEMENT:

To guide administration in making recommendations to Council and to assist Council in determining road surfacing priorities in the County.

PROCEDURE:

1. The primary priority for the existing surfaced road network will be to the development of ban free road structures.
2. Typically, additional paved or surfaced road infrastructure development will only be expanded through funding partnerships such as: Provincial or Federal grant(s), third party funding (e.g. industry) or local improvement tax.
3. The maintenance overlays will be reflected on a priority list with a 3 year paving capital budget, as well as a 7 year forecast being used to assist in capital and financial planning.
4. Depending on the construction techniques utilized and the availability of funds, subgrade preparation work and surfacing work may occur in the same construction year.
5. All new asphalt surfaced road structures shall be constructed as to achieve a weight allowance minimum of 100% during ban season.
6. To assist in establishing a priority list the following factors will be considered.
 - **Provides network links to areas of the municipality, between the Province's Provincial Highways and to other municipalities;**
 - **Provides for a fair distribution of paved surfaces throughout the settled or sparsely settled portions of the municipality;**
 - **Cost benefits of installing a paved surface as opposed to maintaining a highly used gravel road.**
7. Notwithstanding other sections of this policy, council will also prioritize major projects that will be worked on as funds and opportunities present themselves. This list will include only paving projects or major grading/regravelling projects in more remote areas of the County.

To assist in planning and pursuing projects of this nature council will annually place approximately \$ 300,000 in the annual municipal budget. This money may be used for upgrades to these roads, for cost sharing with industry or the Provincial Government, or it may be placed in a reserve for future use.

Roads that may be eligible for funding under this program include:

- Red Deer River Access Road
 - North Fork road
 - O'Chiese Road
 - Chungo Road
 - Swan Lake Road
 - Cutoff Creek Road
8. Construction standards will be established by Council on a recommendation from the Director, Public Works for each project through criteria set out in the Clearwater County Road Standards Policy. In determining these standards consideration will be given to the long term road utilization.



Agenda Item

Project: Nordegg Chamber of Commerce Funding Request	
Presentation Date: September 10, 2013	
Department: Community & Protective Services	Author: Trevor Duley
Budget Implication: <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area: Land & Economic Development	Goal: The County will develop an economic development plan which supports and promotes industry, business and agri-business and tourism opportunities in the County.
Legislative Direction: <input checked="" type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) _____ <input type="checkbox"/> County Bylaw or Policy (cite) _____	
Recommendation: That Council considers covering the costs incurred by the Nordegg Chamber of Commerce as part of the wildfire recovery effort.	
Attachments List: Email Correspondence with Mr. Weber	

Background:

Clearwater County Administration recently received a request from the Nordegg Chamber of Commerce asking Council to reimburse the organization partially or wholly for costs they incurred this summer towards an advertising campaign.

The campaign included the utilization of an LED sign located along Highway 2 near Innisfail, and highlighted Nordegg and the West Country as a tourism destination. The aim of the campaign was to display that Nordegg remains open for business; more information is presented in the attached email for Council's review.

The cost of running the advertisement for 8 weeks was \$800.00. Administration is recommending that Council considers this request. Should Council wish to reimburse the Chamber, the funds would come from Economic Development.

Email Correspondence with Mr. Weber, August 26 2013

From: gerry weber
Sent: August-26-13 11:00 PM
To: Trevor Duley
Subject: Cost sharing on Innisfail LED roadside sign

Hi Trevor

The Nordegg Chamber of Commerce has not had a reply to our earlier email regarding the roadside sign at Innisfail so I thought I would give you an up-date. Perhaps the email went into cyberspace or I erred in the address.

Thank you for attending our Chamber meeting on Tues. June 18/13. For many of us it was informative to learn of the position you have and the assistance we have available.

As discussed at the meeting the membership was concerned about the ongoing promotion of tourism along the David Thompson Corridor and specifically in Nordegg. We expressed the need to have many more visitors to the area. The county of Clearwater and the Chamber have the same objective.

The Nordegg fire had a very adverse effect on travel to the west country.

There were many people asking if Nordegg and the industrial area were burned. Some even thought the campgrounds had suffered damage. Consequently very few ventured out.

To add to the misconception of wide spread damage, the rain and subsequent flooding in June also kept people from coming west. The remarks were that the entire west country was inaccessible. The Hummingbird area was damaged but the David Thompson corridor was not adversely affected. However people didn't come.

The Chamber has printed and distributed 30,000 brochures earlier this year, in an attempt to promote the Nordegg area. It was felt something had to be done to bring tourism back for the shortened summer season.

The proposal to rent advertising space on the QE2 LED sign at Innisfail in cooperation with the Chamber of Commerce of Innisfail, was accepted. The sign is highly visible to 1.6 million vehicles, both northbound and south bound traffic. The message is 6.5 sec. long and repeated every 5 min. The cost of this promotion is \$950.00 for the month of July and August.

The cost of this initiative represents 48% of our bank balance, however, the Chamber felt we had to take some measures to recoup some of the lost revenue for all businesses concerned, the hamlet of Nordegg, the Mine site, the trail rides and everyone that relies on summer business to survive.

The County of Clearwater has expressed a desire to promote tourism in the region and has launched some initiatives to that end.

The Nordegg Chamber of Commerce is asking that the county cover all or a portion of the cost of advertising on the Innisfail sign.

Regards

On behalf of the Nordegg Chamber of Commerce

Gerry Weber