

Regular Meeting of the Village of Alix Council, to be held on
Wednesday, February 2, 2022 at 6:00 P.M. (virtual)

AGENDA

1. Call to Order
2. Agenda: Amendments and Adoption
3. Adoption of the Minutes
 - a) Minutes of Regular Meeting - Wednesday, January 19, 2022 – 6:00 P.M.
4. Delegation: None
5. Bylaws:
 - a) Bylaw 469/22 – Business License Bylaw
 - b) Bylaw 471/22 – Fee Schedule Bylaw – Request for Decision 22-07
6. Unfinished Business:
 - a) Highway 601 and Highway 12 Intersection – Request for Decision 22-04
7. New Business:
 - a) Family & Community Support Services (FCSS) Funding Request – Request for Decision 22-05
 - b) Family & Community Support Services (FCSS) Funding Request – Request for Decision 22-07
 - c) Off Highway Vehicles – Request for Decision 22-06
 - d) Software Package – Request for Decision 22-03
8. Financial Reports: None
9. Committee Reports:
 - a) Alix Mirror Wellness Support Services – Mayor Fehr
10. Administrative Reports: None
11. Correspondence and Information:
 - a) Lions Den Snow Removal Request
 - b) Citizen Concerns – Sharon Faszler
 - c) Lacombe County Fire Service Report
 - d) Alberta Health Services - EMS System Pressure and Mitigation
 - e) Alberta Municipalities – Analysis of Price Waterhouse Cooper (PwC) Report Alberta Provincial Police Service (APPS) Transition
 - f) Farm Safety Centre
 - g) Sustainable Farm Families Alberta – Rural Health Initiative
12. Closed Meeting: None
13. Adjournment

VILLAGE OF ALIX
MISSION STATEMENT

Through Village Council policies and leadership, we foster an open, cooperative government, that encourages public participation and ensures levels of services our citizens expect and deserve.

Minutes of the Regular Meeting of the Village of Alix Council, held on Wednesday, January 19, 2022, at 6:00 P.M., virtually.

Present: Mayor Rob Fehr, Councillors Tim Besuijen, Janice Besuijen, Edwin Cole and Barbara Gilliat

Also Present: Michelle White, Chief Administrative Officer

Call to Order: Mayor Fehr called the meeting to order at 6:00 P.M.

Amendments/Deletions to Agenda: Mayor Fehr called for amendments to the agenda.

Approval of Agenda:

Resolution #015/22: Moved by Councillor Gilliat that the Village of Alix Council approve the agenda as presented.

CARRIED

Minutes: a) Regular Meeting – January 5, 2022

Resolution #016/22: Moved by Councillor T. Besuijen that the Minutes of the Regular Meeting of the Village of Alix Council held on Wednesday, January 5, 2022, be accepted as amended.

CARRIED

Delegation: a) RCMP Cpl. Grant Glasier – Update from Bashaw RCMP Detachment

Corporal Grant Glasier of the Bashaw RCMP Detachment entered the meeting at 6:00 P.M.

Corporal Glasier retired from the meeting at 6:10 P.M.

Bylaws: None

Unfinished Business: None

New Business: a) Disposal of Capital Assets - Request for Decision 21-75

Resolution #017/22: Moved by Councillor Gilliat that the Village of Alix Council hereby rescinds Policy #5, The Disposal of Capital Assets.

CARRIED

b) Testing of Disaster Services Siren – Request for Decision 21-76

Resolution #018/22: Moved by Councillor Cole that the Village of Alix Council hereby rescinds Policy #19, Testing of the Disaster Services Siren.

CARRIED

c) Land Sale Policy – Request for Decision 21-77

Resolution #019/22: Moved by Councillor T. Besuijen that the Village of Alix Council hereby approves Policy #44, Sale of Municipal Lands as amended.

CARRIED

New Business: (cont) d) Media Policy – Emergency Management – Request for Decision 22-01

Resolution #020/22: Moved by Councillor Gilliat that the Village of Alix Council hereby authorizes the Mayor and Deputy Mayor to meet with Disaster Services personnel for discussion on roles and responsibilities during an emergency.
CARRIED

Financial Reports: a) Accounts Payable Cheque Listing – January 11, 2022
b) Bank Reconciliation – December 31, 2021
c) Tax Trial Balance – January 13, 2022

Resolution #021/22: Moved by Councillor Cole that the Village of Alix Council accept the Financial Reports as presented.
CARRIED

Committee Reports: None

Administrative Reports: a) Chief Administrative Officer Report
b) Administrative Support Report

Resolution #022/22: Moved by Councillor J. Besuijen that the Village of Alix Council accept the Administrative Reports as presented.
CARRIED

Correspondence and Information: a) Alberta Municipal Affairs – Minister of Municipal Affairs, Ric Melver
b) Alberta Municipal Affairs – Assistant Deputy Minister of Municipal Affairs, Gary Sandberg
c) Crowsnest Pass – Letter of Support for Cold Lake and Streamlining Foreign Physician Assessment
d) Crowsnest Pass – Letter of Support for Fast Tracking Immigrant Nurses for Certification in Alberta
e) Town of Tofield – Rural Alberta Adolescent Vaccine Provision
f) Alix and Area Community Resource Centre – 2021 Year in Review
g) Alberta Advanced Education – Response to Letter of Support
h) Alberta Transportation – AMWWP Grant Application Denied

Resolution #023/22: Moved by Councillor Cole that Correspondence Items (a) through (h) be accepted as information.
CARRIED

Closed Meeting: None

Adjournment:

Resolution #024/22: Moved by Councillor Gilliat that this Regular Meeting of the Village of Alix Council be adjourned at 6:45 P.M.

CARRIED

Mayor

Chief Administrative Officer

DRAFT

VILLAGE OF ALIX

BYLAW NO. 469/22

BEING A BYLAW OF THE VILLAGE ALIX IN THE PROVINCE OF ALBERTA TO PROVIDE FOR THE CONTROL, REGULATION AND LICENSING OF BUSINESSES WITHIN THE VILLAGE.

WHEREAS, pursuant to the Municipal Government Act, R.S.A. 2000, Chapter M-26 as amended Municipalities may by bylaw, control, regulate, and license businesses within their boundaries; and

NOW THEREFORE, the Municipal Council of the Village of Alix, in the Province of Alberta, duly assembled, enacts as follows:

TITLE:

- (1) This Bylaw may be called the "Business License Bylaw."

DEFINITIONS:

- (2) For the purposes of this Bylaw;
- (a) "APPLICANT" shall mean a Person who applies for a Business License or renewal of a Business License required by this Bylaw.
 - (b) "BUSINESS" shall mean;
 - i. a commercial, merchandising or industrial activity or undertaking;
 - ii. a trade, profession, occupation, employment or calling; or
 - iii. an activity providing goods and/or services however organized or formed, including co-operative or association of persons.
 - (c) "BUSINESS LICENSE" shall mean a License to be issued, pursuant to this Bylaw, for the purpose of licensing any Business operating within the Village.
 - (d) "CHARITABLE OR NON-PROFIT ORGANIZATION" shall mean a Person, association of persons, or a corporation, acting for charity or in the promotion of general social welfare which can not at any time distribute a dividend or profit to its members and includes;

- i. a religious society or organization;
 - ii. a service club;
 - iii. a community, veterans or youth organization;
 - iv. a social, sport or fraternal organization or club;
 - v. schools funded by the public.
- (e) **“COUNCIL”** shall mean the Municipal Council for the Village of Alix.
- (f) **“FARMERS MARKET”** shall mean any Persons, society or organization who carries on a Business of providing stalls, tables or space for which a fee is charged for a Person to sell home grown vegetables, home grown fruits or fish of his own catching, home manufactured products, or local artisan crafts.
- (g) **“GENERAL CONTRACTOR”** shall mean any Person who enters into a contract or contracts to build or renovate on a project.
- (h) **“HAWKER AND PEDDLAR”** shall mean any Person whether as a principle or agent who;
- i. goes from house to house or Business to Business selling, offering a service or merchandise for sale to any person, and who is not a wholesale or retail dealer in such merchandise with permanent place of Business in the Village of Alix; or
 - ii. offers or exposes for sale to any Person by means of samples, patterns, cuts or blueprints, merchandise to be afterwards delivered in or shipped into the Village of Alix; or
 - iii. sells merchandise or services or both on the streets or roads or elsewhere other than a building that is his permanent place of Business.
- (i) **“HOME OCCUPATION”** shall mean any Business, occupation, trade, calling or craft carried on from a residence or accessory residential building, by one or more members of a family occupying the said residence and for which a Home Occupation has been approved under the provisions of the Village of Alix’s Land Use Bylaw and any amendments thereto.
- (j) **“LICENSE”** shall mean a License granted by the Village of Alix pursuant to this Bylaw entitling the applicant to carry on a Business.
- (k) **“NON LOCAL BUSINESS”** shall mean a Business

that is located outside of the municipal boundaries of the Village of Alix.

- (l) **“LOCAL BUSINESS”** shall mean a Business located within the boundaries of the Village of Alix.
- (m) **“PEACE OFFICER”** shall mean;
 - i. a Police Officer;
 - ii. a person appointed as a Peace Officer pursuant to the Peace Officer Act, SA 2006, P-3.5; or
 - iii. a person appointed as a Bylaw Enforcement Officer pursuant to the Municipal Government Act, RSA 2000, M-26 and amendments thereto.
- (n) **“PERSON”** shall mean a natural person, Business, sole proprietorship, a partnership or corporation.
- (o) **“PREMISES”** shall include store, office, warehouse, factory, building, enclosure, yard or other place occupied, or capable of being occupied by any Person for the purpose of any Business.
- (p) **“SUB-CONTRACTOR”** shall mean the Business or Person engaged in providing services to a portion of a contract from a General Contractor or another Sub-contractor.
- (q) **“SUPPLIER”** shall mean a Business, that supplies goods for resale or services to the holder of a Village Business License.
- (r) **“TEMPORARY BUSINESS”** shall mean a Business where the duration of the business activity is equal to or less than 30 days per year.
- (s) **“VILLAGE”** shall mean the Village of Alix, a municipal corporation of the Province of Alberta.

NECESSITY FOR A LICENSE:

- (3) No person shall within or partly within the Village of Alix corporate limits:
 - (a) carry on any Business; or
 - (b) carry on any undertaking or do any act or use or have any article, for which a License is required under the provisions of this bylaw unless he holds a valid License

issued pursuant to the provisions of this Bylaw.

- (4) A valid Business License is required to be listed on the Village of Alix's Business Directory and on other promotional material maintained by the Village of Alix.

LICENSE NOT REQUIRED:

- (5) A Business License shall not be required for the following businesses:
 - (a) Charitable or non-profit organizations;
 - (b) operator of a stall within a Farmers Market, trade or craft show;
 - (c) Suppliers, be exempt only while operating as defined in this Bylaw;
 - (d) a Business that is carried on or operated by the Village or at a location operated by an official or employee of the Village acting on behalf of the Village;
 - (e) Subcontractors for the period of time it takes to complete the particular project and where the General Contractor has a valid Business License and has supplied the Subcontractors name to the Village;
 - (f) any proprietor that is exempt under Provincial or Federal legislation.
- (6) When an exemption is granted to an organization, Person or Business pursuant to this section, unless the exemption, when granted, specifically otherwise provides, the organization, Person or Business shall comply with the provisions of this Bylaw relating to the Business to be carried on, other than the requirement to pay a License fee.

LICENSE APPLICATION, TERM & RENEWAL PROCESS:

- (7) An Applicant for a Business License shall make application to the Village of Alix in the form prescribed by the Village and supply such information as the Chief Administrative Officer may require from time to time.
- (8) Each application for Business License shall be accompanied by a fee determined from time to time and established by Council and set out in the Village of Alix's Schedule "A" of the Fee Schedule Bylaw #449/19, as amended.
- (9) The term of the License issued under this Bylaw is for one year

from January 1 to December 31 in each calendar year.

- (10) Renewal of the Business License is required for each subsequent calendar year and shall be accompanied by the appropriate fee as set out in the Village of Alix's Schedule "A" of the Fee Schedule Bylaw #449/19, as amended.
- (11) License fees are due and payable prior to January 31. Renewal payments received after January 31 will incur a 15% penalty and can also lead to further offenses as per Section 18 and 19 of this Bylaw.

POSTING OF LICENSE:

- (12) The owner of the Business shall post the License in a conspicuous place on the Business Premises.

REQUIREMENT OF PROVINCIAL LICENSE:

- (13) Every Person who applies for a Business License from the Village is required to be in possession of a valid provincial license where such is required by the Province of Alberta.

REVOCAION OR SUSPENSION OF LICENSE:

- (14) The Peace Officer may revoke or suspend any License issued under the provisions of this Bylaw:
 - (a) for failure to comply with any of the conditions or regulations of this Bylaw;
 - (b) for failure to comply with any other Bylaw or regulation of the Village; or
 - (c) for failure to comply with any legislation or regulation of the Province of Alberta;
 - (d) if in the opinion of the Peace Officer the holder of a License intends or appears to intend to defraud or appears to have defrauded the public in any way; or
 - (e) if in the opinion of the Peace Officer the conduct of the Licensee is offensive.
- (15) A Business License is automatically revoked if payment of fees required by this Bylaw is made by cheque or other instrument which is not accepted by the financial institution on which it is issued.

APPEAL OR SUSPENSION OR REVOCAION:

- (16) Where a License has been revoked the Person to whom the License was issued shall be entitled to appeal to Council.
- (17) After hearing the appellant and the evidence adduced, Council may:
- (a) confirm the suspension or revocation;
 - (b) give conditional approval; or
 - (c) direct that the License be issued either conditionally or unconditionally as may be deemed expedient in the public interest.

OFFENSES AND PENALTIES:

- (18) Any Business that contravenes any provision of the Bylaw is guilty of an offence and is liable for a fine of no less than \$250.00 and not more than \$1,000.00 exclusive of costs, and in the case of non-payment of the fine and costs so imposed, the Person may be imprisoned for a period of time not to exceed six months unless the fine and costs including the cost for committal are sooner paid.
- (19) Where the offense is non-payment of any License fee payable hereunder, the convicting provincial judge may adjudge payment thereof in addition to the fine imposed.

SEVERABILITY

- (20) Should any section or part of this Bylaw be found to have been improperly enacted or ultra vires, for any reason, then such section or part shall be regarded as being severable from the Bylaw and the Bylaw remaining after such severance shall be effective and enforceable as if the section found to be improperly enacted had not been enacted as part of this Bylaw.

THE previous Business License Bylaw 379/09 and any amendments thereto are hereby repealed by passage of this Bylaw.

THIS Bylaw shall come into force and effect on final reading thereof.

Read a first time this day of , 2022.

Read a second time this day of , 2022.

Read a third time and finally passed this day of , 2022.

Mayor

Chief Administrative Officer

ADMINISTRATION REPORT



Date: January 26, 2022
Memo To: Village Council
From: Michelle White
Subject: Fee Schedule Bylaw 471/22

RFD 22-07

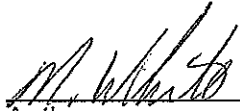
1. **PURPOSE** – To update the Village of Alix Fee Schedule Bylaw.
2. **BACKGROUND** – Because of the updates done to the Business License Bylaw, the Fee Schedule Bylaw also needed to be updated. This Bylaw should be reviewed on a regular basis to ensure charges are kept up to date.
3. **OPTIONS** –
 1. Keep existing Fee Schedule Bylaw 449/19 in place.
 2. Give 1 reading of proposed Bylaw 471/22 and allow time for public comment.
 3. Give all 3 readings and pass Bylaw 471/22.
4. **DISCUSSION** – Business License fees have been added to this Bylaw. An Assessment Complaint Filing fee was also added and rental charge for table & chair rental has been removed. The layout of Schedule A of the Bylaw has been revised to group charges by category as well.
5. **FINANCIAL IMPLICATIONS** – No one has been charged for table and chair rentals for at least 5 years.
Most assessment complaints are worked out through conversation with our contracted assessor. If the complaint cannot be worked out through conversation and a formal appeal is done, an Assessment Review Board is convened to hear the matter and there are significant costs associated with this.
6. **LEGAL** – The MGA states that Council may only act by resolution or bylaw. Section 63(1) states “A council of a municipality may, by bylaw, revise any of its bylaw or any one or more provisions of them...”
7. **POLITICAL/PUBLIC IMPLICATIONS** – By consolidating all fees and charges into one bylaw, it is easier for residents or individuals being charged to find the bylaw authorizing that charge.
8. **OTHER COMMENTS** – I would recommend the utility charges be added to this Bylaw in the future. This would mean the Utility Bylaw would not need to be amended every time the utility charges change, but rather they could be updated each year when the Fee Schedule Bylaw is reviewed.
9. **RECOMMENDATIONS** – Option #3, I recommend the following resolutions:

“that the Village of Alix Council give first reading to Fee Schedule Bylaw 471/22, being a bylaw to establish a fee schedule.”

“that the Village of Alix Council give second reading to Fee Schedule Bylaw 471/22.”

“that the Village of Alix Council give permission for third and final reading to Fee Schedule Bylaw 471/22 at this time.”

"that the Village of Alix Council give third and final reading to Fee Schedule Bylaw 471/22."

A handwritten signature in black ink, appearing to be "M. White", written over a horizontal line.

Author

VILLAGE OF ALIX

BYLAW NO. 471/22

BEING a Bylaw of the Village of Alix, in the Province of Alberta, to establish a Fee Schedule.

WHEREAS, pursuant to the provisions of the Municipal Government Act, RSA 2000, Chapter M-26 and amendments thereto, Council may pass a Bylaw for the purpose of establishing the fees, rates, and charges for services provided by the municipality, and;

WHEREAS, the Council of the Village of Alix considers it necessary to charge a fee for services the Village of Alix provides to the public, a Fee Schedule shall be established.

NOW THEREFORE, the local authority of the Village of Alix, in open Council duly assembled, enacts as follows:

1. This Bylaw shall be known as the "Fee Schedule Bylaw."
2. The fees, rates and charges contained in the attached Schedule "A" and forming part of this Bylaw, shall be the fees, rates, and charges in effect for the provision of goods and services stated.
3. Where applicable according to the Municipal Government Act, unpaid fees, rates and charges owed by Village of Alix property owners will be added to the property tax roll after a period of 90 days of the original billing.

SEVERABILITY

4. Should any section or part of this Bylaw be found to have been improperly enacted or ultra vires, for any reason, then such section or part shall be regarded as being severable from the Bylaw and the Bylaw remaining after such severance shall be effective and enforceable as if the section found to be improperly enacted had not been enacted as part of this Bylaw.

THE previous Fee Schedule Bylaw 449/19 and any amendments thereto are hereby repealed by passage of this Bylaw.

THIS Bylaw shall come into force and effect on final reading thereof.

Read a first time this 2nd day of February, 2022.

Read a second time this day of February, 2022.

Read a third time and finally passed this day of February, 2022.

Mayor

Chief Administrative Officer

**BYLAW #471/22
"SCHEDULE A"
Fee Schedule**

ADMINISTRATION

<u>Faxing</u>	per page received	1.00
	per page sent	2.00
<u>N.S.F. Cheque</u>		25.00
<u>Photocopying</u>	black & white (per page)	0.10
	colour (per page)	0.25
<u>Pins</u>	GST Included	3.00

BUSINESS LICENSES

	local	50.00
	non-local	100.00
	temporary	25.00
	hawkers & peddlers	25.00

CAMPGROUND

	per stall/day	35.00
	per stall/ month	850.00

CEMETERY

<u>Plot Sales</u>	full burial plot (each)	250.00
	cremation burial plot (each)	100.00
	veteran, full or cremation plot	50% of listed cost
<u>Registration</u>	transfer fee	25.00
	registration of additional burials per plot	25.00
<u>Open & Close</u>	open & close for cremation burial (regular work hours)	100.00
	open & close for cremation burial (overtime work hours)	200.00
	open & close for cremation burial (winter rate, Nov 1 – Apr 30)	200.00
<u>Work Permit Fee</u>	work permit for monument companies	50.00

LAND USE BYLAW

<u>Bylaw Amendment</u>	application to amend Land Use Bylaw only	300.00
<u>Compliance Certificate</u>		100.00
<u>Development Permits</u>	permitted uses	100.00
	discretionary uses	125.00
	Subdivision Development Appeal Board Fee	250.00

TAXES

<u>Assessment Review Board</u>	assessment complaint filing fee	100.00
<u>Tax Certificates</u>	requested by persons not owning the property	35.00
	requested by registered owner	N/C
<u>Tax Searches</u>	no certificate issued	25.00


ADMINISTRATION REPORT



Date: January 26, 2022 RFD 22-04
Memo To: Village Council
From: Michelle White
Subject: Hwy 601 Intersection

1. **PURPOSE** – To determine if Council is in favour of a speed reduction for a portion of the Hwy 601 & Hwy 12 intersection.
2. **BACKGROUND** – A resident raised concerns to Council about traffic and safety at this intersection. Council followed this up with an advocacy letter to MLA Ron Orr. Alberta Transportation agreed work needed to be done at the intersection and was planning this work for winter 2021 to spring 2022. Attached is a letter of agreement for a Proposed Speed Zone Amendment.
3. **OPTIONS** –
 1. To approve the attached agreement
 2. To accept this report as information
4. **DISCUSSION** – A similar agreement letter was sent to Lacombe County for approval as the intersection affects traffic in both the Village and County.
5. **FINANCIAL IMPLICATIONS** – None
6. **LEGAL** – Alberta Transportation is following their protocols for changing a speed limit.
7. **POLITICAL/PUBLIC IMPLICATIONS** – This process was initiated by a member of the public. Information about concerns with the intersection was available to the public through Council meeting agenda packages and newspaper articles. No other public comments were received on the matter.
8. **OTHER COMMENTS** –
9. **RECOMMENDATIONS** – Option #1, I recommend the following resolution:

“that the Village of Alix Council hereby authorizes the CAO to execute an agreement with Alberta Transportation for the purpose of reducing the speed limit on a section of Highway 601 to 80 km/hr.”



Author

Office of the Operations Manager
Central Region

#401-4920-51st St.
Red Deer, AB
T4N 6K8

Telephone 403/340-4961
Fax 403/340-4876
www.trans.gov.ab.ca

January 18, 2022

Michelle White
CAO
Box 87, 4849 50 Street
Alix, Alberta T0C 0B0

cao@villageofalix.ca

Re: Proposed Speed Zone Amendment
HIGHWAY 601:02 – 500m South of Highway 12:12

Dear Ms. White:

Alberta Transportation received a request to review the existing speed limit on Highway 601:02 going southbound from the intersection of Highway 601:02 and Highway 12:12. As a result of the review, Alberta Transportation proposes to reduce a section of Highway 601:02 posted speed limit to 80km/hr.

Currently on Highway 601:02 heading south from the intersection of Highway 601:02 and Highway 12:12 the posted speed limit is 100 km/hr. Alberta Transportation proposes to implement a transitional speed limit of 80km/hr heading south from the intersection of Highway 601:02 and Highway 12:12 for 500m.

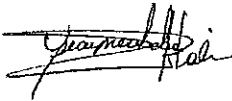
The proposed speed amendment would function so that a driver traveling southbound on Highway 601:02 would encounter a transition zone of 80km/hr starting at the intersection of Highway 601:02 and Highway 12:12 for 500m before transitioning to a 100km/hr speed limit.

The proposed speed limit should improve traffic operations at the intersection of Highway 601:02 and Highway 12:12 and reduce collision severity for motorists travelling through the intersection. I have attached a map showing the proposed speed zone changes for your review.

Please review and if you support the proposed speed zone changes on Highway 601:02, sign, date and return to me. If you have any questions, I can be reached at 403-340-4315.

Regards

I support this proposal,

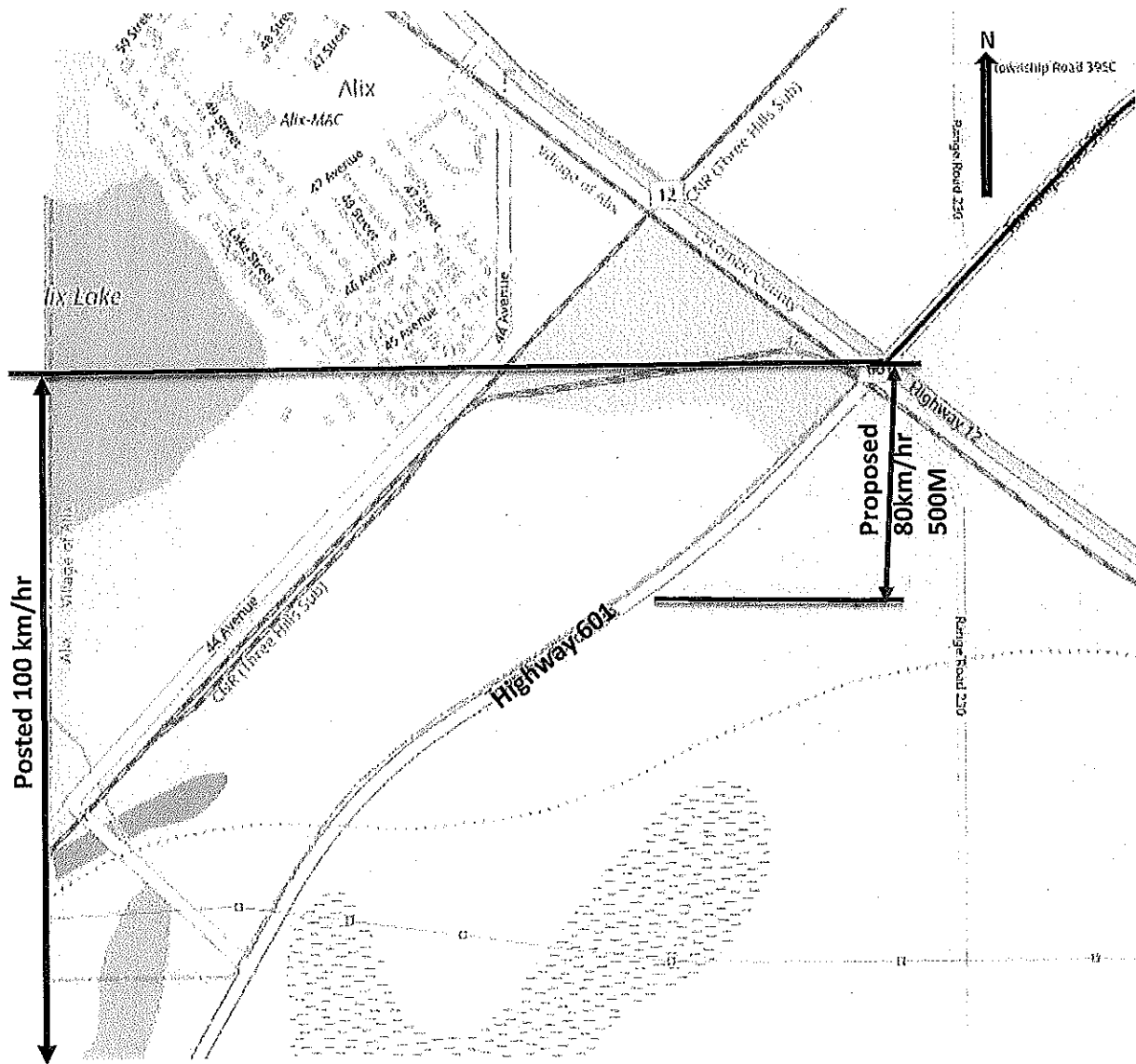


Yeayneabeba Hailu P.Eng.
Operations Engineer

Michelle White
CAO
Date: _____



Proposed Highway 601 Speed Amendment Map



ADMINISTRATION REPORT



Date: January 26, 2022
Memo To: Village Council
From: Michelle White
Subject: FCSS Funding

RFD 22-05

1. **PURPOSE** – To present Council with Family & Community Support Services (FCSS) funding applications for consideration.
2. **BACKGROUND** – In 2020 Council made changes to the method of applying FCSS funds for preventative social services within the Village of Alix. Those changes came into effect January 1, 2021. Community groups or organizations who intend to offer programs or do projects that align with the FCSS mandate are welcome to fill out an application form for funds and submit it to the Village for Council consideration.
3. **OPTIONS** –
 1. To fully and/or partially fund the included grant applications
 2. To decline funding the applications
4. **DISCUSSION** – There are no application deadlines in place. Various programs that fall under the mandate may be offered at different times of year, making an application deadline difficult for organizations. This can be revisited for future if Council wishes.
5. **FINANCIAL IMPLICATIONS** – Under the terms of the funding agreement between the Village and the Province, there is a total of \$29,596 in FCSS funds available in 2022. This amount is \$23,677 Provincial and \$5,919 from the Village. Council is not restricted to a maximum of 25% contribution, but that is all the Interim Operating Budget has allocated.

Alix Inform program request	\$ 2,400
Moms & Tots program request	\$ 4,000
TOTAL	\$ 6,400

6. **LEGAL** – FCSS funds must be used in accordance with the FCSS Act and Regulations. There is also an FCSS Handbook online that is very helpful in determining program/project eligibility. The funding application forms were developed to collect information necessary to make that determination.
Both applications meet the requirements and are eligible for FCSS funding.
7. **POLITICAL/PUBLIC IMPLICATIONS** –
8. **OTHER COMMENTS** – Both programs received funding approval from Council in 2021.
9. **RECOMMENDATIONS** – That Council fully funds both applications submitted by Alix Family and Community Services Society.

“that Alix Village Council hereby grants Family and Community Support Services (FCSS) funding to the Alix Family and Community Services Society as follows; \$2,400 for the Alix Inform program and \$4,000 for the Moms and Tots program.”



Author

Family and Community Support Services (FCSS)

Funding Application: 2022

Organization Information:		
Organization Name:	Alix Family and Community Services Society	
Mailing Address:	Box	
Contact person:	Jill Hillman	Position/title: Board Vice Chair
Email address:	jillhillman@hotmail.com	
Telephone: (403)588-5199	Cell:	Fax:
Is your organization registered as a society or a corporation: * Yes <input type="radio"/> No		
Charitable Number:	Incorporation Number:5013790919	

Eligibility for Financial Support

To be eligible, each proposed program or project must be managed by, or under the auspices of a community group or agency that is incorporated (or in the process of becoming incorporated) as a **non-profit society** in Alberta; or operating under the administrative jurisdiction of a school division or municipality.

ONLY applications that identify the specific piece of the project or program that fits the FCSS Act and Regulation and identifies the Outcomes and Indicators will be considered.

NOTE: Programs or projects that are primarily recreational in nature are not eligible for FCSS funding. Please see Strategic Direction below.

Is your funding request for an event that was approved for funding last year: * Yes No

Have there been significant changes to the event since last year: No

If Yes: Please describe

_____ If No: Go to FCSS

Funding Request and complete the form.

Program/Project Title: Community Wellness

Beginning Date: January 1, 2022

Completion Date: December 31, 2022

Statement of Need:

There is an important need in our community for a consistent method for community members to be made aware of what supports, services, resources and programs are available to them within our community that is updated on a regular basis and is readily available.

Overall Goal:

To provide the community with important information and contact information for a wide range of services, supports and programs available to them that will be easy to navigate and is continuously updated.

Broad Strategy:

This program is an important networking program that will connect the members of the community with groups, organizations and businesses providing services, supports and programs which will enable the members of the community to become active participants in our community. It will provide the community with the information needed to engage in community programs, volunteering and knowledge of what is available to them in our community.

Rationale:

If we can provide consistent and updated information to the members of the community at large to keep them informed then we can provide them the information needed to become more involved and active in the community.

Who is served?

The entire community including families, individuals, seniors and children would have accessibility to this program and be impacted by its content.

Inputs:

*A usable, high performance template to organize information
An existing platform currently in use to share community information
An extensive contact list of individuals and organizations
A programmer that knows how to navigate, utilize and update the current program*

Outputs:

*A user friendly list and calendar of all events and organizations in our community
Support community needs by showcasing what is offered in our community
Collection and distribution of information of services, supports, programs and events
A communication network to promote social interaction and community involvement*

Reach Outputs:

Entire community population including residents, community groups, businesses and organizations as well as reaching out to the surrounding areas our community.

FCSS Overarching Goal

This program will provide valuable information that will be accessible to families and individuals in our community while connecting them to programs, services, resources and events. The information that it will provide will strengthen the connection and activity to the community relating to the social well being of the community which will enhance individual and community well being and enhance their quality of life.

Strategic Direction: How does your program or project contribute to the overarching goal and five Strategic Directions in the FCSS Regulation? Which does it fit best? (circle one or two that apply)

SD 1	SD 2	SD 3	SD 4	SD 5
help people to develop independence, strengthen coping skills and become more resistant to crisis;	help people to develop an awareness of social needs	help people to develop interpersonal and group skills which enhance constructive relationships among people	help people and communities to assume responsibility for decisions and actions which affect them;	provide supports that help sustain people as active participants in the community

For more information of FCSS mandate, please go to the Program Handbook at: <https://open.alberta.ca/publications/5325399>

FCSS Funding Request: \$ 2400.00

Attach a Detailed Budget [specific to the program or project]	
Attach any Supporting documents: [direct relevancy to FCSS program or project]	
# of Individuals Served	
# of Families Served	
# of Volunteers	
# of Volunteer Hours	
# of Information & Referral	
# of Community Initiatives	
Areas of Need Addressed by Community Initiative	

Declaration of Applicant

I/we do certify to the best of my/our knowledge that this application contains a full and correct account of all matters stated herein.

X <i>Glenna Carlson</i>	X Glenna Carlson
President's signature	Print name
X <i>Sheila Sandu</i>	X Sheila Sandu
Treasurer's signature	Print name
Date of application: <i>January 25, 2022</i>	

Forward completed application to:

Village of Alix
PO Box 87
Alix AB
T0C 0B0
Contact:
Ph: 403-747-2495
E-mail: cao@villageofalix.ca

Alix F.C.S.S

Alix Inform Program

January 1, 2022 to December 31, 2022

Expenses

Information and Referral	\$2400.00
--------------------------	-----------

- collection of information and contacts

- update of information and contacts

- distribution and publication of information and contacts

Village of Alix- F.C.S.S. Funding Request	\$2400.00
---	-----------

Family and Community Support Services (FCSS)

Funding Application: 2022

Organization Information:		
Organization Name:	Alix Family and Community Services Society	
Mailing Address:	Box	
Contact person:	Jill Hillman	Position/title: Board Vice Chair
Email address:	jillhillman@hotmail.com	
Telephone: (403)588-5199	Cell:	Fax:
Is your organization registered as a society or a corporation: * Yes <input type="checkbox"/> No		
Charitable Number:	Incorporation Number:5013790919	

Eligibility for Financial Support

To be eligible, each proposed program or project must be managed by, or under the auspices of a community group or agency that is incorporated (or in the process of becoming incorporated) as a **non-profit society** in Alberta; or operating under the administrative jurisdiction of a school division or municipality.

ONLY applications that identify the specific piece of the project or program that fits the FCSS Act and Regulation and identifies the Outcomes and Indicators will be considered.

NOTE: Programs or projects that are primarily recreational in nature are not eligible for FCSS funding. Please see Strategic Direction below.

Is your funding request for an event that was approved for funding last year: * Yes No

Have there been significant changes to the event since last year: No

If Yes: Please describe

_____ If No: Go to FCSS

Funding Request and complete the form.

Program/Project Title: Moms and Tots**Beginning Date: January 1, 2022****Completion Date: December 31, 2022****Statement of Need:**

There is a need in the community for programming for parents and caregivers with small children to connect and share ideas while the children can interact with other children while fostering child development.

Overall Goal:

Our goal is to offer a safe and engaging atmosphere for families and caregivers with children to attend and to give them the opportunity to develop and enhance skills as well as interact. We will provide an opportunity for the children to enhance their social, emotional, physical, intellectual, cognitive and sensory skills.

Broad Strategy:

By providing a program for parents and caregivers of small children in our community to interact, share ideas, and struggles they will build community and social connections that will support child development and individual well being. The connections built and supported through the program will give all participants an opportunity to give valuable feedback and input into future and ongoing programs and services available to them. Evaluations and testimonials will be used to ensure the needs of the families in our community are met as well as sharing them with collaborative partners in the area.

Rationale:

If we can provide a program for families and caregivers in our local community then the participants will be able to make community and social connections, enhance child development, increased knowledge of resources available at the local, regional, provincial and federal level and knowledge and engagement of positive parenting strategies.

Who is served?

Parents, guardians and caregivers who have children aged 0-6 in our community and surrounding area.

Inputs:

*A program facilitator with experience and knowledge of the program
Availability of spaces to host the program in
Toys to encourage development and social interaction through play
Basic craft supplies to enhance development through creativity*

Outputs:

*A program available to the community once a week in the fall and winter, and in the spring and summer twice a week utilizing the local parks.
Provide coffee, juice and healthy snacks to the participants
A facilitator to coordinate activities, snack, resources and be responsible for opening and closing of the facility
Collaboration with external local, regional, provincial and federal outside agencies to provide opportunities to enhance parenting skills
Continual evaluation of the program to monitor, maintain and evolve the program to meet the needs in the community*

Reach Outputs:

The families, parents, guardians, child caregivers, children and resources in our community.

FCSS Overarching Goal

This program will provide an opportunity for parents, guardians and caregivers to make social connections, a safe place to share, obtain resources and information that will target the social well being of the families and children in our community. Parenting, prevention and early intervention resources will be readily available for participants the children will experience an environment that will enhance their child development, build social relationships and competency and will promote social inclusion.

Strategic Direction: How does your program or project contribute to the overarching goal and five Strategic Directions in the FCSS Regulation? Which does it fit best? (circle one or two that apply)

SD 1	SD 2	SD 3	SD 4	SD 5
help people to develop independence, strengthen coping skills and become more resistant to crisis;	help people to develop an awareness of social needs	help people to develop interpersonal and group skills which enhance constructive relationships among people	help people and communities to assume responsibility for decisions and actions which affect them;	provide supports that help sustain people as active participants in the community

For more information of FCSS mandate, please go to the Program Handbook at: <https://open.alberta.ca/publications/5325399>

FCSS Funding Request: \$ 4000.00

Attach a Detailed Budget [specific to the program or project]	
Attach any Supporting documents: [direct relevancy to FCSS program or project]	
# of Individuals Served	
# of Families Served	
# of Volunteers	
# of Volunteer Hours	
# of Information & Referral	
# of Community Initiatives	
Areas of Need Addressed by Community Initiative	Prevent Isolation Poverty reduction Early childhood development Safe communities Other area of focus

Declaration of Applicant

I/we do certify to the best of my/our knowledge that this application contains a full and correct account of all matters stated herein.

X <i>Colonne Carlson</i>	X <i>Colonne Carlson</i>
President's signature	Print name
X <i>Sheila Sandu</i>	X <i>Sheila Sandu</i>
Treasurer's signature	Print name
Date of application: <i>January 25, 2022</i>	

Forward completed application to:

Village of Alix
PO Box 87
Alix AB
T0C 0B0
Contact:
Ph: 403-747-2495
E-mail: cao@villageofalix.ca

Moms and Tots Program

January 1- December 31, 2022

EXPENCES:

Community Programming	\$4000.00
- support facilitation of program	
- programming supplies	
- program updates and evaluation	
Village of Alix – FCSS Funding Request	\$4000.00

ADMINISTRATION REPORT



Date: January 26, 2022 RFD 22-07
Memo To: Village Council
From: Michelle White
Subject: FCSS Funding

1. **PURPOSE** – To present Council with a Family & Community Support Services (FCSS) funding application for consideration.
2. **BACKGROUND** – In In 2020 Council made changes to the method of applying FCSS funds for preventative social services within the Village of Alix. Those changes came into effect January 1, 2021. Community groups or organizations who intend to offer programs or do projects that align with the FCSS mandate are welcome to fill out an application form for funds and submit it to the Village for Council consideration.
3. **OPTIONS** –
 1. To fully and/or partially fund the attached grant application
 2. To decline funding the application
4. **DISCUSSION** –
5. **FINANCIAL IMPLICATIONS** – Under the terms of the funding agreement between the Village and the Province, there is a total of \$29,596 in FCSS funds available in 2022. This amount is \$23,677 Provincial and \$5,919 from the Village. Council is not restricted to a maximum of 25% contribution, but that is all the Interim Operating Budget has allocated at this time.

Community Wellness program request \$44,778
6. **LEGAL** – FCSS funds must be used in accordance with the FCSS Act and Regulations. The attached application meets the requirements and is eligible for FCSS funding.
7. **POLITICAL/PUBLIC IMPLICATIONS** – If all funds are granted out this early in the year there will not be an opportunity for any other organizations to apply in 2022 unless the budget is amended.
8. **OTHER COMMENTS** –
9. **RECOMMENDATIONS** – Option #1. I recommend the following resolution:

Council may want to consider only granting up to 50% of 2022 FCSS funds at this time. Applications for the remaining funds could be considered by Council later in the year.

“that Alix Village Council hereby grants \$8,398 in Family and Community Support Services (FCSS) funding to the Alix Mirror Wellness Supports Society.”

Author

Family and Community Support Services (FCSS)

Funding Application: 2022

Organization Information:		
Organization Name:	Alix Mirror Wellness Supports Society	
Mailing Address:	Box 715	
Contact person:	Jill Hillman	Position/title: Board Vice Chair
Email address:	jillhillman@hotmail.com	
Telephone: (403)588-5199	Cell:	Fax:
Is your organization registered as a society or a corporation: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Charitable Number:	Incorporation Number:5022608060	

Eligibility for Financial Support

To be eligible, each proposed program or project must be managed by, or under the auspices of a community group or agency that is incorporated (or in the process of becoming incorporated) as a **non-profit society** in Alberta; or operating under the administrative jurisdiction of a school division or municipality.

ONLY applications that identify the specific piece of the project or program that fits the FCSS Act and Regulation and identifies the Outcomes and Indicators will be considered.

NOTE: Programs or projects that are primarily recreational in nature are not eligible for FCSS funding. Please see Strategic Direction below.

Is your funding request for an event that was approved for funding last year: * Yes No

Have there been significant changes to the event since last year: No

If Yes: Please describe

_____ If No: Go to FCSS

Funding Request and complete the form.

Program/Project Title: Community Wellness

Beginning Date: January 1, 2022

Completion Date: December 31, 2022

Statement of Need:

The community has a high need for support services in the area of mental health, social supports, one on one resourcing and navigation of government programs as well as a safe, accessible place for residents to feel comfortable to come for assistance.

Overall Goal:

*Our goal is to develop and maintain services that have been identified as needed and desired in the community. We will create partnerships and communicate with external agencies (local, regional, provincial and federal) with accurate and detailed assessments of need. Our goal is to provide our **RURAL** community with equal services to those offered by larger centers.*

Broad Strategy:

We provide a consistent service that meets the needs of our rural community. Through partnerships with local, regional, provincial, and federal agencies, we identify needs and develop programs to meet the needs of the community. Using statistics through tracking information and community input, as well as extension of existing programs and services, we will collaboratively develop and ensure programming for our rural community. Regular evaluations of program development, delivery and content will be completed to ensure the needs of the community are met. These will be used to adapt and evolve programs and services.

Rationale:

If we can provide proactive social programming in our local community then community members are supported with successful programming/resources and service engagement that works towards personal and community well being.

Who is served?

These programs and services are available to the whole community in offering support to individuals prenatal-100 years offering inclusive programming and guided information, referral and support.

Inputs:

*Informational and referral to manage the intake and reception
Program manager to manage the development, delivery and evaluation of the programs and services
Navigator to manage the one on one support client care
Family Wellness Worker to support the children and families at the school
Existing partnerships with external agencies to mentor, support and collaborate with
24/7 call line for emergency support*

Outputs:

*Family and community programs
Information and referral
Provide training to support the community
24/7 call line
Navigation
Community resources
Continual evaluation of programs and services to enable us to evolve, add or eliminate programs and services to meet the needs of our community
Collaborate with existing partners and build new partnerships with local, regional, provincial and federal agencies to better serve the community needs.*

Reach Output:

The entire community population

FCSS Overarching Goal

This program will provide services and support that is accessible by the entire community that targets the social well being of individuals and families. Early intervention and prevention programs will be offered as anchors in the connection strengthening families, promoting individual wellness and enhancing quality of life.

Strategic Direction: *How does your program or project contribute to the overarching goal and five Strategic Directions in the FCSS Regulation? Which does it fit best? (circle one or two that apply)*



SD 1	SD 2	SD 3	SD 4	SD 5
help people to develop independence, strengthen coping skills and become more resistant to crisis;	help people to develop an awareness of social needs	help people to develop interpersonal and group skills which enhance constructive relationships among people	help people and communities to assume responsibility for decisions and actions which affect them;	provide supports that help sustain people as active participants in the community

For more information of FCSS mandate, please go to the Program Handbook at: <https://open.alberta.ca/publications/5325399>

FCSS Funding Request: \$ 44,778.00

Attach a Detailed Budget [specific to the program or project]	
Attach any Supporting documents: [direct relevancy to FCSS program or project]	
# of Individuals Served	
# of Families Served	
# of Volunteers	
# of Volunteer Hours	
# of Information & Referral	
# of Community Initiatives	

Areas of Need Addressed by Community Initiative	Prevent Isolation Poverty reduction Early childhood development Safe communities Other area of focus
--	--

Declaration of Applicant	
I/we do certify to the best of my/our knowledge that this application contains a full and correct account of all matters stated herein.	
X 	X Melody McBride
President's signature	Print name
X 	X Trish Verveda
Treasurer's signature	Print name
Date of application: January 31, 2022	

Forward completed application to:

Village of Alix
PO Box 87
Alix AB
T0C 0B0
Contact:
Ph: 403-747-2495
E-mail: cao@villageofalix.ca

Community Wellness Program
January 1 - Decemer 31, 2022

	Budget
INCOME:	
Lacombe County - FCSS	\$10,000
Partner Contracts	\$10,000
Program Fees	\$13,168
Service Revenue	\$8,200
Government of Canada	\$15,343
Government of Alberta	\$70,924
Administration Fees	\$9,400
Corporate Sponsors	\$25,000
Fundraising/Donations	\$15,000
Total Income	\$177,035

EXPENSES:	
Community Development & Partnerships	\$35,000
Information/Referral	\$52,000
Navigation/Family Wellness	\$57,663
Community Programming	\$62,150
Training/Evaluation	\$15,000
	<u>\$221,813</u>

Village of Aik - FCSS Funding Request \$24,778

ADMINISTRATION REPORT



Date: January 26, 2022
Memo To: Village Council
From: Michelle White
Subject: Off Highway Vehicles

RFD 22-06

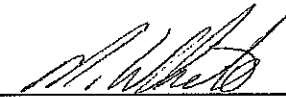
1. **PURPOSE** – To pass on a resident complaint regarding Off Highway Vehicle access to Alix Lake.
2. **BACKGROUND** – This matter was discussed at the November 4, 2020 and January 6, 2021 meetings. The primary concern then and now is regarding damage to the riparian area surrounding Alix Lake. It is being suggested that Off Highway Vehicles be allowed to access Alix Lake at the Boat Launch location only.
3. **OPTIONS** –
 1. To accept this report as information
 2. To rescind Off Highway Vehicle Bylaw 201/92
 3. To amend Bylaw 201/92 to include additional restrictions
4. **DISCUSSION** – Pictures of the trail head area on Lake Street will be put up via the “share screen” function during the Zoom meeting.
5. **FINANCIAL IMPLICATIONS** – If Council chose to limit the number of access points for OHV to Alix Lake, there would be a cost for signage and fencing etc. Fencing would need to be significant and visible (not a wire fence) as there have been cases where liability was proven for damage to person and property from insufficiently visible deterrents.
6. **LEGAL** – Excerpts from the Bylaw allow for “(i) 4 wheel drive or low pressure tire vehicles” and “(ii) snow vehicles” to proceed “from his residence to a permitted area and back to his residence by the most direct route possible.” They need to “use the alleys, lanes and those routes designated on the map attached” (will be shown at the meeting as the routes are marked in colour).

“From November 1 of one year to March 31 of the following year” is the timeframe the Bylaw allows for operating an Off Highway Vehicle in permitted areas.

Enforcement of Bylaw 201/92 remains an issue. Peace Officers and RCMP would be able to enforce using the Traffic Safety Act only. The Bylaw would need to be changed if Council wanted Peace Officers to have enforcement abilities. If this were done, there would still be the issue of catching anyone violating the Bylaw in the act.
7. **POLITICAL/PUBLIC IMPLICATIONS** – The resident raised concerns about the increase in size, weight and power of Off Highway Vehicles being used today versus the ones used in 1992 when the Bylaw was approved. It was noted that the larger OHVs could / would do more damage to the riparian areas.
8. **OTHER COMMENTS** – Council could choose to do a public information campaign on the matter. It could be strongly recommended for people to use the Boat Launch area only, and potential damages to the riparian area could be explained. If this is done, some would need to travel or cross main roads more to get to that location.

9. **RECOMMENDATIONS** – Option #1

“that the Village of Alix Council hereby accepts Off Highway Vehicle Request for Decision 22-06 as information.”

A handwritten signature in black ink, appearing to be 'M. White', written over a horizontal line.

Author

AMWSS Meeting

The AMWSS met on 11 December, 2022 to discuss the following

- New developments: School supports, such as tutoring in-school, transition to independence, youth counselling, youth centre in progress. Very well received at this time. Attendance numbers are continuing to climb.
- Bashaw has school supports such as psychoeducational testing and tutoring in place. Supports Alix and Donalda, Social Return on Investment Analysis in progress.
- Moving forward with:
 1. meeting with Ministries and Local Authorities
 2. Financial Empowerment Strategies
 3. Continuing to promote collaborative efforts
 4. Family Supports for poverty, retirement planning, budgeting etc.
- Next meeting 5 April, 2022.

Rob Fehr

Mayor, Village of Alix

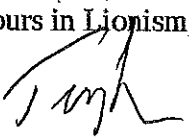
January 20, 2022

Alix Village Council

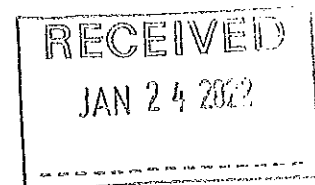
Re: Snow removal on sidewalk in front of the Lions Den.

As discussed at our meeting, we would like to have the village run their plow tractor down the sidewalk in front of the Den. It is already going past it going to and from plowing snow off the sidewalk in front of the park beside Jerry Waison's. We are a service club that has served the Village for over 50 years and would appreciate some help as most of us are senior citizens. Last year we got a ticket for ice on the sidewalk and public works has dug a trench to help fix the problem. We are grateful for this and hope to get some help with the snow as well.

Thank you,
Yours in Lionism,



Tom Aspden
President



January 27, 2022

Village of Alix Council - Mayor Fehr, Councillors J. Besuijen, T. Beseijn, Cole, Gilliat

Michelle White, Chief Administrative Officer, Village of Alix

Tanya Meston, Corporate Services

From Sharon Faszler, 4428 Lake Street, Alix, Alberta

Please include (for discussion) the attached letter and attachments at the February 3, 2022 Regular Council Agenda

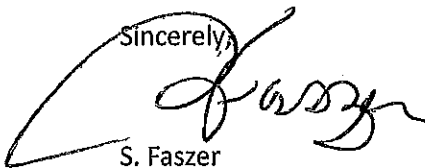
Storm Drain Management in Village of Alix. They are not being properly maintained by Village of Alix Public Works Department. You have all the ingredients for the creation of a sink hole on Lake Street. I see and feel in my home (cracks in my foundation, ceiling, etc.) at 4428 Lake street, my land and the portion of road in front of my home and on the street. This is a serious matter and if you choose to ignore it could result in legal proceedings.

Black Knot disease is rampant on the Alix Nature Trail. What are you going to do about it.

The maintenance of roads and village buildings is not acceptable. Please go to the Alix Lake Concession Building. I was down last week and the entire building was surrounded with water due to not having proper drainage (down spouts), etc. There was so much melt that the water was up to and past bottom of doors which means it's probably a little wet inside. When did Public Works last check this Village owned property? What are you going to do about this serious concern and problem?

The parking lot at the strip mall is embarrassing. Over the years thousands of dollars have been spent on bandage solution. What are you going to do about this. It is not a good welcome to Alix!

Sincerely,



S. Faszler

cc: Minister of Municipal Affairs
② Hon. Rick McIVER

P. DeForge - Jan. 27, 22 @ 11:45 am



St. Johns River
Water Management District



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How sinkholes form

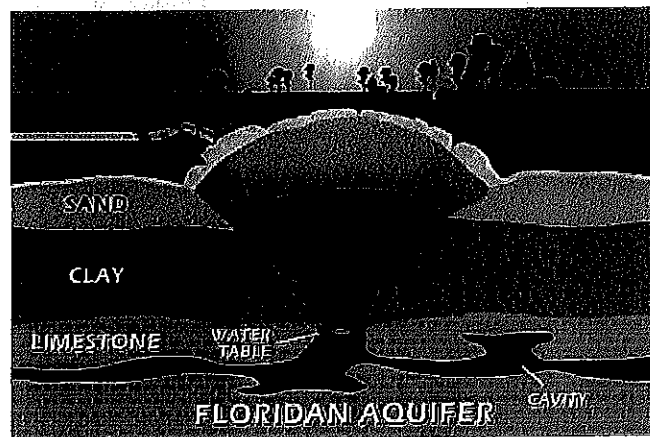
▶ [Educational resources](#)

Removing too much groundwater can leave underground holes, leading to sinkholes

What is a sinkhole?

Sinkholes are part of the slow, natural process of erosion in Florida's limestone terrain that occur over thousands of years. These common geologic phenomena generally occur where the limestone is within a few hundred feet of the land's surface.

Though most are only 10 to 12 feet in diameter, sinkholes have been known to expand to hundreds of feet in diameter. Many of central and north Florida's lakes actually are the result of old sinkholes.



How do sinkholes form?

Rainfall percolating, or seeping, through the soil absorbs carbon dioxide and reacts with decaying vegetation, creating a slightly acidic water. That water moves through spaces and cracks underground, slowly dissolving limestone and creating a network of cavities and voids. As the limestone dissolves, pores and cracks are enlarged and carry even more acidic water. Sinkholes are formed when the land surface above collapses or sinks into the cavities or when surface material is carried downward into the voids.

Drought, along with resulting high groundwater withdrawals, can make conditions favorable for sinkholes to form. Also, heavy rains after droughts often cause enough pressure on the ground to create sinkholes.

Sinkholes can be triggered by human activities such as:

- Overwithdrawal of groundwater
- Diverting surface water from a large area and concentrating it in a single point
- Artificially creating ponds of surface water
- Drilling new water wells

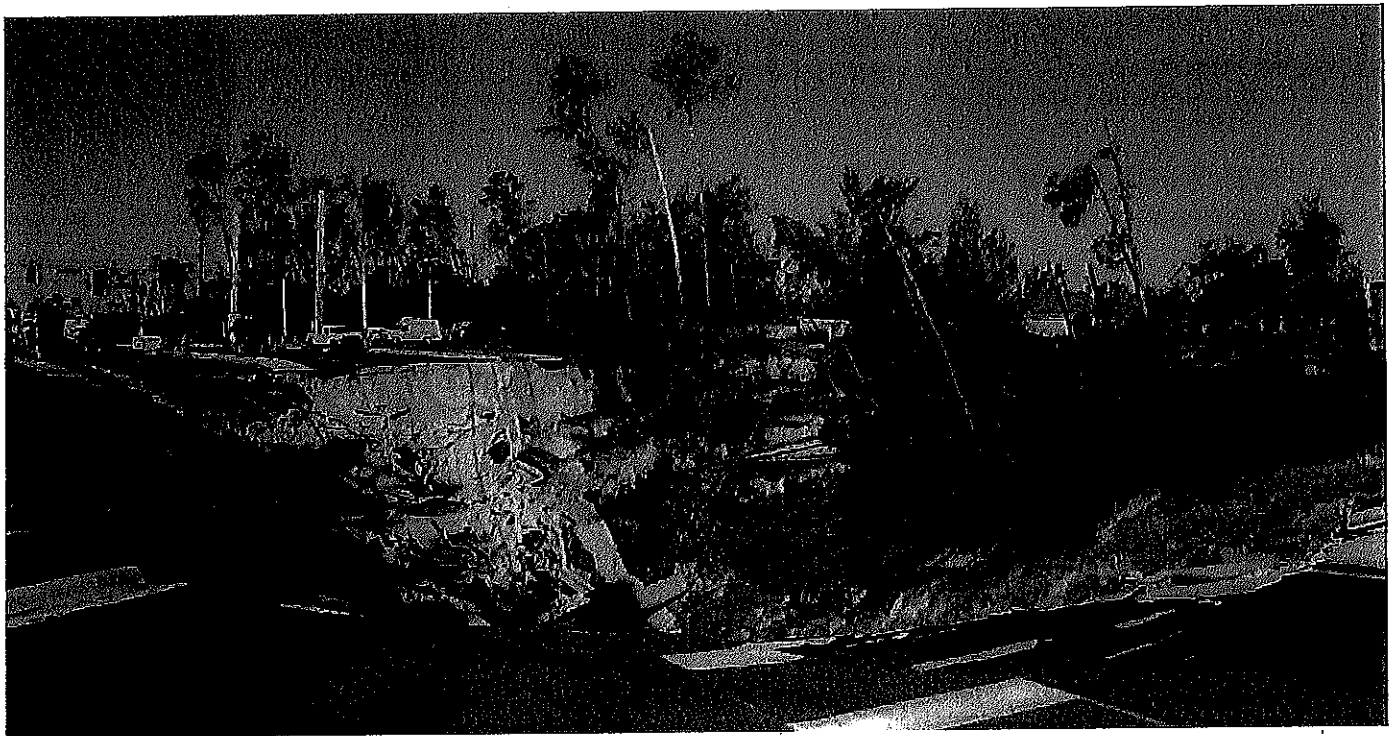
In urban or suburban areas, sinkholes are hazardous because they can destroy highways and buildings. Sinkholes also can cause water quality problems. During a collapse, surface waters may leak into the aquifer, our underground source of drinking water.

Can sinkholes be prevented?

Many natural sinkholes cannot be prevented. However, those caused by human activity may be avoided, especially those caused by over-pumping groundwater. During dry conditions, water tables drop in the limestone and cavities under Florida's sand and clay soil. The combination of gravity, loss of buoyancy and water pressure can activate a collapse.

By keeping water tables high, water conservation rules and drought restrictions are tools to help prevent sinkholes from occurring. The St. Johns River Water Management District promotes year-round water conservation and issues **watering restrictions** to prevent water shortages and over-pumping during Florida's inevitable times of drought.

The district is responsible for providing long-term protection of the water supply. While water restrictions can cause some inconvenience to residents and businesses, limiting outdoor watering is critical throughout the year, and especially during a drought. Public cooperation is vital to ensuring long-term water resource protection.



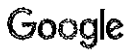
Warning signs

A rapid sinkhole caused by well drilling or other sudden alterations to the terrain may not give any warning signs. Otherwise, the collapse process usually occurs gradually enough that a person may leave the affected area safely. The final breakthrough can develop over a period of a few minutes to a few hours.

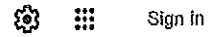
Some warning signs of a naturally occurring sinkhole include:

- Gradual localized ground settlement
- Doors and windows fail to close properly
- Cracks in a foundation
- A circular pattern of ground cracks outlining the sinking area
- Vegetation stress due to a lowered water table
- Turbidity in local well water due to sediment washing into the limestone's pores

There are many other causes of localized ground settlement and vegetation stress, and depressed areas are not necessarily indications of an imminent sinkhole.



what causes sink holes



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Typical activities that can lead to sinkholes are:

Decline of water levels - drought, groundwater pumping (wells, quarries, mines)
Disturbance of the soil - digging through soil layers, soil removal, drilling. Point-source of water - leaking water/sewer pipes, injection of water.

<https://www.dep.pa.gov> > My-Water > Sinkholes > Pages

What causes a sinkhole - PA DEP

About featured snippets Feedback

People also ask :

How do you stop sink holes?

What are the warning signs of a sinkhole?

What are the warning signs?

- Fresh cracks in the foundations of houses and buildings.
- Cracks in interior walls.
- Cracks in the ground outside.
- Depressions in the ground.
- Trees or fence posts that tilt or fall.
- Doors or windows become difficult to open or close.
- Rapid appearance of a hole in the ground.

Feb 7, 2017

<https://www.abc.net.au> > news > what-is-a-sinkhole

Sinkholes explained: How are they caused and what ... - ABC

Search for: What are the warning signs of a sinkhole?

Does home insurance cover sinkholes?

What are the 3 types of sinkholes?

Feedback

<https://www.sjrwm.com> > Educational resources

How sinkholes form - SJRWMD

As the limestone dissolves, pores and cracks are enlarged and carry even more acidic water. Sinkholes are formed when the land surface above collapses or sinks ...

People also search for

- sinkhole
- sinkhole facts
- 10 causes of sinkholes
- biggest sinkhole in the world
- what are the 3 types of sinkholes
- dissolution sinkhole

<https://en.wikipedia.org> > wiki > Sinkhole

Sinkhole - Wikipedia

The formation of **sinkholes** involves natural processes of erosion or gradual removal of slightly soluble bedrock (such as limestone) by percolating water, the ...
Human accelerated sinkholes · Occurrence · Local names · Notable examples

SHORELINE EROSION CAUSED BY BOAT WAKE:

EROSION AND BOAT WAKE

Shoreline erosion is a process that occurs along all watercourses. There are many natural causes (wind-generated waves, water levels, ice, slope of the bank, absence of vegetation), as well as human (deforestation of shorelines, wave action from passing boats). Wake is the wave action, produced by the wash of passing ships and boats, that strikes against the banks of rivers or channels. The extent of erosion varies (Figure 1) and is closely linked to the nature of the shoreline substratum. In the most severely eroded areas among the archipelagos in the Montréal – Sorel sector, the average shoreline recession rate has been estimated at 1.65 m/year, from 1964-2002 (Lehoux, 2004, personal comm.).

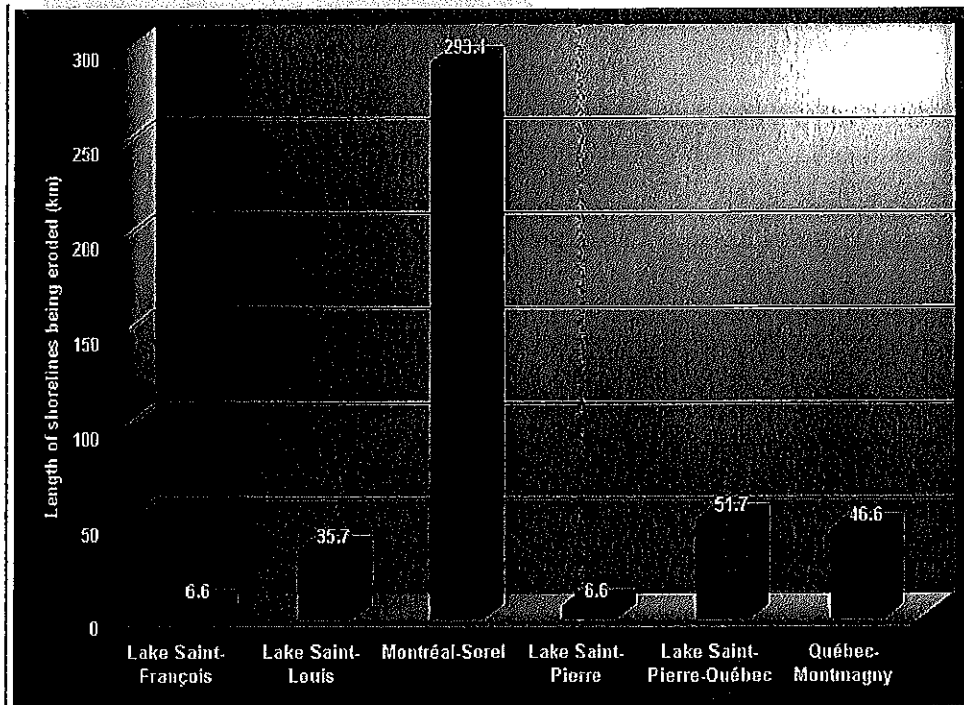


Figure 1 – Lengths of different shorelines being eroded between Cornwall and Montmagny.

THE CONSEQUENCES OF EROSION

Shoreline erosion has many consequences on the aquatic environment, including habitat destruction, an increase in sedimentation and in turbidity of the water, and the release of nutrients (phosphorous and nitrogen) that promote algal blooms. As well, shoreline erosion can result in the loss of land and affect shoreline property values.

The significance of each factor varies and may depend, among other things, on the size of the watercourse. In larger channels, boat wakes have relatively little impact compared with streamflow, as they make up only 2% to 5% of the annual energy dissipated against the banks. The opposite is true in smaller channels where wake accounts for between 95% and 98% of the energy (Hill et al., 2002). Recreational boating in small channels, then, has a considerable impact. Where craft navigate is therefore very important. However, it is important to keep in mind that other factors may increase the impact of erosion.



The magnitude of the waves generated by a boat depends on different factors, particularly the boat's speed, its size, passenger/cargo loading, the shape of its hull, distance from shore and water depth. Wave height is one of the most important factors in shoreline erosion. Observations made by the Minnesota Department of Natural Resources have shown that a wave that is 12.5 cm high (the height of a compact disk case) does not cause significant shoreline damage. Waves of this height are created by boats operating at speeds generally under 10 km/h—a speed that is considered reasonable when operating close to sensitive shores. A wave that is 25 cm high is five times more destructive than a 12.5-cm wave; 62.5-cm high waves are 30 times more destructive. For example, a small motorboat produces a wave that is 25-cm high when at planing speed, whereas cruising yachts and other craft that do not plane can generate waves that can easily reach heights of 62.5 cm and more.

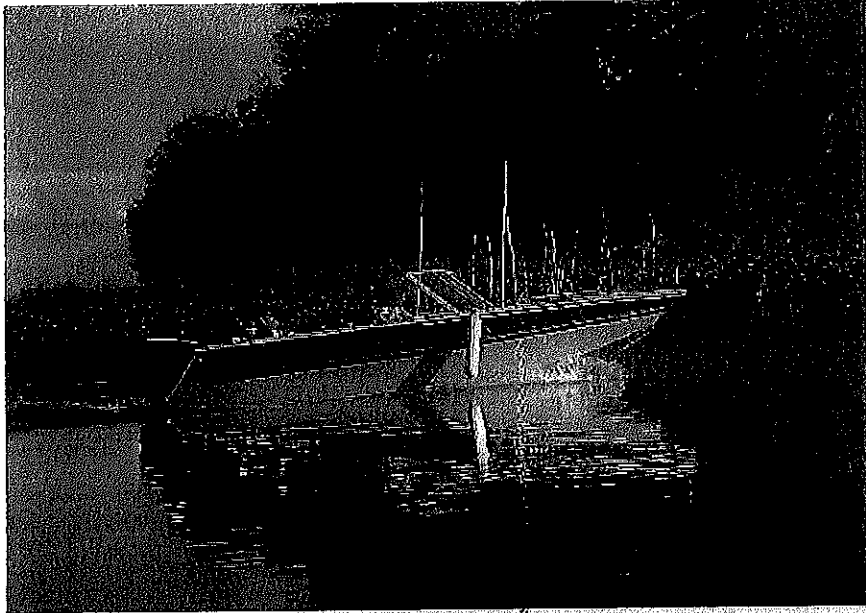
WHAT YOU CAN DO

It is difficult to apply a universal rule for all boats because of their variable configuration and behaviour in the water. As such, the surest approach is to observe the wake produced by your boat.

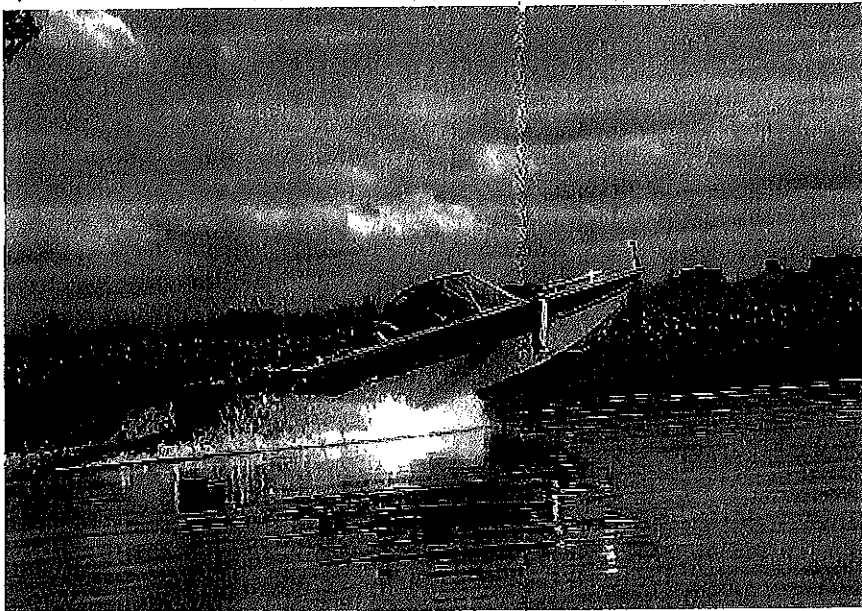
Watch your speed

By observing what happens when changing speed, boat operators can control their boat's wake. Observations made by the Oregon State Marine Board have shown the effects of three speed zones:

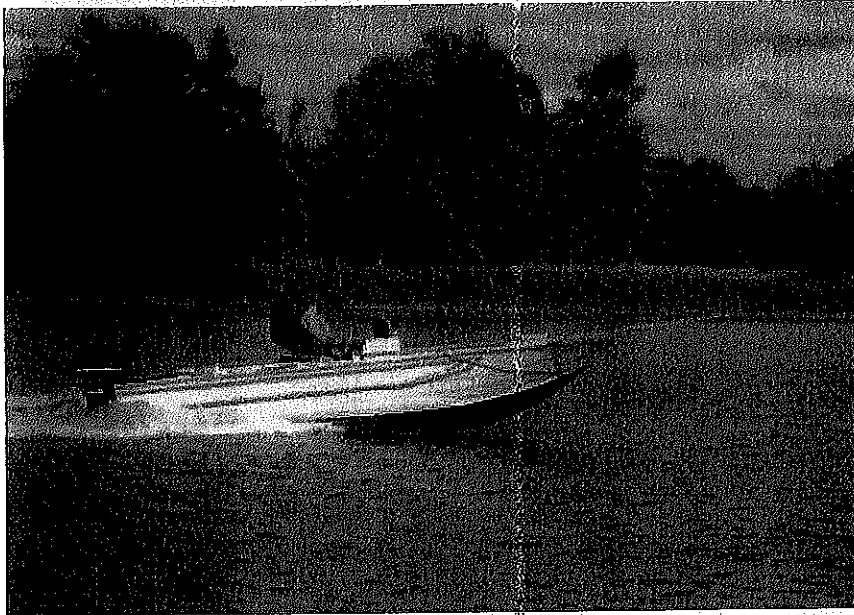
Displacement speed – This is usually the slowest speed for most motor boats. It also creates the least wake. The boat operates with the bow down in the water.



Transition speed – As you increase the power while attempting to get on plane, the bow rises, causing the stern to plow through the water. This speed creates the largest wake.



Planing speed – At planing speed, the bow drops back down and only a little of the hull contacts the water. This speed creates less wake than transition speed, but more than displacement. Many large craft are not designed to reach this speed.

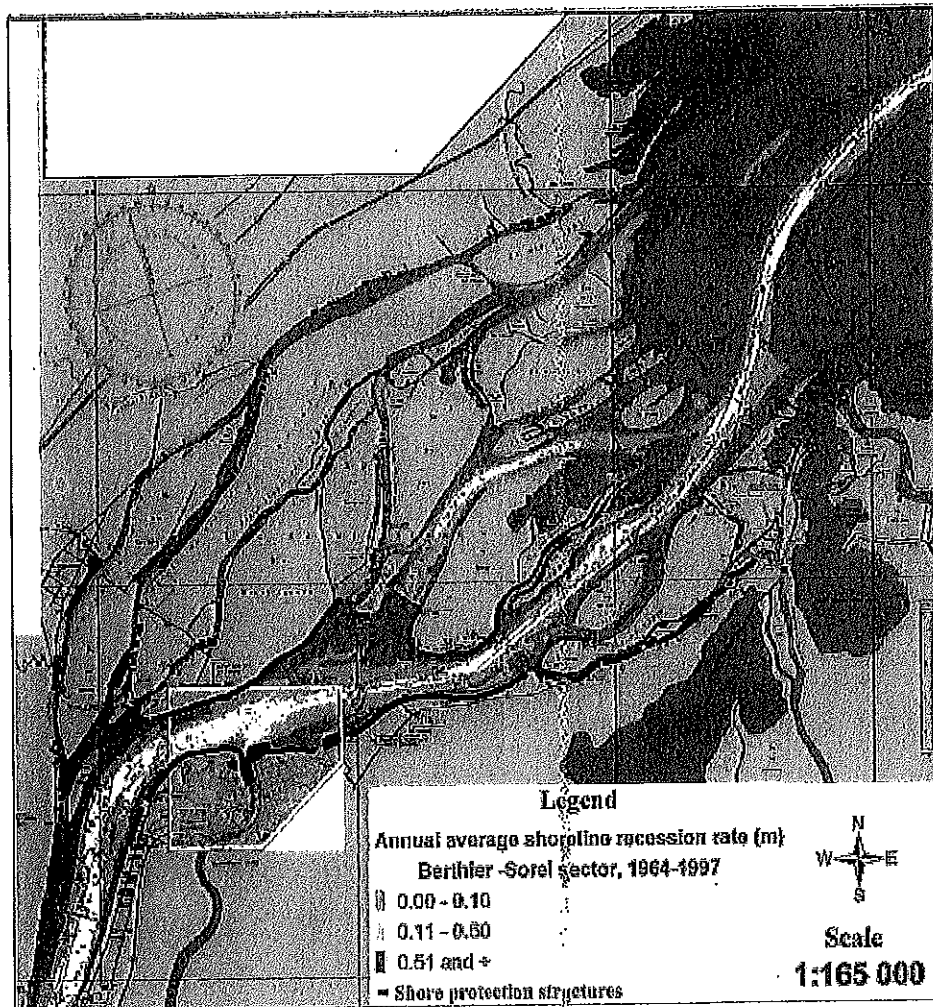


Boaters can reduce the impact of their boat's wake on sensitive shorelines by checking the wake being produced, particularly when they navigate near the shore.

WHY BOATERS MUST PAY ATTENTION TO THE WAKE THEY CREATE

A Canadian Wildlife Service study (Dauphin, 2000) revealed that, in the case of the sensitive, ecologically valuable archipelagos between Montréal and Sorel, wave action from passing commercial ships might be a major factor in shoreline erosion. In the fall of 2000, the shipping industry adopted a voluntary speed reduction measure within the framework of the Navigation Committee of the St. Lawrence Vision Action Plan. The aim of the reduction in ship speed was to reduce the height of the wave produced. More than 80% of ships complied with the prescribed speeds. After three years of monitoring, it is noticed that the shoreline recession rate decreased by 45% in certain areas—results that convinced the shipping industry to maintain the speed reduction measure in the sectors identified by the Canadian Wildlife Service (press release SODES/St. Lawrence Ship Operators Association - April 2004).

Since erosion is the cumulative effect of each contributing factor, recreational boaters can also help in conserving the shorelines and sensitive areas of the St. Lawrence River by reducing the wake produced by their boats when operating near shorelines and in small channels. This voluntary action will also promote a more harmonious co-existence between shoreline property owners and other users of the river.



References

DAUPHIN, D. 2000. *Influence de la navigation commerciale et de la navigation de plaisance sur l'érosion des rives du Saint-Laurent dans le tronçon Cornwall - Montmagny*, Service du transport maritime, ministère des Transports du Québec, 103 p. + maps + appendices.

HILL, DF, MM BEACHLER, AND PA JOHNSON, 2002, Hydrodynamic Impacts of Commercial Jet-Boating on the Chilkat River, Alaska. Department of Civil & Environmental Engineering, Pennsylvania State University. 114 p.

LEHOUX, D. 2004. Canadian Wildlife Service. Personal communication.

OREGON STATE MARINE BOARD. Watching Your Wake: A Boater's Guide. Pamphlet.

STATE OF MINNESOTA, DEPARTMENT OF NATURAL RESOURCES. 1993. Mississippi, River Bank Erosion and Boating. Facts and Solutions. Pamphlet.

Photos

Courtesy of the Canadian Wildlife Service and of Michel Sacco.

Map-based data

Environment Canada, Hydrologic Service

The Effects of Motorized Watercraft on Aquatic Ecosystems

By Timothy R. Asplund

**Wisconsin Department of Natural Resources,
Bureau of Integrated Science Services**

and

University of Wisconsin – Madison, Water Chemistry Program

March 17, 2000

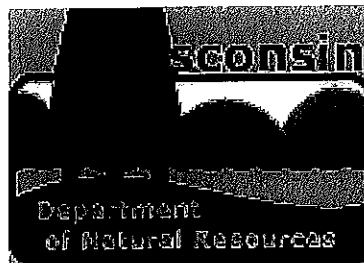
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Introduction

What do we mean by "motorized watercraft?"

Motorized watercraft include powerboats, fishing boats, pontoon boats, and "jet skis" or personal watercraft (PWC). They are propelled by some sort of motor: outboard, inboard, inboard/outboard, or jet propulsion. Most of these propulsion systems make use of a propeller. In the discussion of impacts presented here, all craft will be lumped together as "boats," unless otherwise stated (for example, see special section on PWCs). "Boat activity" refers to the ways in which these watercraft are used: fishing, cruising, water-skiing, racing. No distinction will be made between the types of activities unless otherwise stated.

Why are motorized watercraft important to aquatic ecosystems?

There are a number of reasons why boats and boat activity are an important issue. Numbers of registered boats in Wisconsin have increased by 87% since the late 1960's (567,000 in 1997-98 compared to 303,000 in 1968-69). Size of boats has also increased: over 40% of the registered boats were between 16 and 39 feet long in 1997-98 compared to just 18% in 1968-69. Along with the bigger boats have come bigger engines. The Duluth News-Tribune reports that horsepower has doubled on new boats registered in MN between 1981 and 1999. There has also been an explosion in recent years in new types of watercraft, especially personal watercraft. PWCs in WI increased from 6,500 in 1991 to 28,900 in 1998, representing 5.1% of all registered watercraft. These smaller, more powerful craft have unique issues, due to their maneuverability and accessibility to shallow and remote areas. Finally, increased development of lakes and rivers leads to increased boat activity, especially in areas that have traditionally not been used for recreation.

How might boats affect aquatic ecosystems?

Boats may interact with the aquatic environment by a variety of mechanisms, including emissions and exhaust, propeller contact, turbulence from the propulsion system, waves produced by movement, noise, and movement itself. In turn, each of these impacting mechanisms may have multiple effects on the aquatic ecosystem. Sediment resuspension, water pollution, disturbance of fish and wildlife, destruction of aquatic plants, and shoreline erosion are the major areas of concern and will be addressed in the following pages. Impacts of boats that primarily affect human use of lakes, such as crowding, safety, air quality, and noise will not be addressed specifically.

As we discuss the impacts and effects of boats on the aquatic environment, we need to recognize that:

- 1) boating is a highly valued recreational activity in Wisconsin (\$200 million spent on boating trips per year, \$250 million on equipment);
- 2) most people use boats for fishing (58%);
- 3) public access is important and actively encouraged by the State of Wisconsin;
- 4) many of the issues associated with boating are complex, with sociological as well as ecological consequences; and
- 5) boating activities must be evaluated in the context of the characteristics of each waterbody and other factors that may be more important for the overall health of the aquatic ecosystem.

How is this document organized?

I have organized the material in this document in terms of the aspect of the aquatic ecosystem that may be affected by boat activity. The sections include:

- A. Water Clarity (Turbidity, nutrients, and algae)
- B. Water Quality (Metals, hydrocarbons, and other pollutants)
- C. Shoreline Erosion
- D. Aquatic Macrophytes (Plant communities)
- E. Fish
- F. Aquatic Wildlife
- G. Personal Watercraft ("Jet skis")

Each section includes an introduction, a summary of three to five studies relevant to the issue, some conclusions, and a list of additional references for further reading. The introduction attempts to define the issue, explain why it is important to aquatic ecosystems and identify factors that affect it, and summarize some of the particular concerns related to boat activity. The conclusion summarizes the current state of knowledge, identifies uncertainties, and suggests management strategies that may be useful to deal with the issue. At the end of the document, I have included a summary section that incorporates information gleaned from all of the individual sections. A complete list of all studies mentioned in the text is given in the last section, entitled "For Further Reading."

A. Water Clarity (Turbidity, nutrients, and algae)

Introduction:

What do we mean by "water clarity?"

Water clarity is a measure of the amount of particles in the water, or the extent to which light can travel through the water. There are many ways to express water clarity, including Secchi disk depth, turbidity, color, suspended solids, or light extinction. Chlorophyll *a*, a pigment found in all plants, is often used to determine the amount of algal growth in the water and is related to water clarity as well.

Why is water clarity important in aquatic ecosystems?

Water clarity is important for a number of reasons. It affects the ability of fish to find food, the depth to which aquatic plants can grow, dissolved oxygen content, and water temperature. Water clarity is often used as a measure of trophic status, or an indicator of ecosystem health. Water clarity is important aesthetically and can affect property values and recreational use of a waterbody.

What factors affect water clarity?

Algal growth, runoff, shoreline erosion, wind mixing of the lake or river bottom, and tannic and humic acids from wetlands can all affect the clarity of the water. Water clarity often fluctuates seasonally and can be affected by storms, wind, normal cycles in food webs, and rough fish (e.g. carp, suckers, and bullheads).

How might boats affect water clarity?

Propellers may disturb the lake or river bottom directly, or indirectly through the wash or turbulence they produce, especially in shallow water. This may affect water clarity by increasing the amount of sediment particles in the water or may cause nutrients that are stored in the sediments, such as phosphorus, to become available for algal growth. Waves created by watercraft may contribute to shoreline erosion, which can cloud the water.

Studies:

Yousef and others (1980) is the most often cited publication on motor boat impacts. Turbidity, phosphorus, and chlorophyll *a* (*chl a*) were measured on control and intentionally mixed sites on three shallow Florida lakes (all less than 6 m or 18 ft deep), both before and after a set level of motor boat activity. On the two shallowest lakes, significant increases were seen in these parameters on the mixed sites, but not at the control sites. Average increases in phosphorus ranged from 28 to 55%. Maximum increases in turbidity and phosphorus occurred within the first two hours of boating activity. Turbidity declined at a slower rate after boating ceased, taking more than 24 hours to return to initial levels.

Hilton and Phillips (1982) developed an empirical model to predict the amount of turbidity generated by boats passing a stretch of river based upon field measurements of turbidity and timing of boat passes. The model assumes that each boat pass generates the same amount of turbidity and that it decays exponentially with time, such that the amount of turbidity at a given time is dependent upon the timing of the last boat pass. Using the model with maximum expected boat activity, the authors determined that turbidity returned to background levels 5.5 hours after cessation of boat movement, indicating long term build-up of turbidity

was unlikely. The model also predicted that on an annual basis, 8 to 44% of the turbidity in the river could be attributed to motorboat activity, depending upon the amount of algal growth that occurred at the test sites.

Johnson (1994) investigated the role of recreational boat traffic in shoreline erosion and turbidity generation in the Mississippi River. Turbidity was monitored at several depths and distances from shore during weekends of heavy boating activity. Turbidity increased the most near the bottom of the river, but did not vary with distance from shore. Peak turbidity corresponded with peak boating activity, but only in sites with high boating activity.

U. S. Army Corps of Engineers (1994) investigated the relationship between boat traffic and sediment resuspension on the Fox River Chain O' Lakes in northeastern Illinois. Samples were collected in channels connecting the lakes so that boats could be counted with some accuracy. There was a direct correlation between the number of boat passes and the amount of suspended solids in the water column. However, the amount of resuspension varied with water depth and sediment type. In silt substrate, the highest amounts were seen in water depths of 3 ft, about half as much at 6 ft, and none at 8 ft. In marl substrate, effects were seen at 3 ft, but not 6 or 8 ft. The authors also determined that sediment resuspension by boats at 3 ft was equivalent to the amount of disturbance generated by a 20 mph wind, but that the frequency of boat passes was much higher than the frequency of winds of that magnitude.

Asplund (1996) investigated the effects of motor boats on sediment resuspension and concurrent effects on nutrient regeneration and algal stimulation in several Wisconsin lakes. Weekend and weekday water quality was measured on 10 lakes during three summer holiday weekends and an additional weekend in August. Motor boat use increased on holiday weekends compared to weekdays (200-350% increase). Water clarity usually decreased, associated with increases in turbidity, particularly in near-shore sites. Chl *a* showed no consistent trends. Phosphorus (TP) often increased in the mid-lake sites, while ammonia generally decreased in both areas. Shallower lakes tended to experience greater changes in turbidity and TP than deeper lakes. Water clarity and boat activity were measured on an additional 20 lakes during every summer weekend. Motor boat use increased consistently on weekends for most of the lakes in the study. Water clarity did not show a consistent increasing or decreasing trend for any individual lake on weekends. However, weekend Secchi disk readings were 10% lower than weekday readings on average for the entire data set. Clear water lakes tended to show slightly larger drops in clarity than turbid lakes, and had more weekends with decreased clarity. The magnitude of change in water clarity was small compared to seasonal changes and differences among lakes.

Conclusions:

What do we know?

Boats have been shown to affect water clarity and can be a source of nutrients and algal growth in aquatic ecosystems. Shallow lakes, shallow parts of lakes and rivers, and channels connecting lakes are the most susceptible to impacts. Depth of impact varies depending upon many factors including boat size, engine size, speed, and substrate type. Few impacts have been noted at depths greater than 10 feet.

What don't we know?

Less certain is the overall impact boats have on water clarity compared to other factors such as shoreline development, watershed runoff, storm events, and natural food web cycles. The cumulative impacts of boats on water clarity are also uncertain, as is the link between increased sediment resuspension and algal growth. Translating effects observed under experimental conditions to what happens under actual conditions can be difficult.

What can we do about it?

No-wake zones in shallow areas of lakes and rivers could help to reduce impacts on water clarity, both by reducing the overall amount of boat activity in these areas and by limiting impacts from high-speed boats. In certain cases it may be beneficial to restrict boat activity altogether, such as in extremely shallow waters where boats can disturb the bottom even at no-wake speeds.

Also see:

Garrad, P. N. and R. D. Hey. 1988. River management to reduce turbidity in navigable Broadland rivers. *J. Environ. Manage.* 27:273-288.

Gucinski, H. 1982. Sediment suspension and resuspension from small-craft induced turbulence. U.S. EPA Chesapeake Bay Program, Annapolis MD. 61 pp. (EPA 600/3-82-084)

Moss, B. 1977. Conservation problems in the Norfolk Broads and rivers of East Anglia, England - phytoplankton, boats, and the causes of turbidity. *Biol. Conserv.* 12:95-114.

B. Water Quality (Metals, hydrocarbons, and other pollutants)

Introduction:

What do we mean by "water quality?"

By water quality, we are referring to the chemical nature of a water body, particularly as affected by anthropogenic (human) sources. Metals (lead, cadmium, mercury), nutrients (phosphorus, nitrates), and hydrocarbons (methane, gasoline, oil-based products) can all be added directly to the water column through a number of sources, including boat motors. These added chemicals can affect other parameters, such as pH and dissolved oxygen.

Why is water quality important in aquatic ecosystems?

As discussed earlier, nutrients can affect the algal growth in lakes and rivers and have an effect on water clarity. Dissolved oxygen and pH levels influence the type and abundance of fish. In high enough amounts, metals and hydrocarbons can be toxic to fish, wildlife, and microscopic animals. In addition, these substances may have human health effects if a lake or reservoir is also used as a drinking water supply.

What factors affect water quality?

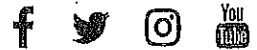
Runoff from watersheds, both urban and agricultural, is a major source of nutrients, pesticides, metals, and hydrocarbons in aquatic ecosystems. Point sources of pollution (from industrial or municipal wastes) are also common, especially in river systems. Even remote lakes can be affected by atmospheric deposition of metals and acid-producing chemicals.

How might boats affect water quality?

Boat engines are designed to deliver a large amount of power in a relatively small package. As a result, a certain amount of the fuel that enters into a motor is discharged unburned, and ends up in the water. Two-stroke engines, which make up a vast majority of the motors in use on all types of watercraft, have been particularly inefficient. Estimates vary as to how much fuel may pass into the water column (25-30% is a reasonable average) and depends upon factors such as engine speed, tuning, oil mix, and horsepower. Other concerns include lowered oxygen levels due to carbon monoxide inputs, and spills or leaks associated with the transfer and storage of gasoline near waterbodies.

Studies:

Schenk and others (1975) used small (0.5 to 4 acres), shallow (4 to 12 feet deep) ponds to investigate impacts of motors on water quality. They ran motors continuously for three years at a rate of 1 gallon of fuel per day per 1 million gallons of water (equivalent to 3 times the maximum likely boat activity on a heavily used lake). No changes were observed in standard water quality parameters (pH, nutrients), except due to scour of sediments, which caused elevations in alkalinity and hardness. Increased lead and hydrocarbon concentrations were detected in the water column and sediments of the test lakes. However, no acute toxicity was observed on any species. Phytoplankton growth, diversity, and species composition

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Who is responsible for damage caused by boat wakes?

David Weil, Esq. [®] June 3, 2016

Q: I own a waterfront home on the Sacramento River, and my boat and my boathouse and dock have been damaged several times this year by the wakes from passing boats. The boats on the river often pass us at extremely high speeds and their wakes can be very substantial. I am not sure if the river has a speed limit but regardless, it seems to me that these boats should be liable for the damage that they cause. What are my legal options in a case like this?

A: Before addressing our reader's question about his legal options, I will first note that his section of the river may be restricted by a speed limit for passing boats. But it may not be restricted, depending on where it is.

Certain sections of any navigable waterway may be governed by a speed limit established by the local community, and those speed limits must be prominently posted on a sign or buoy. Speed limits on California waterways are also established by state law, most notably California Harbors and Navigation Code section 655.2, which sets a 5 mile-per-hour speed limit within certain areas. In this case, our reader may find some relief under section 655.2(2) which restricts the speed of a passing boat to five miles per hour when it is within 200 feet of a dock with boats secured to it.

Unfortunately for our reader, the enforcement of a speed limit on the water is similar to a speed limit ashore. You are only cited if you are caught speeding. So, the short answer to our reader's question is he should

complain to local law enforcement. If he complains long and hard enough they may start enforcing the regulations. Not very helpful, I know. Our reader is looking for a private remedy or a private cause of action that will allow him to solve the problem without waiting for the authorities.

All boats – even jet skis – are responsible for their own wakes, and the owner of property damaged by a wake does have a legal claim against the operator of the boat. If the owner and operator is not the same person, the owner of the damaged property may have a claim against both the vessel's owner and the operator.

Assuming our reader is able to determine the identity of the owner and operator of the offending vessel, he will also need to prove that the damage was caused by the wake and therefore not existing damage caused by something else. Failure to document or establish the pre-incident condition of the boat or dock does not preclude a claim for damage, but the damage caused by the offending wake will nonetheless need to be established somehow. Eyewitness testimony, for example, could be used if the witness actually saw the impact or other cause of the damage. Or a recent pre-incident survey or inspection may be used to establish a baseline condition of the boat or dock.

The bottom line for our reader is that he has no private right to enforce a regulatory ordinance such as speed limit. Enforcement can only be performed by a sworn peace officer. But in general – yes – vessels are responsible for their wakes and damaged caused by their wake, even where there are no regulations or restrictions concerning vessel speed limits. As such, our reader probably does have a civil claim against the owners and operators of the boats that are causing the damage, but every case is different, and we can't offer a specific response without knowing a lot more about the case.

David Weil is licensed to practice law in the state of California and as such, some of the information provided in this column may not be applicable in a jurisdiction outside of California. Please note also that no two legal situations are alike, and it is impossible to provide accurate legal advice without knowing all the facts of a particular situation. Therefore, the information provided in this column should not be regarded as individual legal advice, and readers should not act upon this information without seeking the opinion of an attorney in their home state.

David Weil is the managing attorney at Weil & Associates (weilmaritime.com) in Long Beach. He is an adjunct professor of Admiralty Law at Loyola University Law School, a member of the Maritime Law Association of the United States and is former legal counsel to the California Yacht Brokers Association. If you have a maritime law question for Weil, he can be contacted at 562-438-8149 or at dweil@weilmaritime.com.

Ask your question online at thelog.com.

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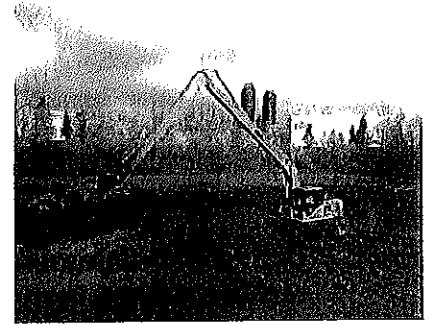
[← What are the risks of refusing to pay a boat mechanic?](#)

Inspection and Maintenance Guide for Stormwater Management Facilities

(https://sustainabletechnologies.ca/app/uploads/2015/01/IMG_0754.jpg)

Stormwater ponds help to protect receiving waters by settling out pollutant-laden sediment that is carried in urban stormwater runoff. Similar to other municipal infrastructure such as roads, sewers, and treatment plants, the effective long-term operation of stormwater management ponds and wetlands relies on effective inspection and maintenance practices. If stormwater facilities are not maintained, runoff will enter rivers and water bodies without adequate treatment, resulting in significant adverse effects on aquatic ecosystems and downstream swimming areas.

Municipalities in Ontario first began implementing wet ponds as part of their stormwater infrastructure in the late 1980's. Today, there are over 1000 stormwater ponds and wetlands within the Greater Toronto Area. Current regulations require that stormwater facilities be inspected and maintained to ensure they are functioning as per their original design. The largest and most costly maintenance task involves the removal, hauling and safe disposal of potentially contaminated sediment. Several municipalities are only now recognizing the magnitude of this effort, and designating funds to address the problem.



The growing number of constructed ponds in combination with new science, technology and best practices, has created the need for updated guidance on how to inspect, maintain and clean out stormwater facilities. The 2016 Inspection and Maintenance Guide for Stormwater Management Ponds and Constructed Wetlands (https://sustainabletechnologies.ca/app/uploads/2018/04/SWMFG2016_Guide_April-2018.pdf) has been broadened to address the full life cycle of ponds and wetlands, including the following key additions and updates:

- A re-examination of current legislation, regulations, guidelines, and approval processes, including consideration of beneficial re-use options
- Key pond design considerations that will ease future maintenance
- Standard methods for measuring sediment accumulation depths and forecasting sediment removal
- Implementation of inspection and monitoring programs through asset management systems
- New approaches to dredging and treating sediment to facilitate offsite hauling
- Updated cleanout costs across a range of scenarios, and
- Case study examples of successes, challenges and costs associated with pond dredging operations in different contexts

It is hoped that sharing information on effective and economical approaches to stormwater pond maintenance and highlighting the importance of maintenance activities will help encourage pond owners to follow best practices and improve the long term operation and maintenance of these facilities.



(<https://cvc.ca/>)



(<https://www.lsrca.on.ca/>)



(<https://trca.ca/>)

Downloads

Full Guide (https://sustainabletechnologies.ca/app/uploads/2018/04/SWMFG2016_Guide_April-2018.pdf)

50 MB PDF

Appendix Case Studies:

Polymer Assisted Hydraulic Dredging (https://sustainabletechnologies.ca/app/uploads/2016/04/Block11_CaseStudy_April2016.pdf)

Polymer Assisted Dredging with On-site Disposal (https://sustainabletechnologies.ca/app/uploads/2016/03/Pond91_CaseStudy_Mar2016.pdf)

Water-Absorbing Polymer Assisted Mechanical Dredging (https://sustainabletechnologies.ca/app/uploads/2016/04/SOSJLansing_CaseStudy_April2016.pdf)

Winter Mechanical Dredging of a Stormwater Pond (https://sustainabletechnologies.ca/app/uploads/2016/04/Pond-51_CaseStudy_Apr2016.pdf)

Winter Mechanical Dredging of a Stormwater Pond Forebay (https://sustainabletechnologies.ca/app/uploads/2016/04/StouffvillePond_CaseStudy_April2016.pdf)

Stormwater Pond Maintenance and Anoxic Conditions Investigation in Lake Simcoe Region Watersheds (<https://sustainabletechnologies.ca/app/uploads/2015/01/LSRCA-Stormwater-Maintenance-and-Anoxic-Conditions-2011.pdf>)

4.8 MB PDF

Guidance and Resources

Stormwater Management Pond Clean-out Best Management Practices (<https://sustainabletechnologies.ca/app/uploads/2016/05/MNRF-2016-Guidance-for-SWMF-cleanouts.pdf>) (MNRF, 2016)

Management of Excess Soil: A Guide for Best Management Practices (<https://sustainabletechnologies.ca/app/uploads/2016/05/MOE-Best-Mgmt-practices-for-Excess-Soil-Jan2014.pdf>) (MOE, 2014)

Articles

Options for Managing Dredged Stormwater Sediment (https://sustainabletechnologies.ca/app/uploads/2015/01/LR_Env-Connection_Jul2016.pdf)
Rocha (2016) - *Environmental Connection*

A Tale of Two Polymers: Innovative Methods for Consolidating Sediment During Stormwater Detention Pond Dredging (https://sustainabletechnologies.ca/app/uploads/2014/09/Rocha_PolymersArticle.pdf)
Rocha (2014) - *Environmental Connection*

Project Partners

» Government of Canada's Great Lakes Sustainability Fund (<https://www.ec.gc.ca/raps-pas/default.asp?lang=En&n=F328E319-1>)

» City of Toronto (<http://www.toronto.ca/>)

» Region of Peel (<http://www.peelregion.ca/>)

» York Region (https://www.google.ca/url?sa=t&srct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0CB8QFJAA&url=http%3A%2F%2Fwww.york.ca%2F&ei=kEm1VN_gEYOUyQSC3oLIBg&usg=AFQjCNFPaylgHHTZ4n22LGNVtRosA&bvm=bv.83339334,d.aWw)

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February 14, 2017

Black Knot Disease

BLACK KNOT DISEASE

HOW TO RECOGNIZE AN INFESTATION IN YOUR TREES?

Anyone who has fruit trees in Alberta knows that they can be prone to disease unless carefully monitored and treated. One disease common to our area is black knot fungus. Take time to learn the facts about this tree disease so you can keep your arbor healthy and thriving.

Black knot is caused by a fungus that often impacts a wide variety of the Prunus species, including plums, apricots, and cherries. It is also extremely aggressive on Shubert Chokecherry and Mayday trees in Alberta.

WHAT IT LOOKS LIKE

Watch your trees between April and June, particularly during wet, warm weather. Here are a few common symptoms you may see:

- A small, light brown swelling on/around former or current growth
- Enlarged swellings that appear as velvety, olive green knots (indicating progressed growth from the previous year's brown swellings)

By the time you see olive green knots, spore release is imminent. The fungus releases spores heavily during blossom time, just before trees begin to leaf.



After spore release, knots turn dark. By autumn they appear as black knots, hence their name. Knots will continue to grow until they surround a given branch and kill it. If the infestation spreads, it may eventually kill the tree itself.

BLACK KNOT TREATMENT

As with any tree disease, vigilance is key. Follow these 4 tips to gain the upper hand in disease prevention or containment:

1. Examine all trees annually for black knot fungus. Remove diseased branches from any infected trees, including those trees adjacent to your property, if possible. Prune and destroy the infected branches before the tree buds.
2. Try to prune at least 5 to 10 cm below each knot. This helps contain fungus that grows beyond the knot itself. If you can't remove major limbs, cut the knot down to healthy wood for at least 1.27 cm beyond the knot. Prune annually until the disease is eradicated.
3. Do not plant new prunes, cherries, or plums downwind from or adjacent to areas with a significant black knot infestation.
4. Avoid fungicides, as they will not be effective when pruning or sanitation are ignored. Fungicides are also not recommended for urban areas.

Have further questions on black knot fungus? Contact the knowledgeable professionals at ArborCare Tree Service Ltd., where we've been serving Western Canada for over 30 years. Call us, toll free, at 1-877-444-8733 (TREE) today for your estimate (/contact-us/request-an-estimate) or to ask about our discounts.

← Disease (<https://www.arborcare.com/blog/disease>)

Bronze Leaf Disease → (<https://www.arborcare.com/blog/bronze-leaf-disease>)



Home

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visitus@sfmu.ca

Parks Preventing Black Knot Disease in Okotoks

Category: Local News
 Published: Sunday, 31 January 2016 10:45
 Written by Glen De Paol



The Town of Okotoks is currently going through the process of treating Black Knot Disease on local trees in the area.

Parks Manager Christa Michalluck says it's a disease that only affects a couple of species of trees the Town no longer plants.

"Black Knot Disease is a fungus that is native to our region and very prevalent here," she says. "Schubert choke cherries, the Western Native choke cherries and Mayday trees that a lot of people have in their yards and that the Town used to have planted along boulevards and medians fairly predominately."

Michalluck says the disease is easy to detect on trees, thanks to its name.

"The disease itself looks like initially like a swollen branch and then as it progresses it kind of looks like a stick black burnt on the branch. It cuts off the nutrients from flowing to that branch whether that lump is found on the tree."

She says the only way to treat Black Knot Disease is by pruning the affected branch.

"Those pruned branches need to go to the landfill or be burned or buried," Michalluck says. "The biggest prevention is to not plant the susceptible species."

Quicklinks

- Send Us Something
- Community Events
- Streaming and Smart Device Help
- Join Our Team
- 12 Months of Giving
- Podcasts
- Advertise With Us
- Local News Survey

Upcoming Events

Jan 31 4:30 pm	Back to Basics 2.0 (9-12y)
Feb 02 4:30 pm	Storytelling & Art (6-9y)
Feb 07 4:30 pm	Back to Basics 2.0 (9-12y)
More Events	

Local Jobs

- Regional Marketing Advisor
 - Restaurant Delivery Driver
 - Waitress with experience & have Pr
 - Experienced Line cook
 - Bookkeeper/ Controller
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Date
Jan 17 22

Lacombe County Fire Service
40403 Range Road 27-4, Lacombe County Lacombe AB T4L 2N3
PH : 403-782-8959

Page 1 of 2

Totals by Geographic Location
From Oct 1 21 to Dec 31 21

Response Type	# of Incidents
Unclassified	
90 Incident Situation Unclassified	1
<hr/>	
Total For Unclassified:	1
Lacombe County - Lacombe Fire	
73 Alarm No Fire - detector activated	1
<hr/>	
Total For Lacombe County - Lacombe Fire:	1
Village of Alix	
09 Fire - Vehicle	1
60 Public Service - citizens locked in or out	1
62 Public Service - first-aid	7
63 Public Service - assist police, EMS, or other agency	3
71 Alarm No Fire - smoke or steam mistaken	1
79 Alarm No Fire - miscellaneous	1
<hr/>	
Total For Village of Alix:	14
Lacombe County - Alix	
10 Fire - Structure	1
31 Vehicle Accident	6
38 Resuscitation Call - dead on arrival	1
43 Hazmat - electrical	1
49 Hazmat - miscellaneous	1
62 Public Service - first-aid	9
63 Public Service - assist police, EMS, or other agency	10
73 Alarm No Fire - detector activated	1
<hr/>	
Total For Lacombe County - Alix:	30
Lacombe County - ALIX	
62 Public Service - first-aid	1
<hr/>	
Total For Lacombe County - ALIX	1

Jan 17 22

Page 1 of 2

Date
Jan 17 22

Lacombe County Fire Service

Page 2 of 2

Totals by Geographic Location Continued From Oct 1 21 to Dec 31 21

Response Type	# of Incidents
Village of Clive	
91 Mutual Aid	1
<hr/>	
Total For Village of Clive:	1
Lacombe County - Clive	
31 Vehicle Accident	1
<hr/>	
Total For Lacombe County - Clive:	1
Total Number of Responses	49

EMS System Pressure and Mitigation

Good Afternoon Mayors, MLA's, Municipal Leaders, Chiefs, and First Nations Health Leads,

Today, Alberta Health (AH) and Alberta Health Services (AHS) Emergency Medical Services (EMS) are announcing a comprehensive 10-point plan for addressing the extraordinary increase in EMS calls that we've experienced over the past months.

This plan, which focuses on immediate actions that will help create capacity within our system, will ensure that EMS continues to remain available and safe for all Albertans.

Specifically, immediate actions of this plan include:

- An 'hours of work' project to help ease staff fatigue:
 - AHS will continue its rollout of the fatigue management (Hours of Work) project, which launched in November 2021. EMS is adjusting working hours, shifts and scheduling to help to alleviate fatigue among staff. AHS will invest a total of \$24.2M in the first two phases of this work.
- Transferring low priority calls to other agencies in consultation with EMS physicians:
 - EMS will be transferring non-emergency or low priority calls to other agencies such as Poison and Drug Information Service (PADIS) (and are currently working to include Health Link 811), where appropriate, and in consultation with OnLine Medical Consultation (OLMC) physicians in dispatch.
- Stopping the automatic dispatch of ambulances to motor vehicle collisions that don't have injuries:
 - As of December 1, 2021 EMS is no longer automatically sending an ambulance to a motor vehicle collision where there are no injuries reported. Previously an ambulance would have been dispatched automatically and the crew would need to confirm there are no injuries. These calls are now responded to by police or fire as appropriate.
- Continued hiring of paramedics.
 - EMS is constantly hiring qualified paramedics to fill vacancies.
- Launching pilot projects to manage non-emergency inter-facility transfers
 - Two pilot projects (Calgary Zone and North Zone) are underway where patients who do not need urgent medical care are transported to care homes, and residences by means other than ambulances.

In addition to the above, several more actions are planned for later this year:

- Integrated Operations Centre:
 - AHS will be adding an integrated operations center (IOC) to Calgary. This will mirror Edmonton's IOC, which has successfully brought together paramedic leads and hospital

staff for operational oversight on management of integration between EMS and the hospital system to improve patient flow.

- **Emergency Communications Evaluation:**
 - EMS will be implementing additional dispatching processes provincially, including evaluation by an emergency communications officer to determine if an ambulance from out of area, though it may be closest to a 911 call, is most appropriate to respond. An additional level of 911 call assessment will ensure resources continue to be prioritized for the most urgent calls, while low priority events may be delayed when safe and appropriate to do so, in conjunction with physician advice and oversight.
- **Pre-emption of ambulances**
 - EMS will have the ability to pre-empt and divert ambulances to higher priority calls, when appropriate. This changes the way ambulances are assigned primarily in Calgary and Edmonton, and will assist with keeping resources in Suburban and Rural communities.
- **Red Deer IFT Pilot Project:**
 - A pilot project is also being proposed for inter-facility transports in the Central Alberta corridor that will allow dedicated resources for transfers, while leaving ambulances for community coverage and higher priority events.
- **Strategic Provincial Service Plan:**
 - Creation of a new 5-10 year Provincial Service Plan, which will look at all EMS services, and will be completed in September 2022.

Finally, Alberta Health will also be leading an EMS Advisory group over the coming months, and we look forward to new ideas and connections coming from that work. The pressures facing EMS are not unique to EMS, nor to Alberta. Across the country, EMS and healthcare systems are struggling with demand. EMS calls in Alberta alone have increased by approximately 30 per cent over the last year, with demands on the service now at historic levels. Despite this increase in demand, EMS continues to respond to the vast majority of serious 911 calls quickly and appropriately, thanks to our dedicated EMS teams.

We understand that you are hearing about these concerns from your communities and constituents. We are here to ensure you have the information you need to address those concerns.

AHS remains committed to EMS staff and patients, and this plan allows us to take immediate action to uphold that commitment. Critical patients will continue to be prioritized, and existing system capacity will be maximized. Albertans need our care. We are here. This plan allows us to act immediately, to maintain the high quality care that we are proud to deliver.

We thank all EMS teams for their ongoing dedication; our AHS and Alberta Health colleagues for the continued collaboration; and you – leaders in our communities, for your voice and your support.

We are in this together.

Please continue to reach out to us with your questions directly, through your EMS Zone leadership contacts. We are always available to talk and provide more information. If you do not have a contact, you can email Community.Engagement@AHS.ca.

Please see the following link to the press release:

<https://www.alberta.ca/release.cfm?xID=817698A0B3E38-CB1E-7434-A9265705634345ED>

Many thanks,

***Community Engagement
Alberta Health Services***



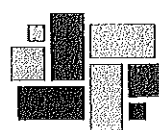
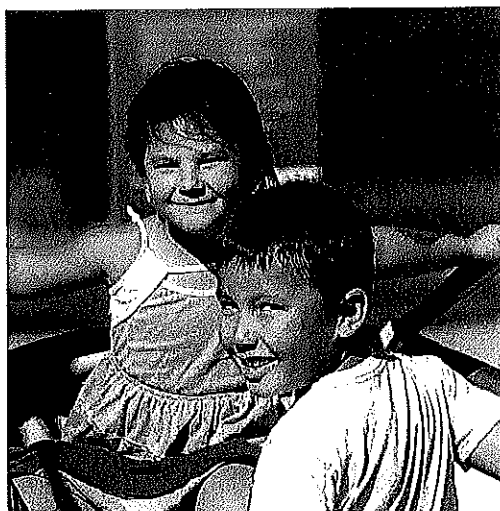
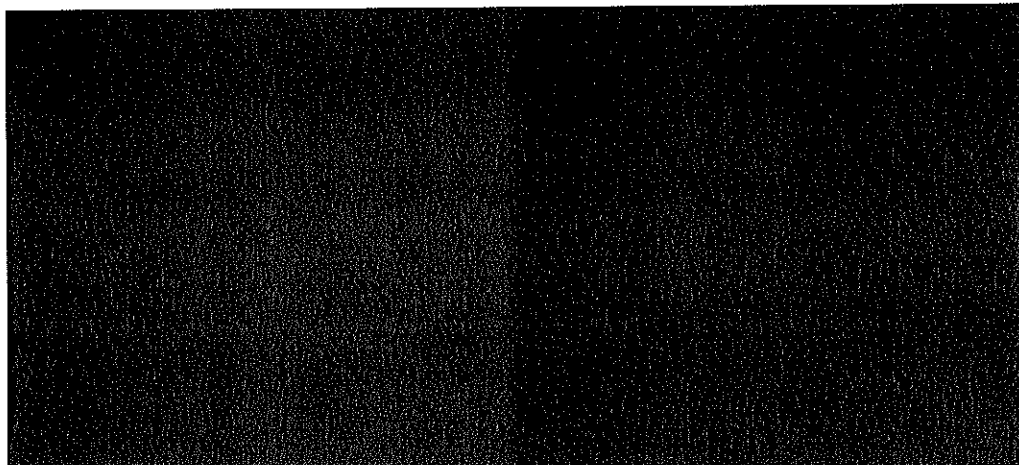
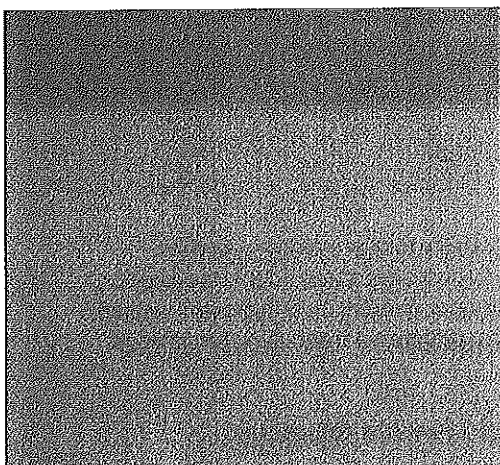
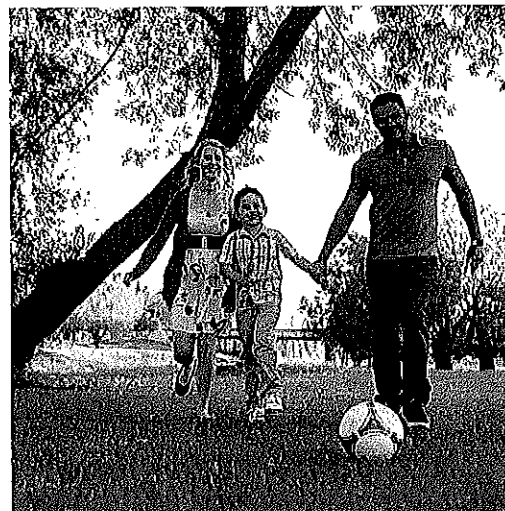
**Alberta Health
Services**

Healthy Albertans.
Healthy Communities.
Together.



Analysis of **PwC Report** **Alberta Provincial** **Police Service** **(APPS) Transition**

January 19, 2022



Alberta
Municipalities
Strength
In Members

Executive Summary

In November of 2019, Premier Jason Kenney struck up the Fair Deal Panel, with the mandate of consulting with Albertans to gather input on how best to define and secure a fair deal for Alberta within the country. In May of 2020, the panel submitted their final report to the provincial government with a number of recommendations. These included areas of focus such as addressing the future of equalization, the possibilities of an Alberta Pension Plan, and an issue impacting all municipalities in the province – exploring an Alberta Provincial Police Service (APPS).

In October of 2021, the Government of Alberta released the independent report developed by PwC that studied the feasibility of replacing the RCMP with the APPS, including the operational needs, processes and potential transition costs. With an outline on service delivery options and proposed governance models, the PwC Report does not provide a formal stance or recommendation on a decision, but lays out a potential framework and rollout timeline.

Since the possibility of an APPS was announced, municipalities in Alberta have looked to engage with the ministries of Municipal Affairs and Justice and Solicitor General to be a voice at the table. Municipalities ranging in size have a vested interest in the future of their local law enforcement and community safety and are looking to provide their feedback and input into this process. As municipalities began to take in the PwC Report, a number of questions began to arise on the direction the province was going.

While the PwC Report provided insights into APPS governance, costs and timelines, there were certain questions that were still unasked that are vital to the process. Stakeholders involved with the APPS discussion have been narrowly focused on the cost consideration discussion. Both Premier Kenney and Justice and Solicitor General Minister Kaycee Madu have addressed cost concerns in public forums, assuring that there will be a net zero impact on municipalities. The Official Opposition Alberta NDP have also made cost considerations a main area of focus for their criticisms, openly stating their support for the RCMP and their work within the province. Municipalities, through numerous surveys and in public engagement opportunities have expressed their concern with potential costs being downloaded onto them and the certain level of mistrust of the province to uphold the net zero commitment. While APPS costs are an important piece of the equation, there are a number of other gaps that should be on the radar for stakeholders. These include governance structure service level metrics that require more clarity before a decision is made. This analysis highlights those areas of concern.

Given the reality that this is a topic of transformational change and we haven't seen a provincial police force stood up in more than 100 years – by bringing solutions to the table with provincial counterparts, municipalities across the province are in a unique position to have meaningful impacts on the conversation of future policing in Alberta.

Future State Operating Model

PwC Report's recommended service delivery model focuses on community policing and the ability to share resources, data, and intelligence across all police services and non-policing partner organizations. The PwC Report states that if Alberta were to adopt the APPS, the province would lose \$170 million in federal funding but increase the number of frontline officers and civilian specialists. Additional costs would include \$32 million for real estate leases, repairs, utilities, professional services, furnishings, and maintenance. Administration and other costs are estimated at \$72 million.

The defining characteristics of the PwC Report's proposed operating model are the following:

Enhanced Community Input & Accountability to Citizens

Stronger and more formalized local governance measures with representation from rural, urban, and Indigenous communities and supported by local Police commissions will give communities a voice in what services are delivered, how services are delivered and how police performance will be measured at a local level.

Improved Service Levels Across Rural Alberta, Indigenous Communities, & Municipalities

The proposed model will result in an increased number of frontline members of the APPS deployed in Alberta from 3,097 under the current model to 3,218 in the recommended model while reducing operating costs. The total staffing will increase to 4,189 from 4,030 as of June 2020.

Improved Efficiency, Integration, and Value for Money

The PwC Report suggests APPS can build integration points directly into the service delivery model and embed them into the organization with formal governance and dedicated resources.

Fit for Alberta Innovations

The PwC Report says that incorporating innovative, evidence-based approaches to challenges facing Albertan communities – including rural policing, mental health, opioid responses and policing in Indigenous communities – is a key part of creating a modern fit for Alberta provincial police service.

Alberta Municipalities (ABmunis) Policing Principles and identified alignment and gaps

ABmunis hosted the 2021 President's Summit on Policing as two virtual sessions on February 3 and 17, 2021. Attendees of the webinars indicated that they were in favour of improvements to RCMP governance and service levels, but the majority disagreed that an independent APPS would better meet their communities' needs than the current model. After deliberation, ABmunis chose to hold off on announcing a policy position related to an APPS following the Summit until the province released the PwC APPS Transition Report. In preparation for this announcement and any subsequent advocacy, the ABmunis Board of Directors adopted a set of principles for an APPS should one be transitioned to.

The principles include three pillars – **police governance and oversight, police service levels and policing costs**. Upon further analysis and comparison between ABmunis' provincial police service principles and the PwC Report, there are areas of alignment but also gaps. These gaps turn into areas of concern for ABmunis for any transition to an APPS and further create numerous questions that must be asked by ABmunis and answered by the Alberta provincial government.

In addition to these information gaps in the PwC report, there are many important issues that the PwC Report never does address, such as:

- Proposed changes to policing does little to impact the lack of resources for the Alberta prosecution and judicial systems, which remains the largest barrier to Alberta's "catch and release" problem.
- Why hasn't the provincial government already implemented many of the PwC suggested policing improvements, under its current policing arrangements with the RCMP, including:
 - Integration of health and family services.
 - Effective performance metrics.
 - Effective police governance and independent commission.
- Establishing Alberta policing priorities, what would be different in the APPS model compared to the RCMP arrangement? And why?
- Although Alberta policing costs may decrease by \$24 million or 3 per cent with an APPS, how is the provincial government going to address the \$170 million of lost funding from the federal government.
- How is the provincial government going to fund the \$366 million of APPS one-time transition costs?

ABmunis Policing Principle

1. Police governance and oversight

- a. An APPS must ensure that all municipalities have meaningful input into developing local policing priorities.
- b. Governance and oversight bodies for an APPS must include municipal representation at local, regional, and provincial levels.
- c. An APPS must provide regular reporting on policing priorities and outcomes to the municipalities it serves.

Alignment

The PwC Report outlines a future operating state model that focuses on Enhanced Community Input & Accountability to Citizens – a direct correlation to the ABmunis principle of ensuring an APPS model allows municipalities to bring meaningful input into developing local policing priorities. Aspects of this future operating state model focus include:

- Prioritizing community policing with local resources who are recruited and representative of their communities, with a focus on proactive problem solving and ongoing community engagement.
- Local Police Commissions to increase accountability to local community priorities and service needs.
- Rethinking how performance is measured by moving from a broad national focus to a highly tailored local community focus. This can be best achieved by developing performance metrics directly with the communities being served to truly connect the needs of the community.

With a focus on the ABmunis principle on governance and oversight bodies, the PwC Report recommends a governance structure that includes Commission-led Decision Rights.

- Commission set priorities on quantity and quality of services required. Political intervention into operations is minimized but collaboration to identify priorities and performance metrics.
- Oversight and decision authority is distributed across several executives (e.g. Commission Directors) who are representative of the citizens/communities.
- Agency is accountable to communities through board representation and additional local governance structures.
- Performance is monitored against service levels, which are tailored to customer need.
- Complemented by Local Police Commissions that are in place to collaborate with local detachments in determining how policing is provided in their local community and to agree on performance measures.

Gaps

While the PwC Report touches on the need to develop and make use of police commission and committees under governance structure, it does little to consider structures that already exist.

At a local level, communities already set up their own police committees or commissions to review performance, set goals, carry out community engagement and seek input that would result in improved service delivery and crime reduction.

ABmunis Policing Principle

2. Police service levels

- a. An APPS must establish and deliver a minimum standard of policing infrastructure, supervision, administration, and front-line services necessary to respond to calls for service and provide adequate proactive policing in all Alberta municipalities.
- b. This minimum standard must exceed current RCMP performance.
- c. The GOA must create, with input from municipalities, metrics to demonstrate that the minimum standard is being met or exceeded in all Alberta municipalities.
- d. The GOA must publicly share reporting on APPS performance.

Alignment

An ABmunis principle focus on metrics to demonstrate the minimum standard is reflected in the governance model recommendation on Performance Metrics and Locally Determined-Priorities – in which the framework suggests local detachments and Police Commissions should collaborate to establish performance metrics and measures for service in their local area. The PwC Report goes as far as to outline specific metrics as well, focusing on dimensions of police work which provide a solid foundation for defining performance metrics for individuals, units and the organization to drive continuous improvement and accountability of outcomes.

These dimensions are:

- Public confidence and trust in police services.
- Engagement with the community and police community partnerships.
- Reduction in Crime & Victimization.
- Offenders called to account (through prosecution, restorative justice, alternative measures etc.).
- Reduced fear & enhanced sense of personal security.
- Civility in public spaces.
- Use of authority or force fairly with appropriate oversight from civilians and communities.
- Effectiveness and efficiency of use of financial resources.

Gaps

When it comes to the ABmunis principle of a requirement of the GOA to publicly share reporting on APPS performance, there is an identified gap. The PwC Report outlines the work of the Transition Management Office (TMO) within the transition roadmap as one of the nine key elements. The goal of the TMO is to oversee and manage the transition project, escalate risks and issues and provide critical reporting to leadership and key stakeholders. However, there's little additional information on reporting requirements with no commitment to public reporting.

When it comes to Improved Service Levels Across Rural Alberta, Indigenous Communities, & Municipalities – the proposed model will result in an increased number of frontline members of the APPS deployed in Alberta from 3,097 under the current model to 3,218 in the recommended model while reducing operating costs. The total staffing will increase to 4,189 from 4,030 as of June 2020. The PwC Report states that rethinking what resources are needed and how those resources are deployed to be more responsive to service calls across Alberta will allow the APPS to increase the number of regular members in communities across Alberta and be more flexible in meeting the needs of each specific community.

ABmunis Policing Principle

3. Policing costs

- a. Municipalities must not bear any of the costs associated with implementing and transitioning to a provincial police service.
- b. Police funding must be based on the principles of fairness, transparency, and predictability.
- c. The GOA must fill the funding gap associated with the loss of federal funding for using RCMP services.
- d. Municipal policing costs for an APPS must not exceed the current RCMP policing costs.
- e. All municipalities must pay an equitable share of policing costs for the minimum standard of policing.
- f. Municipalities must retain the ability to negotiate contracts with an APPS. Municipalities requesting contract enhancements, e.g. additional dedicated officers or staff, would be responsible for paying the additional cost of providing these.

Alignment

Identified in the PwC Report under a future state operating model is a key element to Improved Efficiency, Integration, and Value for Money. This is in alignment with the ABmunis principle of a policing funding model passed on fairness, transparency, and predictability. This key element outlines a focus on integrating other services to maximize Alberta's resources through efficient and cost-effective partnerships, as well as:

- Embedded operational competencies and integrations aligned with other provincially delivered services including health care, family and community services, mental health supports, education, and addictions treatment.
- Integrating with other police services in the province with shared data, real time communications, shared training facilities and standards, and responses to reduce duplication of investigations and expanding the role of ALERT in Alberta.
- Leveraging existing expertise and infrastructure in Alberta to provide lab services, specialized operations, training, and civilian expertise specialist fields such as financial crime or cyber-crime to allow members of the police to focus on proactive community policing and improving service levels.
- Utilizing existing government of Alberta technology, infrastructure and processes to maintain economies of scale, reduce infrastructure investment costs and be more efficient in-service delivery for enabling functions.

Gaps

Many stakeholders are not convinced that the costing outlined in the PwC Report is accurate as presented.

- A clear example of this is the lack of detail as it pertains to capital costs, with questions such as how will pensions for the existing RCMP members transition over to APPS and at what cost, how will current non-billable costs and the current federal funding be absorbed. This includes a lack of consideration for recently agreed upon pay increases for RCMP officers.
- In the past, programming and services provided by the province that started out as a minimal cost to municipalities became an increasing burden to many municipalities as funding never increased and further costing and service expectations were downloaded with no recourse or input. The PwC Report does not address these past instances or have commitments in place to ensure they do not occur again.
- The RCMP have also highlighted gaps with consolidated services and non-billable costs – such as human resource management, corporate management, communications are paid through the divisional administration charge, which allows these costs to be consolidated and shared amongst all contract partners.

Potential questions for conversations

The Ministry of Justice and Solicitor General will be touring the province, presenting the findings and outcomes of the PwC Report. Given the number of information gaps and lack of transparency in the PwC Report, it is important that municipal leaders look for answers to the following questions:

Financial

- Given that the province has stated that there will be no net financial impact to municipalities, how will the increase in costs be covered, and how will you guarantee that municipalities will not shoulder a greater burden in the future?
- Considering the loss of federal grants, how will funding for a new police service be structured, and will the provincial government look at changing how PPSA and/or MPSA fund policing?
- What will be done to achieve reduced operating costs while the overall staffing levels are going up?
- How will cost over runs during the transition process be mitigated?
- Have training costs been included in the forecasting, especially since many RCMP officers do not transition over to provincial police services and there is extensive training that needs to be completed?
- The PwC Report notes 65 new FTEs of health, family and social work professionals. Will they be those who have roles in the various systems or are these NEW FTEs that will fall under the umbrella of the APPS?
- When considering economies of scale, will the APPS be able to purchase goods and services at the same or better cost than the RCMP?
- Has the province considered insurance and liability costs for potential class-action lawsuits?

Logistics

- How many officers do you anticipate will transition from the RCMP in Alberta to a new APPS and how did you come up with those numbers?
- How will the new APPS work with the RCMP on cross-jurisdictional issues and current joint ventures?
- Considering that many police services are having troubles with recruitment, are you confident that you can recruit enough members for the transition and why? Do you have a backup plan?
- When will details on training programs be shared? Info such as – where will training be provided, who will lead training programs, will new APPS training compliment training already available or will it be an entirely new program, will training be available to those just beginning their policing education journey as standalone training?
- Will the creation of an APPS create barriers for municipalities that may consider a transition to their own municipal police force? Do the cost/benefit projections account for the possibility of some municipalities exploring municipal police forces in place of APPS?

Engagement and Options

- What work has been done to evaluate the ability of the RCMP to adjust to meet the core values, innovations, and outcomes the GoA is seeking?
- What is the province's engagement plan for first nations and indigenous communities/people?
- What conversations have been had with standalone police services regarding shared training facilities and other services? Are those services amicable to the idea?
- When it comes to the balance of power, would existing Local Police Commissions relinquish or lose powers to the newly established Provincial Police Commission (PPC)?
- When the PwC Report discusses priorities being set by a local police commission, there are no clearly defined roles and guidelines for the different commissions. Are the broader goals entrenched through the PPC and mandated downward?
- Will municipalities over 5,000 in population still have MPSA arrangements?

Accountability

- The PwC Report says that there will be continuous evidence-based improvements to service. How will this be achieved and measured?
- When it comes to service levels metrics and reporting, how are the proposed service level metrics different from existing ones and how will it be publicly shared?
- Will the province commit to holding a referendum before a final decision is made, and what is the timeline for that?
- What role will municipalities have in setting APPS priorities and direction?
- The provincial narrative has evolved to now identifying that the federal government has indicated that it wants to have the RCMP exit community policing. If so, what conversations has the provincial government had with its federal counterparts?



Connect

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Edmonton, AB T6E 6E6

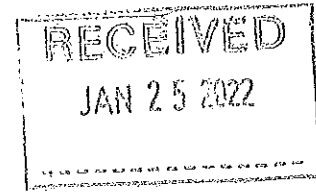
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abmunis.ca



265 East 400 South | Box 291 | Raymond | Alberta | T0K 2S0 | 403 752-4585 | www.abfarmsafety.com

Village of Alix
Box 87
Alix AB
T0C 0B0



January 17, 2022

Dear Village of Alix Chief Administrative Officer,

The 2021-2022 school year is the 24th consecutive year of Safety Smarts delivery to children attending rural and remote elementary schools in Alberta. The generosity of many continues to make this unique farm safety extension effort possible and we are grateful for each and every dollar donated in support of the important outreach of our charitable organization.

As you know, this past year was filled with unique challenges related to the Covid pandemic. However, we have managed to keep both our Safety Smarts and our Sustainable Farm Families programs running albeit in a slightly different fashion than in previous years.

The Safety Smarts program has been adapted to allow for both virtual delivery via Zoom as well as safe face-to-face delivery in schools. Our Safety Smarts team has been well trained and fully equipped with all the necessary skills and tools to be able to successfully and safely deliver Safety Smarts presentations to rural elementary students across the province. In the 2021 calendar year, our Safety Smarts team delivered a total of 1,586 Safety Smarts presentations to 31,330 elementary students in 285 rural elementary schools across the province.

The Sustainable Farm Families program, also known as the Rural Health Initiative, is a newer program designed to promote health, well-being and safety to rural adults. In 2021, the Sustainable Farm Families program made significant adaptations to allow for one-on-one in-depth health assessments and personal education instead of the traditional group setting. This new approach has enabled us to safely deliver Rural Health Initiative workshops within the current Covid restrictions. More information about the Rural Health Initiative is attached. Please let us know if your organization would like to host a Rural Health Initiative workshop for families in your area.

You may also know, that in October of 2020, the Farm Safety Centre was informed by Government of Alberta representatives that ALL their involvement in and support of farm safety learning and extension would end in December 2020. True to their word, their departmental staff were laid off and online resources were withdrawn at the end of 2020. This has created a significant funding challenge for the Farm Safety Centre and other agriculture based charities in the province that care about the well-being of farmers and their families. To put into perspective, about 35% of our annual funding came from the GOA in the form of government grants designated for program delivery.

With this in mind, the Farm Safety Centre is hopeful that in 2022 your organization will consider supporting our extension efforts, as we continue the search for alternate funding partners. **As budget realities allow, we invite the Rural Communities in Alberta to consider a modest 2022 donation of \$150 - \$350.** If this does not work within your budget then a donation of any amount will be greatly appreciated.

As a charity registered with CRA, any donation in support of our mission is eligible for a charitable tax receipt.

Thank-you for your continued support,

Jordan Jensen | Executive Director
Farm Safety Centre
jjensen@abfarmsafety.com

SAFETY SMARTS

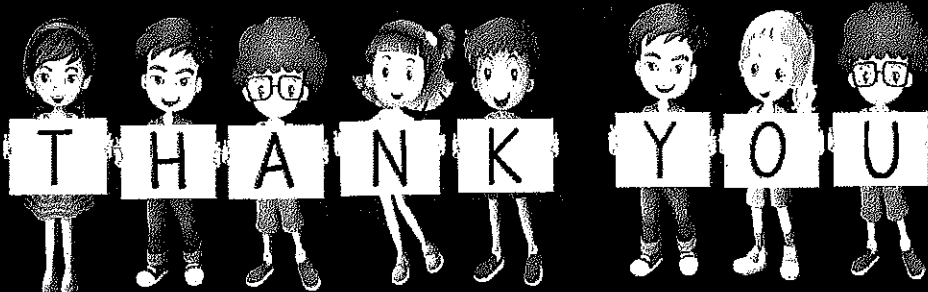
DELIVERY FOR THE 2021 CALENDAR YEAR

31,435
STUDENTS

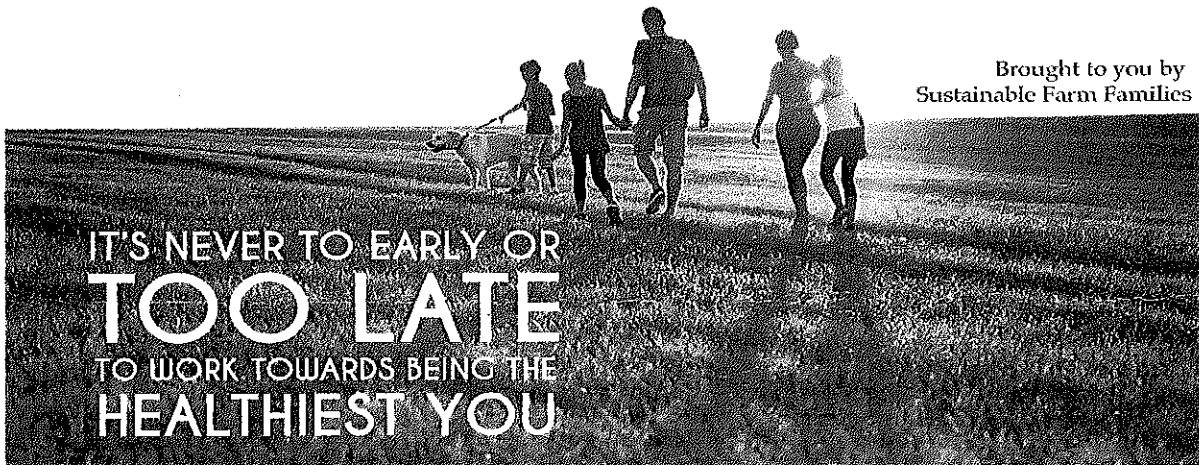


1,591
PRESENTATIONS

285 SCHOOLS



Rural Health Initiative



Research into the state of rural health has identified several health and well-being disadvantages faced by rural people which negatively impact their quality of life. The Sustainable Farm Families Rural Health Initiative aims to remedy many of these disadvantages by providing rural Albertans who participate in this program with 3 annual, in-depth physical & mental health assessments. In addition to these health assessments, participants are educated about each aspect of the assessment to ensure they fully understand each of their measurements and know how to better manage their health and well-being. Those who participate in this program are only asked to commit 1 hour of their time each year over the course of the 3-year program.

The preventative approach used by the Sustainable Farm Families Rural Health Initiative takes seemingly healthy people living in rural communities and seeks to either uncover undiagnosed conditions or confirm their healthy status. Since 2014, the Farm Safety Centre has delivered over 135 SFF workshops to more than 1,300 participants across the province. Participant feedback from our external evaluations have identified that 97% of SFF participants felt the workshops were a good investment of their time and that 92% recommended the program to others.

What you can expect in your one-on-one personal health assessment with our Registered Nurses:

- Blood Pressure
- Cholesterol
- Metabolic Age
- Visceral Fat
- Body Mass Index
- Muscle Mass
- Basal Metabolism
- Body Water Percentage
- Bone Density
- Mental Health Assessment
- Blood Sugar
- Diabetic Risk
- Triglyceride Levels
- Oxygen Saturation
- Eyesight

SFF workshops are currently being delivered in rural communities throughout Alberta. For more information about this program or to schedule a workshop for your community or organization please contact Keylan Kado. If you would like to register for an existing workshop in your community, please visit www.abfarmsafety.com.

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