



AGENDA
TOWN OF DRUMHELLER
Regular Council Meeting

TIME & DATE: 4:30 PM – Monday June 06, 2022

LOCATION: Council Chambers, 224 Centre St and ZOOM Platform and Live Stream on Drumheller Valley YouTube Channel

1. CALL TO ORDER

2. OPENING REMARK

3. ADDITIONS TO THE AGENDA

4. ADOPTION OF AGENDA

4.1 Agenda for June 06, 2022 Regular Council Meeting

Proposed Motion: That Council adopt the agenda for the June 06, 2022 Regular Council meeting as presented.

5. MEETING MINUTES

5.1 Minutes for the May 16, 2022, Regular Council Meeting as presented.

[Regular Council Meeting – 16 May 2022 - Minutes](#)

Proposed Motion: That Council approve the minutes for the May 16, 2022 Regular Council Meeting as presented.

5.2 Minutes for the April 19th, 2022, Regular Council Meeting as presented.

[Regular Council Meeting – 19 April 2022 - Minutes](#)

Proposed Motion: That Council approve the minutes for the April 19, 2022 Regular Council Meeting as presented.

5.3 2022 Council Meeting Schedule – Update for Summer Schedule

[2022 Council Schedule – 2022 v.3](#)

Proposed Motion: That Council approve the 2022 Council Meeting Schedule version 3 as presented.

6. DELEGATION

6.1 Upcoming Community Events & Activities

Seniors Week – Karen Schneck, Seniors Coordinator

Welcoming & Inclusive Communities Initiative – Heather Carlson, Community Development Coordinator

Building Community Resilience by Ending Working Poverty – April Harrison, Manager of Community Development and Social Planning

[Seniors Week Calendar](#)

[Welcoming and Inclusive Communities Presentation](#)

[Building Community Resilience by Ending Working Poverty](#)

7. ADMINISTRATION REPORTS

7.1 CHIEF ADMINISTRATIVE OFFICER

7.1.1 Request for Decision: Leave of Absence for Councillor Lisa Hansen-Zacharuk

[RFD](#)

Proposed Motion: Be it resolved that Council permit a leave of absence due to medical issues as per Municipal Government Act Section 174 (2) with pay for an eight (8) week period.

7.1.2 Request for Decision: Resolution for Support for Grande Prairie motion for Alberta Municipalities

[RFD + Motion](#)

Proposed Motion: That Council endorse and support the Disparity in Electricity Distribution and Transmission Rates resolution to be submitted by the City of Grand Prairie for consideration at the Fall 2022 Alberta Municipalities Conference.

7.2 DRUMHELLER RESILIENCY AND FLOOD MITIGATION

7.2.1 Flood Program Update – Standard Berm Design Modifications

[RFD + Presentation](#)

Proposed Motion: That Council approve design modifications to the Drumheller Flood Project standard berm design, including a reduced top width and freeboard measurement in order to optimize the available project funding.

8. ADJOURNMENT

8.1 **Proposed Motion:** That Council adjourn the meeting.



MINUTES
TOWN OF DRUMHELLER
Regular Council Meeting

TIME & DATE: 4:30 PM – Monday May 16, 2022

LOCATION: Council Chambers, 224 Centre St and ZOOM Platform and Live Stream on Drumheller Valley YouTube Channel

Link: <https://www.youtube.com/watch?v=-UC6yu4HNVQ>

IN ATTENDANCE

Mayor Heather Colberg
Councillor Patrick Kolafa
Councillor Tony Lacher
Councillor Stephanie Price
Councillor Crystal Sereda
Councillor Tom Zariski

Chief Administrative Officer (CAO): Darryl Drohomerski
Communications Office: Erica Crocker
Legislative Assistant: Denise Lines
Reality Bytes IT: David Vidal

REGRETS

Councillor Lisa Hansen-Zacharuk

1. **CALL TO ORDER**

The Mayor called the meeting to order at 4:30pm

2. **OPENING REMARK**

Travel Alberta Symposium - Held on Friday May 13th. The symposium outlined programs being done and to promote tourism in Alberta.

Community Talk with Ryan Straschnitzki - Hosted by the Midland Community Hall Association on June 2nd at 6:00pm. Registration can be found on the Midland Community Hall Facebook page.

National Public Works Week – May 16th to May 20th

World Family Doctor Day – May 19th

3. **ADDITIONS TO THE AGENDA - N/A**

4. **ADOPTION OF AGENDA**

4.1 Agenda for May 16, 2022 Regular Council Meeting

M2022.117 Moved by Councillor Kolafa, Councillor Price;
that Council adopt the agenda for the May 16, 2022 Regular Council meeting as presented.

Carried unanimously

5. MEETING MINUTES

5.1 Minutes for the May 9, 2022, Regular Council Meeting as presented.

M2022.118 Moved by Councillor Zariski, Councillor Lacher;
that Council approve the minutes for the May 9, 2022 Regular Council Meeting as presented.

Carried unanimously

5.2 BOARD AND COMMITTEE MINUTES

[Drumheller Public Library Board – Minutes – March 2022](#)

[Drumheller Municipal Airport Commission – Minutes – February 2022](#)

The Drumheller Municipal Airport maintenance schedule will be announced and posted as soon as it has been confirmed.

M2022.119 Moved by Councillor Lacher, Councillor Sereda;
that Council accept as information the Board and Committee minutes in Section 5.2 of the May 16th, 2022 Regular Council meeting as presented.

Carried unanimously

6. DELEGATION

Time Stamp: <https://youtu.be/-UC6yu4HNVQ?t=503>

6.1 Drumheller Resiliency and Flood Mitigation Community Advisory Committee Update Report presented behalf of the Committee by Cate Samuel
The Committee compiles questions and concerns from community members about the Flood Project.
Other reports by the Committee can be found on the website;
www.floodreadiness.drumheller.ca

7. ADMINISTRATION REPORTS

7.1 CHIEF ADMINSTRATIVE OFFICER

Time Stamp: <https://youtu.be/-UC6yu4HNVQ?t=1268>

7.1.1 For Information: Alberta Rivers: Data and Advisories app and Alberta River Basins

CAO, D. Drohomerski shared information from the Alberta Rivers website highlighting where to find information on the areas that directly effect the flow of the Red Deer River, including Limestone Ridge, Skoki Lodge, Dickson Dam and Gleniffer Reservoir.

Please visit <https://rivers.alberta.ca/> for information about Alberta waterways, snowpack and other environmental elements that could have an effect Drumheller.

Flood Season in Alberta is May 15 – July 15.

8. CLOSED SESSION

8.1 Drumheller Resiliency and Flood Mitigation Community Advisory Committee
FOIP 16 – Disclosure harmful to business interests of a third party; FOIP 24 – Advice from officials

M2022.120 Moved by Councillor Lacher, Councillor Kolafa;
that Council close the meeting to the public to discuss the items in Section 8.1 of the May 16th, 2022 Regular Council meeting as per FOIP 16 and 24
Time 4:50pm

Carried unanimously

M2022.121 Moved by Councillor Zariski, Councillor Kolafa;
that Council open the meeting to the public
Time 5:28pm

Carried unanimously

9. PUBLIC HEARING TO COMMENCE AT 5:30 PM
Time Stamp: <https://youtu.be/-UC6yu4HNVQ?t=3677>

9.1 Proposed Rosedale Road Closure Bylaw 06.22

1. Mayor Opens the Public Hearing
The Mayor opened the meeting at 5:31pm.

2. Chief Administrative Officer Introduction of Matter / Presentation of Information –
Proposed Rosedale Rd Closure Bylaw 06.22

Triggered by a land sale request, a road closure bylaw is required to close a portion of an undeveloped road adjacent to 375 Avenue South. More specifically, the undeveloped

portion of the road allowance lying south of the S.E. 1/4 Section 29 and north of the N.E. 1/4 Section 20, in Township 28, Range 19, W. of the 4th Meridian.
The property owner of 375 Avenue South is paying the costs of the closure as well as purchasing the land at fair market value.

4. Rules of Conduct for Public Participation

All the material submitted for the Public Hearing will be included in the package being sent to Alberta Transportation.

5. Public Participation - Registered to Present Remotely – No registration

6. Public Participation – Pre - Registered to Present In Person – No registration

- a) In Support
- b) In Opposition

7. Public Participation - Written Submissions – No registration

- a) In Support
- b) In Opposition

8. Final Comments

9. Mayor to Call for Public Hearing to Close

The public hearing closed at 5:33pm

10. CLOSED SESSION

10.1 Land and Property

FOIP 16 – Disclosure harmful to business interests of a third party; FOIP 24 – Advice from officials

M2022.122 Moved by Councillor Zariski, Councillor Sereda;
that Council close the meeting to the public to discuss the items in Section 10.1 of the May 16th, 2022 Regular Council meeting as per FOIP 16 and 24.
Time 5:36pm

Carried unanimously

M2022.123 Moved by Councillor Lacher, Councillor Kolafa;
that Council open the meeting to the public.
Time 7:47pm

Carried unanimously

11. ADJOURNMENT

M2022.124 Moved by Councillor Price, Councillor Sereda;
that Council adjourn the meeting.
Time 7:53pm

Carried unanimously

MAYOR

CHIEF ADMINISTRATIVE OFFICER



MINUTES
TOWN OF DRUMHELLER
Regular Council Meeting

TIME & DATE: 4:30 PM – Tuesday April 19, 2022

LOCATION: ZOOM Platform and Live Stream on Drumheller Valley
YouTube Channel

IN ATTENDANCE

Mayor Heather Colberg
Councillor Patrick Kolafa
Councillor Tony Lacher
Councillor Tom Zariski
Councillor Stephanie Price

Chief Administrative Officer (CAO): Darryl Drohomerski
Communications Office: Erica Crocker and Bret Crowle
Director of Emergency and Protective Services: Greg Peters
Flood Mitigation Project Manger: Deighen Blakely

Legislative Assistant: Denise Lines
Reality Bytes IT: David Vidal

ZOOM PLATFORM

Councillor Hansen-Zacharuk
Councillor Crystal Sereda

1. CALL TO ORDER

The Mayor called the meeting to order at 4:31pm

2. OPENING REMARK

April 28th - Day of Mourning for Persons Killed or Injured in the Workplace – Notice of Half Masting

3. ADDITIONS TO THE AGENDA

4. ADOPTION OF AGENDA

4.1 Agenda for April 19, 2022 Regular Council Meeting

M2022.93 Moved by Councillor Zariski, Councillor Price;
that Council adopt the agenda for the April 19, 2022 Regular Council meeting as
presented.

Carried unanimously

5. MEETING MINUTES

5.1 Minutes for the April 4, 2022, Regular Council Meeting as presented.

M2022.94 Moved by Councillor Lacher, Councillor Hansen-Zacharuk; that Council approve the minutes for the April 4, 2022 Regular Council Meeting as amended.

Amendment

Motion M2022.81 – That the meeting be opened to the public.

Carried unanimously

6. ADMINISTRATION REPORTS

6.1 CHIEF ADMINISTRATIVE OFFICER

Time Stamp: <https://youtu.be/cEM0jMO2imc?t=480>

6.1.1 Request for Decision – Rosedale Road Closure Land Bylaw 06.22 – First Reading

M2022.95 Moved by Councillor Kolafa, Councillor Price; that Council give first reading to the Rosedale Road Closure Land Bylaw 06.22 as presented and set a Public Hearing for May 16, 2022.

Carried unanimously

6.1 DIRECTOR OF EMERGENCY AND PROTECTIVE SERVICES

Time Stamp: <https://youtu.be/cEM0jMO2imc?t=468>

6.1.1 2022 First Quarter Report

Break Called: 4:46pm Requested by the Mayor

Return from Break: 5:25pm Called by the Mayor

7. PUBLIC HEARINGS TO COMMENCE AT 5:30 PM

7.1 Proposed Riverside Dr Road Closure Land Bylaw 05.22

The public hearing was recorded, a transcription will be submitted to Alberta Transportation.

1. Mayor Opens the Public Hearing 5:30pm
2. Mayors Introduction of Matter
3. CAO, Darryl Drohomerski explained that there will be some level of road closure due to flood mitigation work, regardless of the option chosen. According to the property lines the road right of way extends to the rivers edge.
Time Stamp: <https://youtu.be/cEM0jMO2imc?t=3920>
3. Presentation of Information – Drumheller Resiliency and Flood Mitigation Project Manager, Deighen Blakely Time Stamp: <https://youtu.be/cEM0jMO2imc?t=4166>
4. Rules of Conduct for Public Participation
All the material submitted for the Public Hearing will be included in the package being sent to Alberta Transportation.
5. Public - Registered to Present Remotely – No registration
6. Public – Pre - Registered to Present in Person – The Mayor removed the 5 minute time limit after a statement was presented by Sharon Clark.

In order to address all of the questions about Proposed Bylaw 05.22, a third party transcription service used the video recording to create a reference document.

To view a recording of the presenters, please click on the name.

PRE-REGISTERED TO SPEAK
Sharon Clark
Lynn Hemming
Derek Dekeyser
Darrell Berlando
REGISTERED DAY OF THE HEARING
Christopher Aiello
Ron Urch
Sonja Koustrup
Wallace Holmen
Mike Bassie
Ed Mah
QUESTION FROM THE GALLERY
Debra Jungling

Break Called: 7:38pm Requested by the Communications Officer

Return from Break: 7:43pm Called by the Mayor

7. Public - Written Submission Read Aloud – As per the verbal presentations, the time allotment limit was removed. Erica Crocker and Bret Crowle read the written submissions in their entirety. Time Stamp: <https://youtu.be/cEM0jMO2imc?t=11781>

PAGE NUMBER	NAME
27	Annette Nielsen
28-29	Paul Ainscough
30	Noreen and John McKenzie
31-32	Melanie Adam
33-34	Mr. and Mrs. Guidolin
35	Dawn Christian
36-37	Ron Halliday
38	Robert D. Ross QC
39 - 60	Steve Huculak
61	Jim Gerlinger
62	Trevor and Debbie Catonio
63	Cathy Arndt
64	Linda Gerlinger
65	Don Gerlinger
66	Rod and Elaine Dormer / Dave and Marilyn Jorgensen
67 -70	Gordon Clozza
71-72	Betty Doyle
73-75	Sharon Oster
76-78	Residents of Maple Ridge Manor 1 / Barbara Campbell

8. Final Comments

Time Stamp: <https://youtu.be/cEM0jMO2imc?t=15300>

Thank you to all that participated. Questions raised by both presenters and from written submissions pertaining to Proposed Bylaw 05.22 will be answered and posted at a later date.

9. Mayor to Call for Public Hearing to Close at 8:45pm.

9. ADJOURNMENT

M2022.96 Moved by Councillor Zariski, Councillor Hansen-Zacharuk;
that Council adjourn the meeting. Time: 8:45pm

Carried unanimously

MAYOR

CHIEF ADMINISTRATIVE OFFICER

Mayor Heather Colberg: All right. Welcome back, everybody. And it's 5:30, so we can start the public hearing. So, I would like to just acknowledge that this public hearing is for Riverside Drive Closure Bylaw 05.22. Before we begin, I just want to thank you all for attending as we haven't been in council chambers for a while due to COVID. But even when we have been, we've never had this many people so thank you and thank you for joining us. I just want to give a short explanation on the bylaws. For council, we must first have first reading, just to get the bylaw to the table. That doesn't mean that the bylaw is passed, or it has to go through three readings. But it has to get the first reading to get to the table. That's what we've already done. Then, on a bylaw like this where it's something with a road closure, it has a public hearing, which is normal. It's not like we're calling this just because this is the procedure that we have to follow. And we actually do want to hear. I mean, we're no different than any of you. We're residents of the community, we put our names up to run for council. We're just the same as you. We want to hear what everybody says. So, please remember that tonight. We need to hear all sides of the story. As well, we have Councillor Lisa Hansen-Zacharuk and Councillor Crystal Sereda online. That's why they're not at their tables tonight.

I just wanted then, for road closures, these are sought after from Alberta Transportation. After this public hearing, all this information will be given to them. It is all being recorded so they know who's here, who's speaking, the letters that are read. Just so, you're all aware that this is being recorded. Once it goes to Alberta Transportation, if they don't approve this, it's stopped, if they approve it, then we go on to second reading. There's a lot to happen between tonight and moving forward. So, I just want to make sure everybody is aware of that. I would like just to remind those presenting that you will be discussing Bylaw 05.22 road closure of Riverside Drive. So, if any other topics come up and you veer onto another topic, I will ask you kindly to stop because that's what we're here for tonight. We're not here to talk about other dikes or anything else with the flood project. We're here to talk about this topic, okay? Just so, if it's in your notes ready to talk about somebody else or something else, just please kindly respect that I will have to stop it there, okay?

We're just really excited, this council. We're excited to hear your voice. We're looking for suggestions, ideas, input like this. That's what we're here for at the end of the day. I hope that there are those coming forward. I'm going to start by asking Darryl to explain the road closure and why this is necessary.

Darryl Drohomerski: Thank you, Your Worship. So, just a few points over all around the road closure Bylaw 05.22. The town has created this bylaw because every alternative for a berm

along Riverside requires some form of closure of a public right of way. Road closures are the term the province uses but really it's closure of a right of way. The road across outside here on Center Street, only a portion of the actual right of way is road, the rest of it is either sidewalk or boulevard, depending on the width of it. In the case of Riverside, the road right of way actually extends right to the water's edge. No matter which options we choose, we need to close a portion of the road right of way anyway, because we all are required to change all the berms, both current and new, into a public utility lot. You cannot do that if you are currently sitting on a road right of way. Road right of ways are governed by the province of Alberta, not the town of Drumheller. That's where there's a difference. In order to make a change to create a public utility lot, we need to request that they close the right of way to allow us to make those changes.

Road closures, as I just said, are defined by Alberta Transportation, and do not actually include closing the actual road. As noted in the Bylaw 06.22, which if you heard our council meeting at 4:30 this afternoon, we actually presented the first reading of a bylaw for road closure in Rosedale that I think anyone would have a hard time figuring out that it's actually a road right of way because it's all grass, it's overgrown, there is no road there at all. However, as defined by the province, it is a right of way and we've been requested to close that in order to sell that as surplus land. We have done a number of road closures over the years in Drumheller, all around the same thing. They are not around closing, they're usually proposed by someone who wants to buy a strip of land, usually because they built their house on our land or some other structure. And in order to make it saleable, they need to actually acquire the land, and to do that, we have to close the right of way.

In the alternatives for that berm on Riverside, every alternative requires a town to close a portion of the right of way for berm construction. Some alternatives require a full closure, so right from the river to the west property line, while others require only closing a portion of it. But again, the whole right of way area, if you go into that berm right to the water's edge, is considered a road by Alberta Transportation right now. No matter what we do, we have to proceed with some form of road closure.

What we are doing with this bylaw is proceeding with the most conservative approach. That is the entire roadway right of way closure, where we can reopen a road if we need to, if we decide that we want to actually do another alternative for a road and keep part of Riverside open. However, it's very difficult for us from a process standpoint to deal with closing part of a right of way and then closing additional right of way later on. Because that requires multiple hearings and multiple times to deal with the province. The piece that goes to the province, so once the public hearing is done and the submissions are submitted, can take anywhere from weeks to months to get back. We've seen some stuff that's been 9-10 months long for us to actually get back from the province. We're trying to do this as expeditiously as possible while we still work on the final designs for what that piece of Riverside Drive looks like. Again, we're going with the most conservative approach from a legal survey standpoint and closing the entire right of way. But we can always reopen a portion of it if we decide that we are going to have one lane open,

two lanes open, partial lane, or keep it as closed as has been discussed in the past. Thank you, Your Worship.

Mayor Heather Colberg: Thank you, Darryl. All right, Deighen, we will move on to you then and we will let you do an overview of the bylaw, please.

Deighen Blakely: Thank you, Your Worship. Today I'm going to go through the project need. So why we're even here today talking about the road closure, go through some specifics about the downtown dike, walk through some of the alternates that we looked at for the dike alignment, and as well, we'll touch on the transportation impact assessment study that we completed. To start with Drumheller's flood history, as you can see the 2005 flood, here's a few photos from that event, the flow rate was 1,450 cubic meters per second. The photo on the right side is Riverside Drive looking west near the Ball Diamonds and the temporary berm that was built there during the 2005 flood event. For the current design flood, the berm would need to be about 3 feet taller than the temporary one that was built here.

During the 2005 flood, the town placed about 86,000 cubic meters of fill to build temporary dikes to protect areas of the community. The current program requires 340,000 cubic meters of fill to build to the current design flood level, which we can't do given the short warning time for Drumheller. These are some photos from the 2013 flood. The flow rate then was 1,270 cubic meters at its peak. Although this wasn't as significant as the 2005 event, it did still cause damage to Drumheller. Now, the town and residents have done an excellent job of surviving and rebuilding from flood events. But as I'm going to go over on the next slide, the game has changed. The new design flood is higher than anything experienced in the recent past. And the town and citizens need to look to the future and planning for the next flood events.

The design flow in Drumheller has increased from 1,640 cubic meters per second to 1,850 cubic meters per second. The flood depths at 1,850 cubic meters per second are on average about 85 centimeters or 3 feet deeper than what we saw during the 2005 flood event. As well, the province is currently updating the flood hazard mapping. On these new maps, berms will be marked and areas will be indicated as protected or unprotected. So, we do need to build protection in Drumheller. The province has also announced changes to the disaster recovery program. So they're no longer funding disaster recovery for flood events less than one in a 100-year event, which is the 1,850 cubic meters per second in Drumheller, and funding is only available on a one-time basis. Simply, the provincial and federal governments have had to make changes as there isn't enough money to pay for disaster recovery into the future. If the town's not protected to this level, they wouldn't get money from the province to rebuild, nor would the citizens in Drumheller.

But it's not just governments that have changed the position on flood risk in Drumheller. Insurance companies and banks have also been making changes to account for the high flood risk here. We've heard for people in Drumheller who now can't get house insurance alone using

their house as collateral or even a mortgage because of the high risk. These are impacts that are being felt by your neighbors today due to the risk of flooding. We've also heard from businesses whose shareholders want to know that Drumheller is resilient to flooding.

The town of Drumheller and council specifically decided that the current level of flood risk in Drumheller is not acceptable. They want Drumheller to remain resilient into the next century. The Drumheller resiliency and flood mitigation program was initiated, grant funding was obtained, and now work to build permanent flood berms is underway, including the downtown dike.

We currently have funding under the flood mitigation program from the provincial and federal government, along with a cost-sharing commitment from the town. There's currently \$55 million committed to deliver on 11 berms and targeted floodway buyouts. With these berms, more than a thousand properties worth \$250 million will be directly protected. But there is an urgent need now to build as much permanent infrastructure as possible using the available funding to mitigate against future flood impacts. We also want to reduce the amount of temporary berms that are required. There's just not time to build for the higher flow rate that we have to design to.

For downtown protection, this slide shows an image of the downtown dike, which has been presented to the community at a number of our information sessions over the past nine months. This dike protects 70 homes, 4 multi-unit residential buildings, 2 commercial buildings, and 5 community buildings. Additionally, it protects key critical services, like the RCMP, town buildings, and medical clinics.

The downtown dike is 1,200 meters long. It will require a raise of the existing berm between .5 and 2.5 meters. For this particular project, we need 36,500 cubic meters of additional fill material. Space is constrained in a few areas for the construction of the berm raise, including Riverside Drive. The design team has considered several alternate dike alignments for these constrained areas. They did an alternate assessment along with Riverside Drive, which included the closure of Riverside Drive for 2 blocks in a cul de sac on 3rd Avenue. A closure of Riverside Drive for one block from 3rd Street to 3rd Avenue, maintain 3rd Avenue and 5th Street open. Reconfiguration of the intersection of Riverside Drive and 3rd Avenue, keeping both open. Maintaining Riverside Drive and 5th Street East as one lane, one way. Or no changes to Riverside Drive and a large retaining wall in the dike to maintain the roadway. As Darryl mentioned, all of these options will require some degree of the road right of way closure so the dike can be registered as a public utility lot.

This table summarizes some of the features and the costs for the various alternates considered. You can see the prices range for phase 2 from 1.9 million to 3.2 million, depending on the extent of retaining wall required for the design, the extent of encroachment into the river, and the amount of rock required in the river. The original downtown dike budget, as per the grant funding application that was submitted, was 3.72 million, which included 3.2 million for

construction and 400,000 for professional services. Our current project estimate is now at 5.1 million, which includes both the construction cost and the costs for professional services, like engineering, survey, biologist's assessment, wildlife assessment, things like that. The costs have gone up due in part to the increase in the design flow rate since the original grant application was submitted. We've done a lot more communications on this project than originally planned for. We've done a lot more options assessment because we've heard that people are concerned about the alignment of the dike. We have the cost of the utility relocation on the crest of the dike, which would be required for any of the alternates that we went with. We have additional costs for land access and we've had a lot of landowner one-on-one consultations. We do need to work to control the costs on all of the dike projects where we can, just so we can deliver on as many projects as possible to be able to construct projects throughout the whole valley.

Right now, the flood office's preferred option and recommended design is a full road closure with a cul de sac at 3rd Avenue. Additional parking will be created near the Ball Diamonds. The amount of riprap bank protection in stream is minimized in this option and that makes the regulatory process easier. As well, we do maintain a local access laneway and emergency response access. This image shows a cross-section of the recommended design. It's set back from the river so it does allow space for the river to flow and it provides additional green space in the area too. This is a rendering looking down 3rd Avenue towards the new dike in that area.

The reason this is the recommended design is, as I mentioned, it allows room for the river to flow and mitigates higher upstream water levels so it doesn't constrict the river. It minimizes the amount of clay fill that we have to place in the river, which would be difficult to permit and could require expensive fish habitat compensation to be built elsewhere. It has lower long term maintenance costs without a wall. It's a safer dike cross-section for placing emergency fill if we need to raise it in a future flood event. It's the best use of the overall flood program budget. This map shows the area where the proposed road closure is and this was included as well in the previous council meeting on the subject.

Now I'm going to talk a little bit about the transportation impact assessment that was completed as part of this work. Why did we complete a transportation impact assessment? Well, we heard from the community and stakeholders that there were concerns about alternate traffic routes impacting residential areas, increased traffic flow through those areas. We also heard about concerns over emergency response routes and times.

What did the transportation impact assessment look at? We studied alternate travel routes through downtown and traffic impacts due to the road closure. Initially, we didn't have emergency response roads times included in the study, but we did hear that was a big concern for residents so that was an additional study area that we added and looked at. What the transportation impact assessment found was that, after diverting traffic for the Riverside Drive closure on downtown roads, there were three intersections with delays due to the greater traffic

volumes. Railway Avenue and 5th Street, Railway Avenue and Center Street, and Center Street and 3rd Avenue had some delays. But what the transportation impact assessment study also looked at was how we could mitigate those delays. It identified three key areas where we could make some rearrangements to how the roadways were functioning and that would improve the service levels to pre-closure levels. That includes converting the four-way stop at Center Street and 3rd Avenue to a two-way stop, adding a right turn lane on Railway Avenue and Center Street, and adding right and left turn lanes at Railway Avenue and 5th Street. The town has actually already started work on the first two traffic improvements noted above just to improve the current traffic flow. To clarify, once all three of these things are done, traffic flow through downtown will get back to normal flow levels. We do expect that traffic improvements would be in place before a road closure occurs.

Here are images of two of the three suggested mitigations, with the third being the four-way stop at Center Street and 3rd Avenue being converted to a two-way stop. With these mitigations in place, the traffic flow would be returned to a current level of service but noting that Drumheller is a tourist town and tourist towns are always busy in the summer, so things will be busy moving forward. The mitigations and the road closure are not going to cure busyness, but they're not going to make it worse either.

The town plans to complete a downtown transportation impact assessment as well, and additional traffic counts as part of the downtown area revitalization plan. This work can also be used to assess the performance of the mitigations once they've been implemented and determine if additional mitigations may be required. As well, under this program, wayfinding signage will be updated and online mapping routes will be updated.

In terms of the emergency response times, they were assessed with the road closure and the mitigations in place. The assessment found that emergency response travel times will not be negatively impacted using the preferred routes with the traffic mitigations in place. The Riverside Drive closure also includes an emergency vehicle laneway from 3rd Avenue to 5th Street. The findings have been reviewed by Town of Drumheller Emergency Services and the RCMP. Neither noted concerns with the proposed road closure impacting response times with improvements noted. To summarize, we have heard rumors about emergency response time impacts. But I've reviewed the study findings of the transportation impact assessment myself, which was completed by a professional traffic engineer, and I trust the findings of the study.

This image shows where the laneway for emergency vehicles will be maintained on 3rd Avenue to 5th Street. The next steps in this process, we have the first reading on March 21st. We notified impacted stakeholders through March and April. We're having the public hearing today. All the information submitted in advance of and at this evening's public hearing will be gathered and submitted to the Minister of Transportation. Then pending approval, a second and third reading at council would go forwards.

To summarize, Drumheller is at significant risk of flooding. We need to use the funding we have available now to build permanent dikes. The preferred downtown dike alignment balances the need to protect Drumheller from flooding with environmental impacts, overall program costs. But as Darryl mentioned, any of the alignment alternates examined would also require a portion of a road closure for some of Riverside Drive. The proposed road closure was found to impact traffic flow. However, these impacts can be mitigated with traffic flow improvements. The transportation impact assessment study found emergency response travel times will not be negatively impacted using the preferred routes with mitigations in place.

Mayor Heather Colberg: Thank you, Deighen. And, Deighen, can you just clarify that it was the province who determined the 1,850 cubic meters per second? And when we applied for the funding, it was based on 1,640 and so we are trying to apply for further funding to offset?

Deighen Blakely: Yeah, that's correct. Yeah. The province recently updated as part of their flood mapping update the hydrology report and the designed flow rate for the regulatory flood for Drumheller was increased from 1,640 to 1,850. We have been discussing with them, getting additional funding in addition to applying for more funds from the Disaster Mitigation and Adaptation Fund.

Mayor Heather Colberg: Okay. Thanks, Deighen. Okay. Now we're going to go into public participation and I just want to ask everyone to respect the views here and allow each person the time to speak without interruption. All material from the public hearing will be included in the package that we send to Alberta Transportation. Each presentation has a 5-minute time limit so I will advise you when you're at 1 minute so that you know you're close to almost done. After each presenter, council may ask questions of the presenters. Then any of those questions will be brought forward and will be noted and addressed at the submission to Alberta Transportation. I want to know, Denise, is there anybody that's registered remotely?

Denise Lines: No, no one has registered to present remotely.

Mayor Heather Colberg : Okay. So, we do have the presenters here. We will go up in the order that you have them there. Denise, Go ahead.

[inaudible chatter]

Denise Lines: Sharon, can I have you stop and actually speak into the microphone, if this is the Chair is allowing this?

Sharon Clark: This is a public hearing which is to permit the public to be heard. I asked them on what basis is the public restricted to 5 minutes per presentation. This public hearing is bound by the provisions of the Municipal Government Act and the Town Procedure Bylaw 421. Nothing in either piece of legislation restricts presenters to 5 minutes. When I raised the issue with the

town on April 6th, I was advised that the town has set a 5-minute precedent for public hearings and I was referred to three previous public hearings, which had apparently adhered to the 5-minute rule. Those public hearings are totally distinguishable and have zero binding value on today's hearing, in that they all occurred under the old, non-repealed procedure bylaw. Bylaw 421, the current procedure bylaw, came into effect in September '21 and totally repealed the previous procedure bylaw, which was bylaw 1009. Section 15 of the old bylaw dealt with public hearings, contained some 24 provisions, including the 5-minute rule. All of those provisions died in September '21 when bylaw 421 came into effect. In bylaw 421, there are three provisions dealing with public hearings, none of which reference time constraints.

The old bylaw does have a 15-minute time constraint when appearing at a council meeting and that provision was carried forward to the current procedure bylaw. If there had been an attempt to similarly carry forward the 5-minute rules in the public hearings, those rules would also have been carried forward into the new bylaw. Not having done so, the old 5-minute rules cease to exist. It is trade law the repealed bylaw and any decisions or processes established under that bylaw have absolutely no application under a new bylaw, unless the provisions in question also appear in the new bylaw. In addition, section 606 of the MGA requires that publications with respect to bylaws must outline the procedures to be followed. There is no mention of any 5-minute procedure or 5-minute rules in the newspaper publications posted with respect to this public hearing. Additionally, on April 1, 2022, some but not all of us received an email from the town of Drumheller providing details and making presentations at this public hearing. Attached to that email was a lengthy attachment letter, inexplicably starting with the process required to appear before council and noting the 15-minute time constraints. I know for a fact that some people were misled into thinking they had 15 minutes to present before this public hearing. It was not until page 3 of that attachment that the 5-minute rule was revealed. I know if that 5-minute rule is not being imposed on the engineers who have just spoken if there's matter in fact that was more like 20 minutes plus.

Mayor Heather Colberg: I'll interrupt you there, Sharon. If you want 15 minutes, then we'll have 15 minutes if you want to be here. I'm okay with that. Let's move forward.

Sharon Clark: Fine.

Mayor Heather Colberg: Okay. So are you the first to begin?

Sharon Clark: I am.

Mayor Heather Colberg: Sharon's the first to begin. Okay. I just asked you because this is going to Alberta Transportation so obviously they don't know all of us. I ask you to please state your full name. Are you in support or opposed to the bylaw and are you a resident of Drumheller? I'm going to ask that of everybody just because, again, this is being recorded and it is sent off to Alberta Transportation. If you'd like to start now, go ahead.

Sharon Clark : All right. My name is Sharon Jean Clark. I am a resident of the town of Drumheller. I've been a taxpaying resident for 40 plus years and I am opposed to this bylaw.

Darryl Drohomerski: Sharon, if we can interrupt. Yep. Can you either sit down and move the mic much closer to you because that isn't working.

Sharon: We have been... [crosstalk]

Mayor Heather Colberg: You can pull it towards you and pull it down. Yeah, because I think, again, we have to have this, everybody to be able to hear it. Thank you.

Sharon Clark: Just to be clear, I am not going to be cut off at 5 minutes because I do have a full presentation.

Mayor Heather Colberg: No, you got the 15 minutes so we can move on.

Sharon Clark: We have been repeatedly told that closing Riverside Drive is the least expensive flood mitigation option with respect to the downtown dike referred to as Dike D. Consequently, it is reasonable to expect such a cause-driven decision will be based on hard numbers. However, not only are the directly associated cause murky, there's been a flat refusal to disclose the associated and very real indirect cause, financial and otherwise, associated with this road closure. Numbers are easily manipulated and massaged[?] as is evident by the cost number swirling around closure versus leaving Riverside Drive open. My efforts to ascertain those cost direct and indirect have been futile. When I have questioned the information which has been provided, notably preliminary estimated cost with a variable of 25% response from councillors has been the councillor neither qualified engineers nor experts in flood mitigation and consequently are relying on the professionals. Wide reliance and professionals without applying oversight and due diligence and a good dose of common sense is a recipe for disaster. I remind councillors, professionals, and other [inaudible] as is evidenced by this exact flood mitigation project. In November 2019, previous council which included several members of present council, appointed an individual as a Chief Resilience and Flood Mitigation Officer in the town of Drumheller. The debacle which ensued as a result of following the lead of that person during his time in the office [crosstalk]

Mayor Heather Colberg: Sharon, as I said before, I wanna stay on topic, I don't wanna go

passed on. I want to stay focused on this bylaw, please?

Sharon Clark: Okay. Council has an obligation with the town's citizens and taxpayers, something which is glaringly absent in the situation at bar.

The results of the January 2022 traffic survey are being largely ignored because it seems it was pointed up by the town, only 387 people responded which represented less than 5% of the population. Based on my conversations with town folk, this is not apathy but is rather a response of a sad reality that the town is not listening. If councillors of the view that the majority of voters is necessary before respecting a respond to town voice, may I remind council that not one of them received the majority of voters in the last election.

In a traffic survey, 86% of responders expressed concerns regarding the road closure. Yet council refuses to respect the clear wishes of the people who put them in office or to hold a plebiscite to give voters an informed opportunity to be heard. Preferring instead to follow the wishes of the non-voting, non-resident professionals.

On December 9, 2021, during a virtual community information session, Drumheller taxpayers were advised for the first time that a portion of Riverside Drive is going to be closed because "closure would maintain dike D within the available budget." And going over budget would require the town to make up any over budget difference. And at that time, the town was fully aware that it was in the 1850cms flood flow that have gone beyond the 1650.

On January 13, '22, during the virtual community information session, we were told that the budget for Dike D was 3.2 million, that the preliminary estimated cost for closing Riverside Drive was 1.9 million which would maintain Dike D within budget while leaving Riverside Drive open and rebuilding a retaining wall would cost 3.2 million. It seems pretty clear based on those numbers that keeping the road open was within budget. However upon further inquiries, significant additional costs were revealed for the first time, so far as I can determine via an email to me from the Flood Team dated January 24, 2022. It was disclosed the fact that there was an additional cost of 1.4 million, relative to face one of Dike D. Meaning that closing the road would cost 3.3 million. 1.4 plus 1.9, with those estimates being plus or minus 25%, we know the costs are not going down. Therefore, closing the road by the admission of the engineer is already \$100,000 over budget with a potential additional increase of \$825,000.

Then, on April 15, '22, the engineers revealed to the public a new cost estimate of 5.1 million for design and construction. Knew that we are now nearly \$2 million or about 65% over budget and the road closure work has not even begun.

This massive overdue is attributable which should have been an obvious cost back in January, where in the first budget 3.2 million was announced. Based on what the flood people said during public information sessions, the town of Drumheller will be responsible for any over budget or

any budget overages. In summary, all indications that closing the road is going to cost more than keeping it open, and taxpayers will be paying significantly as a result.

Despite repeated requests, I've never been provided any information as to the indirect causes associated with closing Riverside Drive and there will be significant indirect costs. Many of which will be totally unnecessary if the road remains open. Including but not limited to, upgrading existing neighborhood streets and now is changing signage, relocating fire hydrants, infrastructure changes, future infrastructure maintenance repairs, rerouting traffic, creating a mysterious gate at the East and 3rd Avenue, etcetera.

We know the engineers estimated that the cost of the traffic impact assessment at 15,000 to 20,000. This assessment has been completed, actual cost unknown, but whenever the cost, in and of itself, this is a totally unnecessary expense driven because of the public uproar after it was revealed that the professionals decided Riverside Drive is going to be closed. They were asking if this TIA must be viewed in context and not be totally ignored by any reasonable person for the following reasons: it was hired out by the same engineering firm which is already unequivocally decided Riverside Drive is going to be closed and obvious conflict can [inaudible] fit the decision that, after all, it's going to be closed. It dealt on with the emergency response times and it did not consider the overall effect of this road closure on all traffic and commuters of which there are thousands. It inexplicably concluded that closing Riverside Drive and using all that is already existing routes would decrease response times, leaving unanswered the obvious question that if those alternate routes are quicker, why aren't emergency responders using them already. And the engineers have known for months that the very alternative routes they are now promoting are not supported by the fire department and that the fire department does not support closing Riverside Drive.

During the January 13, 2022 virtual session, the CAO failed to the question as to whether or not town funds were available to assist with the cost of keeping Riverside Drive open. He responded and I quote "dollars in the town reserves are really meant to replace existing infrastructure so it's not meant to be spent on new things. The money is meant to replace water maintenance facilities and existing roadworks which are needed to be replaced. And then went on to say these funds are not available to just simply be diverted to new tasks."

In view of that position, illogically on approximately March 15, 2022, taxpayers were advised to alleviate traffic concerns resulting in closing Riverside Drive. The town had invested \$149,000 to purchase the old consortium property with an undisclosed budget set aside for asbestos abatement, demolition, and site development.

My request for information as to the source of those funds spent and budgeted has resulted in the following disclosure from the Flood Mitigation Office. Town land reserves were used for the initial purchase price of 149,000. The town, now that they have gained access to the building, has determined reclamation cost to be approximately \$50,000 to be paid from land reserves.

The budget for road realignment, approximately 150,000, with road and parking improvements to be funded by road capital budget. I know that no figure was provided for road and parking improvements, but the town bought this property using town reserves without knowing and still not knowing that the actual reclamation cost will be and now estimating additional cost of \$200,000 with no azimuth for parking and road improvements.

The ultimate total cost whatever that may be, but at least 349,000 will be paid by taxpayers and town funds not from flood mitigation funds even though we were told that town funds is not available or flood mitigation purposes.

On March 16, 2022, at an online community information session, when asked for town funds were suddenly available to "make way for traffic realignment thoroughfare because of the downtown dike project closing a portion of Riverside Drive", thus, for obvious flood mitigation purposes, the CAO stated "acquiring the consortium property is primarily looked at as an ability to clean up an eyesore in the downtown area and an opportunity to clean up derelict property.

I state the obvious, if this is property is an eyesore we have the community standards bylaw which provides a remedy for dealing with such eyesores, the cost be borne by the landowner. Whatever the eventual cost of this purchase, the town has chosen to voice this totally unnecessary cost on the taxpayers when it could and should have been borne by the landowner.

At the conclusion of the January 13 information session, observation was received from a member of the council, I presume, to the effect that an additional cost of \$300,000 beyond budget to keep Riverside Drive open would equate to a 4% tax increase to taxpayers. The point being, I guess, is such an expenditure would be intolerable to the taxpayers. [crosstalk]

Mayor Heather Colberg: Again, Sharon, I hate to remind you but we're trying to talk about the closure, not about derelict buildings.

Sharon Clark: But, respectfully, the engineers were allowed to talk about costs when in their presentation and I'm talking about costs and I think it's appropriate given the fact that the engineers were permitted to speak about costs.

Mayor Heather Colberg: Well, we're talking about costs of flood mitigation not of reclamation of a property. So, I just wanna be clear.

Sharon Clark: Well, respectfully, it's part of the cost. Somebody's paying for it, it's part of the costs. And closing Riverside Drive is roughly \$2 million over budget already. So, I'm not sure it's going to end.

But, it seems that the town has not been able to find these funds to purchase the consortium

property at a cost which could have been used for the completion of Dike D. And perhaps Dike D could have been completed at the cost far less than the wildly over-budgeted closure option.

Then, on March 21, 2022, The CAO made a reference to a new figure of \$400,000 "for keeping the road open", no details provided. And \$500,000 per "road maintenance."

When I asked the flood readiness for details as this newly disclosed cost, \$900,000. Instead of answering my question, I was absolutely stonewalled. So, I asked, [inaudible] What is the purpose of this newly disclosed \$900,000? What will be the source of those funds? Will there not be maintenance costs associated with the berm? On what basis does one speculate that the retaining wall or maintenance wall will exceed berm maintenance?

By blindly following the advice of professionals regarding the closure of Riverside Drive and completely ignoring and discounting the wishes of the people who voted them into office, council is relying on a plethora and irreconcilable numbers which need to fluctuate regularly.

One thing which should be indisputably clear to council however, closing Riverside Drive is going to cost significantly more than the budget amount of 3.2 million. Those costs continue to escalate and because flood money is apparently not available, the taxpayers will be left paying the bill. And I assume that I am going to be cut off if I mention the Willow Estate's dike budget which I requested and I was told that information is not available. And when I further queried that [crosstalk]

Mayor Heather Colberg: Yeah, Willow Estates was already presented on an open public discussion a couple of weeks ago.

Sharon Clark: And that's true. But when questions were asked as to the ultimate costs, those costs were not available.

Mayor Heather Colberg: But again, we're focusing on this, Sharon, I am sorry.

Sharon Clark: I understand that we are focusing on it and I'm not meaning to be disrespectful. But all I'm saying is that the cost, one has to sit back and take a look at the costs. If we don't know the costs of Willow Estates, how are we ever gonna know whether that project is over budget or not?

And I just wanna just finally say, this council run on a platform of transparency and accountability to its constituents. That trust has been broken. Hosting a series of public information sessions telling taxpayers after the fact is not transparency. Not consulting the public on an issue vital as closing a main thoroughfare is not accountability. Hiding behind [inaudible] from discussing flood mitigation at the council meeting on April 11 is not transparency.

The town is aware that fire department is not in favor of closing Riverside Drive. Not disclosing and acknowledging the concerns raised by the fire department but rather filtering those concerns with the town employee, if I'm on record, who is publicly supporting the engineers and who is hiring the chain of command in the fire department is neither transparency nor accountability.

Council could go some ways towards repairing damaged public image by listing what the taxpayers have already said or holding a plebiscite to adjust the variable concerns which the constituents are voicing over the closure of the Riverside Drive. And if the plebiscite asks anything other than simple yes or no, that answer, providing the public with actual facts and figures, thus allowing a fully informed and actual response. And with respect to my quote, note that the public have already spoken. 86% of the public expressed concerns responding to January's survey before council today. I don't know how many people in this room have submitted additional information. But I counted the numbers are as approximately 250 signatures on letters that were adamantly opposed to the closure of Riverside Drive.

At the point that that information provided to us and the numbers may have changed slightly, there was one person in favor. So, roughly 99% of the people that have discussed this matter, or talking about this matter, or opposed to the closure of the Riverside Drive.

Erica Crocker: One minute left, sir.

Sharon Clark: Thank you.

Mayor Heather Colberg: Thank You.

Sharon Clark: Thank you for letting me speak.

Mayor Heather Colberg: Councillor, any questions?

[applause]

Mayor Heather Colberg: Go ahead, Tom.

Councillor Tom Zariski: Yeah, just a couple of comments. Very good presentation. You've done your homework like you always do.

Sharon Clark: I do my homework, sir.

Councillor Tom Zariski: Just general comments. The costs. Costs of everything have up. I know working on the senior's foundation, working on the SL4[?], we're looking at, just for an example,

stainless steel has gone 500% in the last two years. So, the cost of everything that we looked at two years ago for flood mitigation whether it's the diesel[?] to power of the vehicles or any kind of equipment, manpower, everything has gone up significantly.

Rebar and concrete, I mean, if we're looking at a retaining wall, I can't imagine how much more expensive that is than it was two years ago, when we first started looking at some of the stuff.

You talk about data and you talk about emergency access and all that and all council can do is rely on expert opinion. Like, I've driven that, you've driven that. All of us in council have driven around there with stop-watches and done everything that we possibly can and that's totally unofficial, our opinion different, you know. So, all council can do is get the best opinion that we can and then rely on that opinion. And the opinion is that emergency vehicles won't be negatively affected. If we do the traffic mitigation measures that Deighen had already presented. So that's all we can do. I mean, we are not experts, you are not experts. We rely on the experts and these people have done traffic studies all over the place and all the time. Anyways, we talked about that.

Regarding the consortium access[crosstalk]

Sharon Clark: I never mentioned consortium access.

Councillor Tom Zariski: One of the things that people don't realize is that we are in the midst of a downtown area revitalization plan which is part of it is the plaza and whatever. And we're trying to get more people into downtown, make downtown more accessible. And this access where we purchase the property, the old consortium, will make downtown more accessible to more people. And so, that's part of it. It will be good if and when we do close Riverside Drive, it will help the traffic. But that's not the main reason. The main reason is simply access to downtown. Just a couple of points, sir.

Sharon Clark: Well, if I could just respond. Do you not find that ludicrous that when I listened to the public presentation with respect to the traffic impact assessment, it was stated that in fact using these alternate routes would decrease the response time. I noticed that I didn't hear about it said today. But that was certainly part of the public presentation on the 16th of March and I found that just completely jaw-dropping and ludicrous.

If those existing routes would reduce response times, the emergency responders would have been using them already. It's a silly concept, it's just ridiculous.

Mayor Heather Colberg: And I'll comment to that one, is that I somewhat agree with you because when I drove and tested from town hall to Riverside where I live, I got three different times and it all depend on what's happening. One time, I went through no problem, another time I have a senior cross from the Riverside, and another time, I have a dog walker going across at the intersection. So, I agree the times can be different, no different that when the alarm goes off,

and if a firefighter is in Rosedale or a firefighter is the BCF, the time to get there is also going to be off. So, I think I agree with you that we can't get down to seconds because there's a lot of circumstances when it comes to seconds.

Sharon Clark: Well, and another thing with respect to response times, a firetruck doesn't leave the fire hall unless there is a crew there. So, now there's a potential, particularly in the summertime or busy weekends, if you have traffic going two ways down Center Street, the firefighters are going to be delayed in getting to the fire hall and that's gonna further delay the actual response. And then I don't know that was taken into account in the survey but I stand by my position that if these existing routes will decrease the response times, they would be being utilized already. With respect to the numbers, I totally understand that costs are going up, but that's a reality and not those that should have been the factored in at the time of initial budgeting.

Mayor Heather Colberg: And I think that's why we said when we got the initial funding when we - and just to clarify, was not just this council or previous council that talked about flood mitigation for years. It was probably three or four councils before this. We just happen to be the council that got the funding. But at the time when we asked for the \$55 million it was based on 60/40 CMS[?]. And that's why we are asking the flood team to continue to push for more funding to offset this and in fact, I am heading next week to Ottawa and Edmonton or in the next couple of weeks, trying to set up meetings to lobby for that difference. So, we understand that there is a problem but the problem's changed that on us. So, we have to try and resolve it.

Sharon Clark : Doubt that we may will be. But the 1850 was on the table in December and January when the public was provided with the original budget figure of 3.2 million. That's not a surprise, it was not like[crosstalk]

Mayor Heather Colberg: No, and we asked them to reveal it and they have revealed and that's why we're out today.

All right. So, we got lots to get through here. So, any other questions council?

Okay, who's next, please?

Denise Lines: Lynn Hemming.

Mayor Heather Colberg: All right. Again, Lynn, for the record, please state your name, and if you were living in the valley, and if you oppose or in for the project.

Lynn Hemming: My name is Lynn Hemming and this presentation is on behalf of myself and my husband, Clint Hemming. We live in the Drumheller area and I drive this route on a daily basis.

Our two chief concerns with this proposal are the disruption of traffic flow and related to that, safety concerns, especially during the busy summer months.

In regard to traffic disruption, it cannot be stressed enough that the streets in the downtown core were never designed for heavy volume of traffic. They are narrow and it is already common for traffic to be backed up, especially during July and August. With the closing of one of the main thoroughfares through the valley, one can only imagine the nightmare that will result at peak traffic season.

Given the angle parking in downtown, and given how narrow the streets are, coupled with the fact that many people in the summer are driving large RVs, it will be tight to get two lanes of traffic through the downtown and there's nowhere to pull over to let others go by.

It must be noted that Drumheller is the third busiest tourist destination in the province. So, any studies of traffic flow needed to be examined in light of the thousands of tourists who descend upon the town during peak season. The museum alone draws about 7,000 tourists each day in July and August and that is only those who visit the museum.

It was interesting to note that the traffic assessments survey relied on both upon input from traffic studies from 2007, as well as the traffic count over a day in August 2021. We would like to see the engineers rely on traffic studies done more recently than 15 years ago and ones that also include a long weekend in the summer. The traffic assessments surveys suggested that there would be three intersections that would prove to be problematic. They include the intersection by the old consortium, the T intersection by Shopper's Drug Mart, and the one by the theater.

However, with all due respect to the engineers who worked on this study, people who have lived in this community all their lives know that there will be more than three problematic intersections. We're concerned about the intersection of Riverside Drive and Center Street by the Curling Rink. The intersection of 3rd Avenue and Highway 9 via Zen Financial and the intersection of Railway Avenue South and 2nd Street Southeast by McDonald's, just to name a few problem areas. We challenge the engineers involved in the studies to come to Drumheller on a weekend in the summer and try to navigate these intersections.

Related to traffic flow is the concern for safety and access for emergency vehicles. In 2021, during a 10-month period, the firetrucks used Riverside Drive as their fastest route on 71 occasions. If this main thoroughfare were to be closed, we've heard two different versions of what the alternate route would be. Some have suggested it would be down Center Street with a left turn at Shopper's Drug Mart. This is unrealistic. That intersection is too tight for firetrucks to turn left especially if there are large RVs on the street. The other proposal we've heard is to put in retractable gates in the vicinity on the intersection of 3rd Avenue and Riverside Drive which will allow only firetrucks to access this route. If Riverside Drive is blocked off, it becomes a

pedestrian-friendly area. So, how are emergency vehicles going to safely navigate a pedestrian area? Neither of the proposed alternate routes seems safe or viable. That would leave only one route for fire trucks to access the entire area around the Sunshine Lodge and Riverside Drive East. And it would be a convoluted and congested route.

It must be noted that when it comes to response time for firetrucks, and we've just heard this talked about, consideration must be given to the time it takes firefighters to get to the station. And again, during peak tourist season, congestion will occur which will impact response times. The one proposed alternate route for Center Street and Railway Avenue is currently available. If this is such a desired route, we trust that the emergency vehicles would be using it already. But they are not and for good reason.

In January, an online poll was conducted and when the results were released, 86% of the respondents were opposed to the closing of this main route. We believe that elected officials need to represent the people who elected them and not those they have hired. The people have spoken. At the very least, a plebiscite should be held and those results should be respected. Thank you.

[applause]

Mayor Heather Colberg: Thank you, Lynn. Questions? Councillor Stephanie Price, go ahead.

Councillor Stephanie Price: Hi, Mrs. Hemming [crosstalk], thanks for coming out. thanks for your presentation. [crosstalk]

Lynn Hemming: Hi. You can call me Lynn.

Councillor Stephanie Price: Thank you, Lynn. So, I just wanna reiterate that, you know, we are listening all your concerns and we've read everyone's letters. I am not taking this lightly by any means. First responders are very important to me. My grandpa was a firefighter. So, for the emergency light by Tasty Delight, if you watched the traffic assessment, that is their preferred route. They aren't preferring that we sent people downtown, they are preferring the firetrucks would go by Tasty Delight using the traffic light there. [crosstalk]

Lynn Hemming: You can't make a left at the noodle house. You're talking about the noodle house, Tasty Delight? [crosstalk]. There's no left at the noodle house.

Councillor Stephanie Price: Yes, there is. [crosstalk] And then there's a...

Lynn Hemming: Left? Okay. [crosstalk] [inaudible] to make a left to cross traffic that's coming from the bridge and coming the other direction.

Councillor Stephanie Price: So, there's a traffic light that I was all bringing attention to. If you notice up top, there's an emergency light for firetrucks. And when the emergency route, down if we were to close Riverside Drive, there are gates there that only the firefighters would have and emergency crews would have access to.

Lynn Hemming: I understand the gates but I don't understand how that works with the pedestrian area.

Councillor Stephanie Price: Problems with signs and [inaudible] I would think.

Lynn Hemming: I don't [crosstalk], I mean you're gonna have children on bikes, you're gonna have people strolling, you're gonna have seniors with walkers. How are you gonna get a firetruck through a crowd of people.

Councillor Stephanie Price: That one, I don't have an answer to but I'm sure we'll look into that. Somebody probably does have the answer to that one. And then for your concerns around the traffic intersections at Ascent[?], the Curling Rink, and McDonald's. I am just wondering, what your concerns are during the tourist season, ma'am.

Lynn Hemming: My concerns are that when you close one of the main thoroughfares, then you route a lot more traffic. I am not as optimistic as Tom is that this is gonna put a lot of traffic through downtown. I think a lot of people with RVs and big vehicles are going to go Highway 10, Highway 9, out of town, to the museum, to the camp grounds. They're not gonna weave downtown because it's gonna be too tight.

And so, you're going to have to add that volume of traffic. Have you ever been at McDonald's on a 5:30, on a long weekend, trying to make a left-hand turn? If I recall the traffic survey that was done in August, which was not down on a long weekend, at certain times, at least 400 more vehicles were gonna be added. You're gonna add those vehicles to a highway where it's already impossible to make a left-hand turn. So [crosstalk]

Councillor Stephanie Price: The tourists are [inaudible] to make a left-hand turn?

Lynn Hemming: Have you ever been at McDonald's [crosstalk] at 5:30 on a weekend and in the summer and tried to make a left-hand turn?

Councillor Stephanie Price: Yes. Oh sorry. I thought you're saying it's not possible if we didn't have a left-hand turn available there. Yes.

Lynn Hemming: No. There's a left-hand turn, you just can't make it.

Councillor Stephanie Price: So for the RVs, do they mostly use the highway, like the double lane?

Lynn Hemming: I'm not sure, I think a lot of them are routed, I think, Google takes you down Riverside Drive. We get a lot of traffic from Calgary. You get that traffic coming down Riverside Drive to the Big Dinosaur to the Tourist Information Booth and that's where the traffic is routing them. Now, without that, they're going to look at alternate routes and I'm not sure that their preferred route is gonna be through the downtown. I'm all for supporting small businesses. I believe in this town. This is my town. I try to support small businesses and I believe in them but I am not sure that this dream that now everyone is gonna drive happily through downtown and be very happy with that kind of route is really realistic. These streets are not designed for that kind of traffic flow and those size of vehicles.

Councillor Stephanie Price: Thank you, Lynn.

Mayor Heather Colberg: Go ahead, Tony.

Councillor Tony Lacher: Yeah, thanks for you presentation, Lynn. And just talking about the traffic assessment and they're all noted.

I just wanted to touch on the plebiscite and the unwillingness of council to hear public input. The public hearing is our public input form. The plebiscite issue is a totally different process not related to these public hearings. So, just to be clear on the two, we are inviting your input and we're asking for your input here tonight. So, thank you for presenting.

Lynn Hemming: You're welcome, but, with all due respect, what really causes me a lot of grief is when so many people have told me "Why are you even bothering going, Lynn, to do this? Because they've already bought, because they are changing the traffic patterns already, it's already a done deal. So, you're just wasting your time." And that, I don't believe that's right, but I'm afraid that's the message that's gone out to the public. Is that, they've already made up their minds for doing this, this is rhetoric. And so, that I think is concerning.

Councillor Tony Lacher: I understand that. I hear that, okay. But again, no decisions have are made. We've gone through first reading, we're at the public hearing, just would be approved by Alberta Transportation or not before it gets to a second reading. Second reading is a process where council debates this in a public form. Okay? So, that is the process that is being followed. We do care what you say and what we're hearing. So...

Lynn Hemming: Thank you.

Mayor Heather Colberg: Actually, Lyn, I have one more question from a councillor online. She just wonders if where you live at and if you are affected by flood mitigation at all?

Lynn Hemming: I was not here to talk about flood mitigation as you indicated, Mayor Heather Colberg. This is not about flood mitigation.

Mayor Heather Colberg: No. It was a question as to--

Lynn Hemming: No.

Mayor Heather Colberg: She wondered if you live on Riverside Drive. I said no. But I just want to confirm, because I'm not sure if you moved there.

Lynn Hemming: I absolutely go on record that I live out of Drumheller. But I drive this path. As most people know for thirty-three years, I drove that route multiple times a day. So I'm not here to talk about flood mitigation.

Mayor Heather Colberg: We didn't know if you moved into that area. That's all.

Lynn Hemming: No. Not at all. But I think this doesn't just affect people who live in the valley but all of us who work and volunteer and shop and support this community. Thank you.

Mayor Heather Colberg : I just want to clarify Tony's comment about what the flood team has recommended, we haven't passed anything. That's the recommendation. That's why we're here. It's their preferred option. But we're just trying to get all the information we can. So, thank you, Lynn.

Denise, next.

Denise: Derek Dekeyser.

Mayor Heather Colberg: Derek, so I got to say the same thing. Can you state your full name. Are you in support or opposed of the bylaw and are you a resident of Drumheller? Thank you.

Derek Dekeyser: I'm Derek Dekeyser. I'm opposed to the bylaw. I do live in Drumheller.

Okay. Mayor Colberg, Council members, and delegates, now you'll get to hear about me. My name is Derek Dekeyser. I'm third-generation lifelong resident of Drumheller. Our grandparents have settled here over a hundred and ten years ago.

I've served on multiple community and service boards over the years including two terms on each of the chamber of Commerce and Municipal Planning Commissions. I've also been instrumental in helping fundraise hundreds of thousands of dollars for various non-profit groups in the valley.

In other words, I'm a proud resident, business owner, and supporter of Drumheller.

I'm very sad to see the division, anger, and unrest caused by flood mitigation development in the valley. It's one thing to build berms to protect low-lying areas. But our friendly, and I believe self-serving engineers and planners have decided to change the whole face of Drumheller. From cutting down our century-old trees to evicting proud residents from their homes. I find it very hard to believe that we are now having to fight for the survival of our iconic and much-needed ring road namely Riverside Drive East.

Many towns and cities are building ring roads but not here in Drumheller. In all our infinite wisdom, we're wanting to terminate ours. I've always believed that common sense should prevail. But I learned that friends are sure trying to prove that wrong.

I've not spoken to a single person that is in favor of closing our ring road, not one. From emergency services to business owners to residents alike, everyone wants the ring road to remain in place.

Mayor and Council, as representatives for all of Drumheller residents, it's your duty to listen and support our concerns, not just the out-of-town engineers and planners who don't live here and are not impacted but think they know what's best for us. And I might add being paid handsomely to do so.

Our town is very busy and congested during the several months. As a park campground operator, we know that tourists are out of their comfort zone of home and have a tendency to make a lot of directional errors. Closing Riverside Drive will create many unforeseen traffic issues.

As an example, picture an eighty-year-old tourist driving a 40-foot motorhome, pulling a car-hauler trailer, trying to navigate through our busy crowded downtown street--

Mayor Heather Colberg: Are you talking about yourself?

[laughter]

Derek Dekeyser: Are you talking about me?

Mayor Heather Colberg: Sorry. That was inappropriate.

Derek Dekeyser: You're trying to navigate through our busy crowded downtown streets after having missed the main turn on Highway 9. Or even worse, missing the next turn as has been suggested on Railway Avenue and ending up at the closed ring road now having to navigate

narrow residential streets without proper signage or guidance. We need the free flow of traffic, not restriction of traffic. Closure of the road should not be an option. If the addition of a cement-retaining wall was needed to attain the required berm height and save our road, make it happen.

Cement-retaining walls are used the world over. If you don't have the funds allocated for this type of berm extension, go back to the drawing board and find the funds, possibly re-appropriation of berm funding or finding additional flood mitigation monies. Just make it work. Closing the road and spending a huge amount of money on rerouting traffic is definitely not the answer.

In closing, I'm asking, or should I say, pleading, with you, the Mayor, and Council to save our ring road namely Riverside Drive East. May common sense prevail.

Mayor Heather Colberg: Thanks, Derek. Questions? Comments? Sorry, Derek. I shouldn't have teased you. Nothing?

I just want to confirm, that's why we are here to listen. Please realize that.

Derek Dekeyser: I'd like to ask one more question now, one question of you. Why was that property bought, the Old Consortium, prior to knowing whether or not that road was going to be closed or not? You could have--

Mayor Heather Colberg: No. I can answer that one.

Derek Dekeyser: You could have [crosstalk]--

Mayor Heather Colberg: I want to answer that.

Derek Dekeyser: -- after the purchase, there's a [inaudible]. But you went out and bought it.

Mayor Heather Colberg: Many municipalities buy properties. That's no different than us buying the old hospital. We're buying the old hospital so that it can be, one, it's been an eyesore for how many years and that's one thing that this Council and previous Council has been asked. We did buy that old hospital. Hopefully, the intent will be to develop that into some kind of seniors' property. But that's another issue.

Derek Dekeyser: How about the Consortium property?

Mayor Heather Colberg: Now, the Consortium. Because we knew that we were working on CN Trail which was a big thing. We knew that we had an issue with parking, number one. We have an issue with parking with trailers and motorhomes, etcetera which everybody talks about. And so with wayfinding signs, we could direct people to that direction instead of going through town

to that corner and then possibly park in that area. That was one of the other reasons. And then when we looked at the possibilities, and again, it was presented to us as their recommendation. Again, it's just a recommendation at this point. That was another thing that could help. Then finally, to get rid of the old property.

I agree with Sharon. Community standard bylaw should get those buildings. But come on, look around town. They're hard to get. They go through a whole legal process. They do something small to it, the whole process starts again. We've had a couple of properties in town that we've got our solicitors trying to resolve.

Again, I'm just reiterating that municipalities around do it all the time to try and clean up the communities. That's what we're trying to do.

That's the answer. Yes. It wasn't bought strictly for the closing of that. There was a lot of intentions. Probably the biggest one was we knew that we're working on CN Trail. It'd be a great stop for people to get off park, get on their bikes, and use the trail.

Derek Dekeyser: Thank you for that explanation. I just want to say I would be very very disappointed if that ring road was closed. Riverside, I think, it's an integral part of Drumheller and closing it out would be an absolute disgrace. I'm telling you. It would be an absolute disgrace. You have to go back to the drawing board.

Mayor Heather Colberg: Wait. We have one more question for you.

Derek Dekeyser: Oh, Patrick

Councillor Patrick Kolafa: Sorry, Derek. I just wanted to comment that you drive like I do. With one big-ass stiff wheel and getting lost in traffic.

Again, to clarify, there is a preferred option. There're five options on the table. No decision has been made on either of the options. This is a fact-finding first-reading public hearing to hear your input.

As Daryl had spoken earlier, any one of those five are going to require some form of closure. Whether it's all, part, or whatever. But from here to the river or from that road to the riverbank is road right of way.

Just to clarify that again, we haven't landed on an option. There is a preferred option, right?

Derek Dekeyser: My suggestion is extending with the cement berm. I understand it was six hundred thousand dollars or whatever extra to go that route. That's money very very well spent. Like I say, find the money. People do not want the face of this town changed.

Man: Noted.

Derek Dekeyser: There's a lot of dissension here. I think we have to listen to the people at large.

Sharon Clark: I would like to add something if I could. The engineers have gone online. You can go and look at the PDF presentations. A question was asked, "Is there any room for debate about the closure of Riverside Drive?" The answer was no. The decision has been made.

Mayor Heather Colberg: Okay. Well, that should be clarified.

Sharon Clark: Pardon?

Mayor Heather Colberg: That was their recommendation.

Sharon Clark: No. No. That was not their recommendation.

Mayor Heather Colberg: Okay. I will go back and look at that, Sharon.

Sharon Clark: Then you should do that. You should also listen to the meeting of January 13th when the engineer said, "I have made the decision. Riverside Drive is going to be closed." That is unequivocally stated numerous numerous times in this whole process.

Mayor Heather Colberg: I surely will double check that.

Sharon Clark: No. You can listen--

Mayor Heather Colberg: No. Thank you.

Derek Dekeyser: Thanks for hearing me.

Mayor Heather Colberg: Thank you, Derek. All right. Who do we have next? Denise?

[applause]

[background conversation]

Denise: Darrell Berlando.

Derek: Sorry.

Sharon: I just wanted to say thank you, Derek, for your presentation.

Derek: I didn't have to sit down for that.

[laughter]

Sharon Clark: Thank you, though. Your worship?

Mayor Heather Colberg: Yes, please.

Erica Crocker: Councillor Sereda has her hand up on Zoom.

Mayor Heather Colberg: Okay. Sorry. Derek, you're not done?

Derek Dekeyser: I'll sit down.

Mayor Heather Colberg: Councillor Sereda, go ahead, please.

Councillor Crystal Sereda: Thank you. I just actually pulled off the Flood Readiness. On the questions under the traffic assessments, the question asked is, "Is the two-block closure of Riverside Drive still open for debate?" The response is, "No. We have determined that with the funding available to provide flood protection for the people and property in Drumheller, the best option is to close the two blocks of Riverside Drive. TIA determined that the closure will not negatively impact emergency service travel times. We're moving forward with the bylaw public hearing and application to Alberta Transportation for the closure."

Is that what Miss Clark was referring to?

Mayor Heather Colberg: We will check that out. Thanks, Crystal, for bringing that forward.

Councillor Crystal Sereda: Thank you.

Mayor Heather Colberg: Okay. Next discussion, Denise.

Denise Lines: Darrell Berlando.

Mayor Heather Colberg: Again, sorry, I must say this. State your name, opposed or for, and do you live in Drumheller?

Darrell Berlando: Darrell Berlando, opposed, and I do. I am a resident of Drumheller.

Mayor Heather Colberg: Thank you.

Darrell Berlando: Your worship, Council, and all other delegates, thank you for having me have the opportunity to speak at the public hearing for the closure of Riverside Drive.

My name is Darrell Berlando. I have lived here for sixty years. I was born and raised in this valley. Both my mother and father were born and raised in this valley. Both sets of my grandparents came to this valley over a hundred years ago as coal miners from the old country. My plan is to spend the rest of my life here. I hope I got a little more time. You'll [inaudible].

I have worked in road construction most of my life. I'm currently employed by one of the engineering firms that is hired on the flood mitigation project. I have been there from the beginning. I'm speaking on behalf of my own personal opinion as a resident of Drumheller. I have just presently stepped down from working on this project due to health issues. Some, I believe, are caused by this project.

Just over a year ago, I had a heart attack sitting in the flood mitigation meeting. I do believe it was some of the stress from the meeting. But that's me. I'm having trouble with stress right now with this project that's causing me. I feel I must step aside. It's not good.

I believe anything I say here today does not affect the non-disclosure agreement that my firm has signed. Everything I'm discussing is public knowledge. It is not the opinion of the engineering firm I work for. Both myself and the engineering firm have not been involved in any way with this Riverside Drive project. It's all through the public that I'm here.

Now, to which the public hearing is about: the closing of Riverside Drive. In my opinion, you're shutting down one of the busiest local roads, if not, the busiest local road in the valley. I drive this road four to six times a day. It only makes sense to close down the busiest road in the valley, right? We're just a small herd. Please think about that for a minute.

In the summertime, the traffic is heavier than other seasons with people that are not familiar with where they are going. This is only going to confuse them more. This road is a major route in Drumheller my whole life. It's Schumacher's Corner, the hills with a bike as a kid, I thought it was a big hill. It's a ring road. It's our memorial drive. I'm sorry to say it. But it is our memorial drive. It runs alongside the river. The main traffic flows there. It's a busy road.

I do believe that I sort to have an optional solution. People may not agree with me. But I did go out and I paced the area of concern where they want to close the road for the berm. It is about 200 meters in length using my graduated steps, 100 meters both way of 3rd Avenue.

Build the berm to the 1850 flow rate which appears to be about an additional meter to a meter and a half of fill on the existing berm. Build it to a smaller 2-3-meter top which the berms in the valley have already been for years, right? Looking upstream on the river, I've got pictures on my camera. Looking upstream, the river flows to the north bank and as it comes around the curve, it has undermined the slope on which the berm is to go on.

Try to fit the berm in as best as possible. Do some erosion control using riprap to support the bank at the same time. Use the existing concrete barriers for railings. In my opinion, it should work. I'm not an engineer. But I've worked in the field long enough that sometimes we make changes in the field just to make things work.

In closing, can we build to an 1850 flow rate with a smaller top? This way, we can meet provincial requirements and keep our community beautiful. This would alleviate the need for a public hearing or a public plebiscite, a costly one at that. After all the negative that this project has brought to our valley, which I see daily, let's put some positive back in it and keep Riverside Drive open. Please.

Thank you for your time.

Mayor Heather Colberg: Thanks, Darrell. Comments, Council? Go ahead, Pat

Councillor Patrick Kolafa: First of all, thank you for the presentation. I appreciate you coming out with this. I appreciate you thinking outside the box and looking at some of these other things. I know that some of the thoughts with thinner top according to the federal funding, it needs to be adaptable to the 2100.

Darrell Berlando: At 2-3-meter top, I think you probably could adapt. You have to check it out. But I think you can make it work. They bought a temporary berm stuff, I do believe. Didn't they back in 2013? I think you could come up with something in your master plan. If the water's going hit 2000, we've got a plan. I'm just trying to think outside the box.

Councillor Patrick Kolafa: That's exactly what I'm appreciating with what you're saying. It's that we are working towards something as supposed to--

Darrell Berlando: I don't know. I haven't seen the drawings. I think it will fit looking at and sizing up everything. If there's 50 meters that doesn't fit, put a nice concrete wall. In the 50 meters doesn't fit, put a couple of dinosaurs in there. Make some engineering initiatives that makes this a picture-perfect engineering design that also protects our valley. I don't want not to protect the valley. I don't want not to build berms. But don't close down the busiest road in the valley doing it. That's all I'm trying to say.

Come up with additional ideas. It may not be the standard that all the rest of the berms are built but we have to do something different there because we don't have the space. I know we can't build the 6-meter top. I see that. We would be halfway out into the river. You can't do that, to put the 6-meter top, to build it to the 2100.

But I just like to see something done outside the box to make it look like someone had a nice plan, and it turned out to be a beautiful scenery as a person drives by, for the tourists or for the

locals who are still going, and bring some positive back in this.

Because, I'm sorry, it is affecting my health this project. It's running me right down. I don't sleep at night. I wake up in the morning because of it.

Mayor Heather Colberg: Crystal has a question for you.

Darrel Berlando: Hi, Crystal.

Councillor Crystal Sereda: Hi. Thank you, Darrell. Your suggestion of a 2-3-meter top, it was kind of more a question directed at Deighen but maybe she doesn't have the answers for that. And that Councillor Kolafa had kind of maybe asked that question but maybe we don't have an answer. That's definitely something to maybe look at.

Mayor Heather Colberg: We'll make sure that Crystal gets that information through research.

Darrell Berlando: Try to look into something that will make this work, please.

Mayor Heather Colberg: Tony?

Councillor Tony Lacher: Thanks for your presentation, Darrell, a very passionate one at best.

Darrell: Sorry.

Councillor Tony Lacher: Just so you'd know, you're not the only one that's lost sleep over this.

Darrell: If I could say--

Councillor Tony Lacher: They're not any easier decisions. But I especially thank you for an alternative, for bringing an alternative forward, which could possibly be alternative number six. But this will be a takeaway. We are going to pursue it. Thank you.

Darrell: Thank you, Tony. I guess one other thing is I'm good friends with a lot of these councillors. I'm sorry to say what the Flood Mitigation Office and you guys are doing to these people that are councillors, it's stressful on us as residents and it's tough. But I really do feel for these people. I know that they're here to do the best for us. I wish you'd untie their hands and make them look good in our community instead of looking like the bad people.

You can ignore me. But the whole community - sorry to say - believes that it sees people's fault. Just so you know, the whole community. I'm not just speaking for myself. I can guarantee you. I can go around, and I'll get two thousand names of people that would say, It sees people's fault. They're just trying to do what's best for us.

Mayor Heather Colberg: Thanks, Darrell.

Darryl Drohomerski: Please--

Mayor Heather Colberg: Darryl, you got question?

Darryl Drohomerski: Darrell (Berlando), I just have a point of clarification. Actually, I have two points. You said one-point-five. I just want to make sure it's on the record. It's actually not one-point-five as the average elevation. It's two-point-five which is--

Darrell Berlando: On the existing--

Darryl Drohomerski: -- on the existing berm. It's 2.5 meters.

Darrell Berlando: It runs along there.

Darryl Drohomerski: Yes.

Darrell Berlando: Not 2100? Or after eighteen-fifty plus point-seven-five?

Darryl Drohomerski: Eighteen-fifty.

Darrell Berlando: Eighteen-fifty not point-seven-five, you're telling me?

Darryl: It's the new requirement. I think it's a great idea, a good suggestion. I think there's been more work to do on it.

Darryl: Darryl, I think you should go take a look at it. I do believe it's not in the areas 2.5 meters.

Mayor Heather Colberg: We'll have the flood team definitely look into that for sure.

Darrell Berlando: I would look. Yes. Because if you're adding a point-seven-five, then you've added just about another meter to it. That's why I say 1.5 meter to 1.5 for the eighteen-fifty

Darryl Drohomerski: Yes. No. I get it. I understand your point.

The other point I'm going to make [inaudible]. But I live in this community. I've lived here for a number of years. I don't think it's their fault at all. When you said everybody, I take offense to that, because I don't believe that at all.

Darrell Berlando: Sorry.

Darryl Drohomerski: You should be very clear about your points. You might have some people who are very upset. But with a lot of people--

Darrell Berlando: Seventy-five to eighty percent. Sorry, Darryl. Sorry. Sorry. Yes. No.

Darryl Drohomerski: I just want to make sure that we note that for the record, because I've heard a lot of allegations said tonight so far. I want to make sure that we are telling people the whole truth and not just one portion. Thank you.

Mayor Heather Colberg: I want to just thank you--

Darrell Berlando: If you don't think I'm telling the truth, Darryl, I'm sorry. It's from the heart. I'm not making stuff up. I hear it every day.

Mayor Heather Colberg: We know that the people are looking at us. It's our responsibility to get to the bottom of the answers. So, thank you for coming forward with a suggestion. That's what we want here. We want suggestions and ideas. Oops, sorry, we got--

Erica Crocker: Councillor Lisa Hansen-Zacharuk has her hand--

Mayor Heather Colberg: Go ahead, Lisa.

Councillor Lisa Hansen-Zacharuk: Thanks, Darryl. I appreciate the presentations from all of you. I can understand how passionate our whole community is about this. And we are listening.

But I just want to point out that I think there's some miscommunication in regard to the top of the berm. If I'm not mistaken, it has to be so wide so trucks can go on it to dump for more fill if needed. If that's not correct, please correct me, Darryl. I apologize. My voice is [crosstalk] crazy. I'm [crosstalk]--

Darrell Berlando: Like I say, you're probably a little bit out of my realm. But that's what I'm saying. There are other means of protection. Lisa, I've talked to truck drivers. They say if the rain is pouring, coming down like crazy, and that top of that berm is muddy, they are not driving up on that berm anyways, because it's a danger.

Mayor Heather Colberg: We'll definitely take that information. Again, I want to just thank you for bringing something to us.

Darrell Berlando: Okay. Thank you for listening to me. Yes.

[applause]

Mayor Heather Colberg: Thank you. Okay. Denise?

Denise Lines: Christopher (Chip) Aiello?

Man: Chip [inaudible].

Mayor Heather Colberg: Chip?

Man: It's up to you.

Chip Aiello: I don't have a written submission. She asked me if I want to.

Mayor Heather Colberg: Well, if you want to speak, you're more than welcome, Chip. You can--

Chip Aiello: I only have the science on this one. So I'm-

Denise Lines: Sorry. I'm going to ask you to come to the front if you'd like to speak, please.

Man: [inaudible] It's okay. Chip, you're here.

Mayor Heather Colberg: I'm sorry. Same thing. I need your name, opposed, for, and do you actually live in Drumheller?

Chip: My name is Chip Aiello. I've lived here for sixty-eight years, all my life. I've done.....

Yes. I have no written submission, nothing like that. I'm just going with the science on this one. Much as I don't like to do it, because this is in opposition to what I usually think, but the climate people tell us we're not going to have any more rain. We're going to have more droughts, less snow in the mountains, less this, less that. It's going to be drought all around.

Then here, we're building dikes that are going to be 10 feet, 15-foot-tall. Where's the water going to come from? What are we going to be flooded with?

Man: [inaudible]

Chip Aiello: I can't figure it.

Woman: [inaudible] our road is gone.

Mayor Heather Colberg: Does anybody have any questions to Chip?

Chip Aiello: I'm sorry. But that's--

Mayor Heather Colberg: Well, thank you for sharing.

Chip Aiello: -- the end of my--

Mayor Heather Colberg: Thank you. Denise, who do we have next?

Denise: Ron Urch?

Mayor Heather Colberg: Ron?

[background conversation]

Ron Urch: Ladies and gentlemen, Council--

Mayor Heather Colberg: Same drill. I need your name.

Ron Urch: Ron Urch. I'm against it.

Mayor Heather Colberg: And you're a resident of the valley?

Ron Urch: I'm a resident of the valley for--

Mayor Heather Colberg: Thank you, Ron.

Ron Urch: -- over eighty years. The road you're talking about used to be the highway. I got seven issues here.

First, there's a real cost associated to moving berm material. The real costs are not laid out clearly and enable the effective cost to construction. With the cost of a steel-retaining wall is around five thousand dollars a meter. Realistically, that's like Vancouver. It's a little bit higher. Prep site is about fifteen dollars a cubic meter. Clay to costs fill, forty dollars a cubic meter. The cost of riprap, they claim, is around fifty dollars a cubic meter. How many cubes of berm material for Riverside berm do we need?

Second thing, what about the rainwater disposal from the area during a flood? Is there a pump station planned? During previous floods, there were no pumps available to get the water out of town.

Third, what about berm maintenance, mowing, floodgate maintenance, and on-going costs that never stop?

Fourth, what about the cost of diverting traffic instead of installing a seawall-type retaining wall? That's a steel wall. The town is making move to change traffic flows, buying the Old Consortium for a hundred and forty-nine thousand which I don't think was right to start with. They should know what they're going to do first. It's an intersection as well as the old Riverside. Road will have to be torn up. Powerlines, utilities move in enormous costs. The green space cul-de-sac created and landscaped, who's paying for all that?

Fifth, what about emergency vehicles, ambulance, fire trucks times to the Riverside and the seniors' lodge which is going to be expanded? Traffic count should be used to be recent ones for summer traffic, not times in 2007 when they're starting to think Drumheller had something going for itself. Presently, trips are made to these areas approximately two times a week according to EMS that I know. Presently, it happens to be an easy way with no traffic lights and lower traffic volumes in the highway.

Sixth, what about the residents' access to alleys parallel to 3rd Avenue and Riverside Drive? Many people will find their own access road's inhibited. Parking walls also be constricted for residents of these areas and for all the tourist season.

Seventh, where do people go in coming out into town from the south if tourists with motorhomes, trailers, try to come to the Dinosaur Info Center have rerouted downtown? There will be a sharp turn at Centre Street. Might make it; might not like the one in Tasty Delight. Kept knocking the post over and running over the curve.

Proposed turning lanes through the corner of Cafe' Ole' and the Econo Lodge is not feasible, because there's not enough room once you get old like me. Even if parking is changed on Centre Street, it'll still be narrow for emergency vehicles not to mention summer traffic.

In conclusion, the closure of Riverside Drive should not happen. Traffic still must go somewhere. Closing off Riverside Drive is like cutting off a leg and then expecting your patient to walk easily as before. Proposed traffic mitigations will have sufficient problems. A better-designed berm even if it costs more is still a better solution.

By leaving the Riverside Drive traffic route open, citizens who live in town can get around more efficiently year-round. It's not just a simple matter of convenience. If we want to hold the traffic thing, they should hold it on May, the long weekend, and see how many vehicles are coming up and down the road.

I think the steel berm is the answer. Doesn't take much room. Just plough a track, pound in a steel, fill her in, done. Road's open.

Mayor Heather Colberg: Well, thank you, Ron. That's again, why we need suggestions. Just a

minute. Does Council have any questions? I got to look online. Crystal's got a question for you.

Councillor Crystal Sereda: More about comments. Ron, I know how [inaudible] family over the years with your knowledge and expertise. And are always thinking of ways to work out of the box. I appreciate that you have come here today to bring your extensive knowledge to this public forum. Thank you very much.

Ron Urch: Thank you.

Mayor Heather Colberg: Anybody else? Oh, Patrick's got a question for you, Ron.

Councillor Patrick Kolafa: Well, not necessarily a question, just a comment. Because I've heard it in a couple of the presentations that with the Traffic Impact Assessment, that we also did use or the people who did the study used the Alberta Transportation counts pre-COVID with appropriate growth rates. It wasn't simply this August 2021 during COVID. It wasn't all the way back from 2007. There were more feasible numbers that were more reflective. Yes. It wasn't the long weekend but it was taken at peak time. I just thought that's important that--

Ron Urch: I think they should try it this long weekend, come up in May. I've never seen anything across the road that tell you how many vehicles are going down the road. But I sit in my place there on a Sunday afternoon and I count the traffic going out to the museum. In 10 minutes, there was 75 vehicles.

Mayor Heather Colberg: Okay. Well, thanks for that, Ron. Appreciate your input.

Ron Urch: You're welcome. Thank you, [inaudible].

Mayor Heather Colberg: All right. Who do we have next?

Male Participant: [inaudible] studies. They don't run a rope across the road. They actually have someone sitting there counting the vehicles, whether it's a Semi, whether it's a car, or whether it's a truck... [crosstalk]

Mayor Heather Colberg: Oh, do you have a question [crosstalk] of Ron? Just to set, Tom has a question of Ron.

Councillor Tom Zariski: Yeah, just in regards to the steel wall, neat idea. But again, and I think most people know, but maybe you don't, that the flood mitigation money that we got from the federal government for the most part pays for dirt. And anything over and above that basically is going to come out of the town coffers. And when you consider that a 1% tax increase to all of the repairs of Drumheller amounts to less than \$90,000, and you're looking at hundreds and hundreds of thousands of dollars that the town is going to have to come up with, over and above

the money that we have for the flood mitigation. That's a lot of money for the taxpayers of Drumheller to have to bear. And that is a huge issue. That it is a major consideration. That to go to the taxpayer Drumheller and say, "We need another 10% increase on your taxes for next year because we need another \$900,000 to complete this flood mitigation project." Wow. That's pretty tough.

[inaudible chatter]

Sharon Clark: [inaudible] consideration when \$350,000, all the money was use to [inaudible] [crosstalk].

Mayor Heather Colberg: Okay, we're going to go on to the next speaker, please, Denise. [inaudible] we got to keep moving on here.

Darrell Berlando: I just wanted to say that that's great, Tom, but does it all have to be paid off in one year?

Mayor Heather Colberg: Yeah. So, and that will be taken into consideration. Denise, go ahead. Who's next?

Denise Lines: Sonja Koustrup

Councillor Tom Zariski: And just a reminder to people who are talking from the gallery, like Darrell, just now. We can't hear you, so your information doesn't get recorded, which is fine. Just if you're hoping to have those items recorded for posterity, they're not. So...

Mayor Heather Colberg: Okay, Sonja, name, opposed, resident.

Sonja Koustrup: Hello, my name is Sonja Koustrup. I live on 3rd and 4th Street East. So I am definitely a downtown resident and I am very opposed to the road closure. And I'll go into why.

I was born in North Drumheller, raised. In January 2006, I bought a house at the corner of 3rd Street and 4th Avenue East. Over the years, I have lots of memories of floods occurring in the valley. One notable one was when I was a teenager in the nineties, the water came halfway up the grass in front of my parents' house but didn't ever enter the house. Then I remember the notable 2005 flood that was supposed to be a hundred-year flood. It was predicted that their by-level house would get water halfway up on the second floor.

During that flood, I remember the town building a dike on the portion of the Riverside Drive by the Ball Diamond. You referred to that tonight. In that location and the North Drum, when the water crested, it never flooded. There was never water that came over and even touched the

dike. There was no water in North Drum. So those are the floods. More notable floods that I remember and the areas that I frequent weren't had never had issues.

Anyways, since I am a resident, that will be very, very affected by the road closure. I wanted to bring some attention to the various issues that will be caused by this closure. Number one, with the closure, 3rd Street East will be the last street leaving and entering the downtown core and the recreation areas that are down around Riverside Drive behind us, like the swimming pool, the BCF, the tourist information booth, which many of people use to get information about services in the valley when they frequent here.

This will increase the traffic down my street exponentially. There are three bus stops, which pick up kids from the age of 4 to 18, located on my street as well. The street is not big enough to handle two-way traffic. Is the town going to have money to widen the street to allow for increased traffic flow of cars, trucks, campers, bikes, et cetera and still allow for residents to park in front of their houses? I have neighbors that have no parking in the back of their house so they have to use their street for parking.

When the town widens the street, because it would have to be done. How will it affect houses that are non-conforming to the present bylaws and the parking for residents of vehicles? 4th Ave is already busy with traffic speeding to the post office. I do not want it to be on 3rd Street as well.

Having a family with small children, I am very afraid of the safety issues that will arise when there is an increased traffic flow to both directions of my street. When I bought my house, I never thought my house would become a house on a main busy street. This road closure will make it a main street. If the road closure goes ahead, I will strongly think about selling my house and moving. And therefore, Drumheller will lose a taxpayer. I'm sure I'm not the only resident of Drumheller that has this thought in the back of their mind. Thank you.

Mayor Heather Colberg: Thank you, Sonja. Questions, council? Nobody. Okay, just to confirm. So you're on 3rd Street and 4th Ave, right?

Sonja Koustrup: I'm the corner house on 3rd and 4th.

Mayor Heather Colberg: Okay. No questions. Just let me look online.

Female Participant 1: [inaudible] just trying to figure[?] out[?].

Mayor Heather Colberg: Nope, we're good. Thank you, Sonja. All right. Denise.

Denise: Wallace Holman.

Mayor Heather Colberg: Welcome Wallace.

Wallace Holman: Wallace Holman. I'm not a resident of Drumheller. I am the substantial landowner, though, in Drumheller

Mayor Heather Colberg: And opposed or for?

Wallace Homan: Opposed. [crosstalk] I don't think anyone's for.

Mayor Heather Colberg: I got to ask. It's [crosstalk] part of the procedures I go to do.

Wallace Holman: Well, there you go. Yeah, I thought it was about all the flood mitigation, so I got nothing for the road thing. But I heard about it about, well, I don't know, three weeks or a month ago, I heard about it. I thought it was a joke. I thought, yeah, April Fools. No, it was before then, but I said, "What's the matter?" Somebody's lost it somehow, but I think it's crazy. So that's all I got to say.

Mayor Heather Colberg: Thanks for sharing, Wallace.

Wallace Holman: Now on the mitigation on the flood thing, I got a lot more to say.

Mayor Heather Colberg: That's not today to discuss... [crosstalk]

Wallace Holman: But you don't want to discuss that.

Mayor Heather Colberg: Not tonight. Thank you.

Wallace Holman: When is that?

Mayor Heather Colberg: You can speak to the flood office or that's Deighen. You can make arrangements to meet with her after.

Wallace Holman: I see. I was wondering, one question. What do you guys think? Do you think you want to go through with this closing the road?

Mayor Heather Colberg: This is exactly why we're asking all of you to be here. And that's exactly why we're listening [crosstalk] and that's why we're making [inaudible].

Wallace Holman: If you could vote now, what would you say now?

Mayor Heather Colberg: Wallace, that's not fair, but thank you.

Wallace Holman: Who said anything was fair?

Mayor Heather Colberg: I know, but thank you for sharing.

Wallace Holman: Okay. Thank you.

Mayor Heather Colberg: Appreciate it. Denise.

Denise: Mike Bassie.

Mayor Heather Colberg: Welcome Mike. The drill.

Mike Bassie: I'm Mike Bassie. I'm a resident in Drumheller at 309 5th Street East and I'm in favor.

Mayor Heather Colberg: Okay, go ahead.

Mike Bassie: I've heard a lot of interesting things tonight. Wow. But for me, what it comes down to basically is I'm worried about my house. The new dike needs to be there, but it doesn't matter how it is. Closing the road actually, I wouldn't mind because there's less traffic. The police come racing by there. The fire trucks come racing by there. Harley's. It'd be nice to not have that road there. Now that being said, I've never heard of it called a ring road before and that makes sense. So I really am not sure anymore

But I do want a dike that's bigger but not a wall because that's just we have to look at that. Yeah, I really wish I would've prepared something like everybody else.

Mayor Heather Colberg: That's no problem at all. Let's see you're sharing from the heart and that's what we need to hear. So, council, you have any questions in Mike? So I do. Yes, I'd like your expand on this thought of the wall.

Mike Bassie: We're right across from that dike on Schumacher's corner or whatever. And the retaining wall is going to be quite a bit uglier than the natural green space that you guys we're proposing. And I think it's the cheapest way should be the best way for me. And to look at that wall every day, it's going to be worse than having a nice green space there.

Mayor Heather Colberg: Go ahead, Tom.

Councillor Tom Zariski: Yeah. Darryl (Drohomerski), if you could show us how high the wall would be if we used the option of continuing both lanes of the traffic. So if you could just point to that wall and just give an example of how high the concrete wall would have to be along there.

Darryl Drohomerski: Sure. It's pretty simple. Because I'm pointing to the ceiling, right? It's actually four meters tall, which is 13 feet roughly. So it's as high as the whole wall is.

Mike Bassie: How much higher than what it is now?

Darryl: Two and a half meters from the top of the existing berm. And so again, if you're building a wall, you're building the wall from the edge of the pavement to be able to give yourself enough width. And so you're putting from the pavement, you're going up four meters roughly. It's probably a little bit more in places. So

Darrell Berlando: Darryl, is that to 1850 plus 0.75?

Darryl Drohomerski: It's to the design flow, Darryl, 1850 plus 0.75. So if you wanted to go 1850, just hypothetically, you're to the height of the top of the bell, easily to the height of the top of the bell.

Mayor Heather Colberg: Okay. Any other questions of Mike? [crosstalk] Or anything else to add?

Mike Bassie: For me, the traffic is a non-issue. It's more important to have the dike for my house and for all the other businesses and houses in the area.

Mayor Heather Colberg: Okay. Thank you. Sorry, go ahead, Tony.

Councillor Tony Lacher: Thanks, Mike. Thanks for not preparing anything written. Thanks for going from the heart. And thanks for speaking as an immediate area resident. I agree. Not having a dike is not an option. We need 1850. That's not our number. That's provincial flood mapping. That's where it came from. Whether it's going to happen, whether it's ever going to happen. Whether it's happened in the past is not debatable. We build to 1850 or we don't build. Simple as that. So, and I feel for you guys that live there because a no build is not good.

Mayor Heather Colberg: Patrick.

Councillor Patrick Kolafa: I'm just curious because you live right there. Just your thought process when you'd first heard of these changes when you were notified to getting to this point at this point, was there an initial shock or how did you?

Mike Bassie: Yeah, you got excited and I was like, "Well, what about the road? What are we going to do?" And then we did some more thinking and was like, "Okay, well, yeah, go for the bigger berm. We're still going to be able to see the Hills across the street, across the river." And yeah, it's now we're in favor of closing the road.

Councillor Patrick Kolafa: Okay. Thank you.

Mayor Heather Colberg: Anybody else? Anybody online? Nope. I don't see it. Okay. Well, thank you so much for sharing, Mike.

Mike Bassie: Thank you.

Mayor Heather Colberg: Denise.

Denise Lines: Ed Mah

Mayor Heather Colberg: Welcome Ed, State your name.

Ed Mah: Hi all. Ed Mah. Yes, I'm a resident of Drumheller directly affected by this potential road closure. I live on 2nd Street East.

Bear with me here. I don't have anything formally prepared either. The comments I have in front of me are sort of pieced together from what I've heard here today. So I apologize. They're going to be all over the road here.

When you talk about the closure of Riverside there and the emergency access lanes and the fact that it'll be green space, as other people are very alluded to, they're worried about how you're going to clear the traffic in an emergency. I haven't heard anything following other than the article I read yesterday of the poor fellow who got run over by CN in Calgary yesterday. They figure he was jogging on the tracks with his earbuds on and can you imagine, because I can't, what that would be like, the smear along the road and everybody has to witness that. And that could potentially be one of our residents. One of our seniors, one of our children. I mean, technology is such that everybody and their dog has earbuds in. You can't have wired headphones anymore. I mean, this one does. My new phone that I have at home that I got two months ago, I refused to take out of the box because I have to use wireless earbuds. I'm getting too off track. But [crosstalk] having that and saying, "Oh yes, we're going to block it off and we're going to have emergency access and sirens are going to clear the road." Well, that just proved that because if an air horn from a train isn't going to get through to you, then that firetruck isn't going to either, or any other emergency vehicle we have in town is not going to get your attention.

Point number one. You also talked about changing waypoints and all those updates online. But when you are planning to build a parking lot beside the CN tracks, where you're talking about now, where the consortium is, that means you are encouraging all of the tourists or anyone who wants to use that path to that location. And in doing so, once they're finished with that adventure, they're now in that location. They are probably not going to go back onto the highway to go to their other locations. They're going to go through the residential. And they're

going to come down the streets where the seniors' manners are. They're going to come down my street, which they already do because of where the 7/11 is. In the summer, I have people roaring down that street all the time, and I have to educate my children, "Stay in the backyard. Play in the alley, just don't play in the front street." And yet here's Calgary saying that they want to put in a bylaw to encourage children to play in the street. Okay.

So that's the biggest concern in that respect, is that you're going to have more traffic. And even though you say you're going to tell them through that you're going to change all the waypoints and everything, people are going to do what they're going to do. And when you take a look at your app, it's going to tell you the quickest route, but it's going to show you all your options. So when I can see that I can drive straight down the street and make it to the BCF instead of going some other convoluted way, even though that other way it might even say, "I'll take a minute less." I mean, my brain's going to look, "Oh, come on. It's two blocks this way or three blocks that way." So they're going to stay in that residential downtown area. And as everybody's alluded to, we're not going to keep going down there. Too narrow, too this, too that. But this is what you guys are proposing with respect to that.

We are a tourist town. Sure, 50% of the population will say, "No, we're not." All right. We're not here for that one either. But the problem is we are looking to increase tourism in every shape, way, and form. I used to sit on the board of directors for the chamber of commerce. So I'm very attuned to that. I'm a business owner in this town. I currently sit on the board of directors for the museum cropping society. So again, very, very in tune to the numbers that come in here during the summer. And what do we want to do? We want to build, build, build. We want the shoulder seasons. We want the shoulder seasons. Hell, [crosstalk] we want this. You want all of this and with that comes the traffic. The traffic that's going to come, and this is where they're going to go. They're going to go where they choose to go. Not where you tell them to go. And that's going to be that problem there.

The engineer and firms have given you their opinion, and this is your educated opinion. You guys have stressed and we've seen how much money you pay for their educated opinion, and rightfully so. So I find it hard to believe, though, that everybody's mind is still wide open on this one. If in fact, all these educated people that you've paid for their opinion because you didn't just ask them, you paid for their opinion. So you want to follow it. It would be almost ludicrous. So they're saying, "I want to hire all these people." And then say, "Okay, well, thanks for your opinion. We're not going to take it." So I'm scared that you're not listening to the rest of us. I know we have this meeting here, but I'm still not convinced you're listening enough to actually change your minds or change their minds. Because it's up to you to also to impart upon those professionals the insights that they don't have because they don't have access to all of us.

Mayor Heather Colberg: And that's why we're glad you're here.

Ed Mah: And that's why we need you to go back to them and say, "This isn't right. We shouldn't

be begging you for a plebiscite. It shouldn't happen. It shouldn't have to go that way.

So I got here. By the way, thanks for the slide for showing us what it would look like with the berm in there. I'm sure that \$20 was well spent, but okay.

Mayor Heather Colberg: History Ed.

Ed Mah: Come on now. Sorry.

Mayor Heather Colberg: All right.

Ed Mah: The last thing is a comment on traffic that Pat had mentioned. It's still just an extrapolation. It's a guesstimate because they weren't here. So don't talk to me about guessing numbers. You don't want us to come here guessing. You want facts. We want facts. They gave you numbers, but they didn't give you numbers of what it's like. As we said on a long weekend. Pre-pandemic, great. Again, it was an extrapolation. Let's see some hard numbers now. Now that people are back because the museum is going crazy, but they're still at ticketing. So they are not at their absolute maximum capacity. And they might lift that someday.

More and more tourists. We want more and more tourists. You cannot be closing the street. You can't be expecting these tourists to go where you want them to go. You want a community where we feel safe. Right now, I don't feel safe if this goes through. I don't trust my children to not get run over by a car by a tourist who was too preoccupied with the fact that they're in the dinosaur capital of the world. We are so proud to be here as citizens. Many of us have voted for you and council. This is not an antagonistic type of a situation but closing Riverside Drive is the wrong thing to do. Thank you.

Mayor Heather Colberg: Well, thank you Ed. Comments, council? Go ahead, Councillor Stephanie Price.

Councillor Stephanie Price: Thanks, Ed for that. It was very heartfelt and thank you. As for the fire truck, I feel like they could probably come to a stop a lot quicker than a train and they're probably able to stop before... [crosstalk]

Ed Mah: Now, that would then slow down the response times.

Councillor Stephanie Price: Yes. But in any case of them responding, there's always something that could happen where they're known to have to [crosstalk] react to.

Ed Mah: You're putting two groups in the same spot together, though. In other sense or instance, we don't have our children playing on the street in front of the fire station, for example. Do you know what I mean? But down there, where there is that potential green space and the

almost encouragement to utilize it, you are putting two groups of people with opposing issues in the same spot.

Councillor Stephanie Price: Thank you, Ed.

Mayor Heather Colberg: Crystal has a question of you, Ed. Go ahead, Crystal.

Councillor Crystal Sereda: Just in regards to your comment, Ed, about us not being able to think for ourselves because we paid engineers. I want to make it very clear. I am a very critical, independent thinker, and I do take into consideration various aspects, including engineers, specialists, but I also take into consideration my own concerns as a resident of this community and how that's going to affect me as a resident, and a community member, and a business owner. So your comments that we're not taking into consideration that does not apply to me or maybe anyone else on council. I can't speak for them. I am speaking for myself. And for you to say that we're just taking it because we paid engineers, I don't think that's fair. So that's just my comment. Thank you.

Mayor Heather Colberg: Tom, go ahead.

Councillor Tom Zariski: Yeah. Good comment, Ed. And, of course, I mean, absolute no brainer, absolute unequivocally the number one concern of council is the safety. Every decision that council makes on any matter, safety is the number one consideration. Secondly comes fiscal responsibility, of course, but safety, absolutely number one. And I hear you. You got little kids on the street. Then we'll close the street. We'll do something because safety is absolutely number one.

Further to the engineer's opinions. Since we've started flood mitigation, we have told the engineering firms that we've had the flood mitigation office on a number of occasions go back to the drawing board that we are not satisfied with what you've given us. The big reset, of course, was last summer, where we just put a halt on everything and said, "We're not satisfied with what's going on. Let's restructure." We rehired, we redid. We had engineering firms going back to all of the projects and basically going over them again and trying to find different solutions, so that's an ongoing process. And that's part of what we're doing here tonight. We might press the reset button on this whole flood mitigation project and say, "Okay, well, no, let's go back to the drawing board. Obviously, something's not working."

So I appreciate your comments, but I think you have to appreciate council is going around and around and around and doing this over and over and over and over. And at some point, council's going to have to make a decision. It's not like we can't make a decision or we won't make a decision or we don't have that option. We are going to have to make a decision somewhere. And as Crystal said, we are exploring this six days from Sunday and doing it over again. We get a project, we get a drawing. No, we don't like that. We're going to try it again.

We're going to do something different. So we are, and, and this helps us, all this information that you guys have given us tonight is pointing us into a direction that's saying, "Hey, no, maybe not that direction." So, good points.

[inaudible chatter]

Mayor Heather Colberg: Your mic isn't on. You have to put your mic on, Ed.

Ed Mah: Sorry. I guess my comments about the engineering side because I haven't been as invested and into this as other people. Because again, as you stated, this is for the road closure only. So I'm really only talking about that. I'm not talking about anything else with respect to that today. So from that standpoint, I guess the comments about around engineering stem from some of the other comments that I just heard where you're saying, Sharon was saying that, one engineer was saying, basically this is it. So, those are the comments that I am referring to from the engineering group. Whoever those might be and whoever made those comments. But there are comments coming out of that group that seem very done. That's the one. Those are the comments that I was referring to.

Mayor Heather Colberg: No and thank you for that. And again, I can't reiterate enough. We are listening, and that's why we want you here.

Ed Mah: I certainly hope so.

Mayor Heather Colberg: All right. Anybody else we have to speak. Denise?

Denise Lines: No.

Derek: Is that possible?

Mayor Heather Colberg: You're making it very difficult. Yes. What would you like? But you have to go to the mic and ask it. You have to go to the mic and ask it.

Derek Dekeyser: Don't do that. I thought I had a loud enough voice, but I can use the mic. Tom, you made the comment that flood mitigation money was only for dirt. I find a hard time believing that in that that it's allowed a half-million dollars for tree removal. It's paying all the engineers and the planners. Everybody seems to be collecting along the way. Why would it not include cement work and steel or whatever it takes to build a perimeter along there as a retaining wall?

Mayor Heather Colberg: And we've got valid point here, and that's why we're taking it back.

Derek Dekeyser: Say again.

Mayor Heather Colberg: Well, we're here to listen. You brought up valid points. Tom said something. We've got to question it with the flood team.

Derek Dekeyser: No, but I'm waiting for an answer.

Mayor Heather Colberg: We can't give. Well, none of us are experts to give you that answer. We will get you that answer.

Derek Dekeyser: Thank you.

Mayor Heather Colberg: Unless Deighen is...

Deighen Blakely: The funding provided by the federal government is for earth fill barriers. They will fund in cases where there's no other viable alternate items, like retaining walls. But if there is a viable alternate, then that cost has to be borne by the municipality as an extra. They consider it similar to a landscape feature.

Mayor Heather Colberg: Does that answer your question?

Derek Dekeyser: I don't know that I'm satisfied with that. Put it that way. It seems to me that the monies are spent all the way or downtown on all different avenues of this flood mitigation. And yet we can't put up a little bit of cement to stop the water from coming into our houses? [crosstalk] It just doesn't make sense to me.

Mayor Heather Colberg: And we are going to review that.

Derek Dekeyser: But I'll leave it.

Mayor Heather Colberg: Thank you, Derek. Okay. Denise, is there anybody else to speak?

Denise Lines: No, there are no more verbal presentations. Thank you.

Mayor Heather Colberg: Okay. So Bret and Erica, I would like... oh, we got one more to speak.

Debra Jungling: I'd just like to ask a question.

Mayor Heather Colberg: Okay, go ahead.

Debra Jungling: So there is cement by the condo there. There's a cement wall by the condo, right? That's being planned in there.

Mayor Heather Colberg: Yeah. Because I believe Deighen, there's no other... they're too close

to the river there. Yeah? It's either go into the river, which they wouldn't allow.

Debra Jungling: So that isn't born by the taxpayer then.

Mayor Heather Colberg: No.

Debra Jungling: Okay. Thank you.

Mayor Heather Colberg: Thank you, Debra. Okay. So now we are going to ask Erica and Bret to read the full submissions of what was presented.

Erica Crocker: Your worship, may I ask for a quick five-minute recess?

Mayor Heather Colberg: Sure. Let's take a five-minute recess because I think we have a lot of us have to get to the biffy.

[background chatter]

[End of verbal presentations]

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2022

Meetings are held on Monday unless otherwise specified.

Regular Council Meetings	Committee of the Whole
January 10 January 24	January 17
February 7 <i>Tuesday February 22</i>	February 14
March 7 March 21	March 14
April 4 <i>Tuesday April 19</i>	April 11
May 2 May 16	May 9 <i>Tuesday May 24</i>
June 6 June 20	June 13 - SPECIAL MEETING
July 4 July 18	July 11 - CANCELLED
<i>Tuesday August 2</i> August 15	August 8 - CANCELLED August 22 - CANCELLED
<i>Tuesday September 6</i> September 19	September 12
October 3 October 17	<i>Tuesday October 11</i> October 24
November 7 November 21	November 14
December 5 December 19	December 12

Subject to Change v 3

“While we are still limited as to the way we celebrate Seniors Week this year, what remains constant is the appreciation that we have for the older adults in our community. Please know that you are valued and loved. Stay well, be safe and enjoy this special week set aside just for you!”

Karen Schneck

Drumheller FCSS Seniors
Coordinator

Phone 403-823-1317

Email Kschneck@drumheller.ca

SENIOR'S WEEK JUNE 6 - 10, 2022



Monday, June 6

Pioneer Trail Pancake Breakfast
10:00am - 11:00am

Join us at the Pioneer Trail Senior's Centre for a pancake breakfast to kick off Senior's Week. Pancakes and sausages to start your day... Mmm-mmm good!!

East Coulee School Museum
10:00am - 2:00pm

A special senior's admission to the East Coulee School Museum! Admission for senior's is \$7.50 (regular \$9), and a fresh-baked item with coffee or tea for \$3.00 (regular \$4).

Royal Tyrrell Museum
1:00pm - 3:00pm

Head to the Royal Tyrrell Museum for free admission to the gallery with complimentary treats to follow! Pre-registration is required, please register by calling [403-823-1317](tel:403-823-1317) or via email kschneck@drumheller.ca.

Tuesday, June 7

Drumheller Nordic Walking & Wellness

10:00am - 10:30am

Invite a friend to join you on Tuesday, June 7 at 10:00am for a 30-minute group walk with Drumheller Nordic Walking. Starting at the downtown Plaza and ending with complimentary refreshments at the "Studio on 3rd" in the Navy League Building.

Everyone welcome!

For more information call Drumheller Nordic Walking and Wellness at [403-823-0156](tel:403-823-0156)

Wednesday, June 8

Chair Yoga at the BCF with Jenn

9:30am - 10:30am

Chair Yoga is a gentle beginner's class with the option to use a chair for stability or to use rather than on the mat. This class is a great way for older adults and those who are recovering from injury to get the wonderful health benefits of yoga! This program is limited in space. To register, please call [403-823-1317](tel:403-823-1317)

Memory Café

Homestead Museum 1:00pm - 3:00pm

The Drumheller Community Seniors Coalition presents Memory Café! This program for older adults is designed to be friendly and welcoming. Memory Café aims to provide social interaction, support, and activities, for people living with dementia and their caregivers. For more information, call Kim Larsen or Lisa Orton [403-820-7297](tel:403-820-7297)

Thursday, June 9

East Coulee School Museum

10:00am - 2:00pm

A special senior's admission to the East Coulee School Museum! Admission for senior's is \$7.50 (regular \$9), and a fresh-baked item with coffee or tea for \$3.00 (regular \$4).

Badlands Amphitheatre tour

1:00pm - 2:00pm

See the site of the epic Badlands Passion Play at the Badlands Amphitheatre! Each tour guest will receive a voucher good for one (free) ticket to any 2022 'Passion Play' performance. Get your picture in a chariot, try on some Roman armour, take in this incredible outdoor space and hear the stories about what it takes to build a community of volunteers, crew and artists in the Drumheller valley!

Please register in advance at [403-823-1317](tel:403-823-1317)

Friday, June 10

Seniors Coffee Talk at the Plaza

10:00am - 11:00am

Join Erica Laycock from AHS for a coffee talk at the plaza. Erica's talks are informative and resourceful for Seniors. Coffee and Donuts will be provided.

East Coulee School Museum

10:00am - 2:00pm

A special senior's admission to the East Coulee School Museum! Admission for senior's is \$7.50 (regular \$9), and a fresh-baked item with coffee or tea for \$3.00 (regular \$4).

Welcoming & Inclusive Communities Initiative



Welcome Packs
Block Buddies
Block Parties
Welcoming Week



www.drumheller.ca/live/events/walk-your-block

LET'S CONNECT

WALK YOUR BLOCK

FCSS
Drumheller Valley

Take the time to know your neighbours!
During the month of June, say hello to your neighbours, introduce yourself and Walk Your Block to be entered for the chance to win a prize!

For more information and for a chance to win, go to drumheller.ca



Welcome Packs



Community Information for those new to town.

Tailored for:

- Families with children/youth
- Seniors
- Those new to AB or Canada

Request online at: www.drumheller.ca/live/new-residents



Block Buddies

www.drumheller.ca/live/new-residents





Block Parties

Supplies & Support

www.drumheller.ca/live/new-residents

cdsp@drumheller.ca

(403)823-1365



Welcoming Week

September 9-18, 2022

This global initiative encourages individuals and communities to spread the message of inclusion and collective prosperity.

Invitation: cdsp@drumheller.ca

BUILDING COMMUNITY RESILIENCE BY ENDING WORKING POVERTY

BACKGROUND

As the working poor¹ make up 42% of Canada's population living in poverty, ending working poverty is a critical driver for ending poverty altogether. While no one organization or government can end working poverty alone, the collective impact approach at the local level provides leverage to make changes through the government, business, and social sectors. Eliminating working poverty would cut Canada's national poverty rate almost by half.

PROJECT OVERVIEW

Building Community Resilience by Ending Working Poverty will bring together a cohort of five Communities Ending Poverty members. Through coaching, capacity building, creating opportunities, and prototyping strategies, the cohort will test whole community approaches with the goal of achieving a population level result – a 5% reduction in working poverty. Funding, coaching, and strategic assistance for this project is being provided by Tamarack Institute over a three-year time period (June 2022 to May 2025), with generous financial support from the McConnell Foundation.

COMMUNITY COMMITMENTS

With support from Tamarack Managers of Cities (MoCs), coaches, and consultants, communities will commit to:

- Driving toward at least a 5% reduction in working poverty their community
- Collecting working poverty data, improving local data access, and publishing a local working poverty profile
- With the cohort, co-developing a theory of change and shared evaluation for the project
- Actively participating in a cohort Community of Practice as well as in a national collaborative
- Developing, implementing, and reporting on an annual local workplan and budget
- Developing and prototyping local strategies, projects and initiatives that reduce working poverty (e.g. that increase employment and training partnerships, financial well-being, and bankability)
- Continually building out local networks, partnerships, and capacity
- Committing to engaging people with lived/living experience as leaders
- Contributing to Communities Ending Poverty learning (e.g. events, case studies, webinars & blogs)
- Contributing to annual learning reports and a national toolkit that will share challenges and successes, and that will support this work to be scaled to additional communities

OPPORTUNITIES

Participating communities will be eligible to receive:

- One-on-one, coaching, and consulting support from MoCs, Tamarack's Expert Coaching Centre, and external partners

¹ Working Poverty refers to working individuals aged 18–64 that live independently, are not full-time students, and earn more than \$3,000 annually but less than the Low-income measure after tax (LIM-AT) threshold.

- Access to coordination funds (up to \$20K per year for each of three years) to provide backbone and coordination support, data collection, coaching, consulting, and evaluation
- Access to innovation funds (up to \$25K total) for projects and initiatives aimed at reducing working poverty locally

NEXT STEPS

Schedule an initial call with Alison Homer (alison@tamarackcommunity.ca). If both parties agree that this project could be a good fit for your community, you will be asked to complete an application form that will ask you to tell us about your current local collaborative structures, active ending working poverty initiatives, and access to data. You will be asked to speak to your interest, capacity, and commitment to the project, as well as to the feasibility of being able to reduce working poverty by 5% in your community within the project's three-year timeframe.

REQUEST FOR DECISION

TITLE:	Leave of Absence – Councillor Hansen-Zacharuk
DATE:	June 2, 2022
PRESENTED BY:	Darryl Drohomerski, C.E.T., CAO
ATTACHMENT:	

SUMMARY:

As a result of unforeseen medical reasons, Councillor Hansen-Zacharuk is requesting a leave of absence from her role for approximately an eight-week period. The Municipal Government Act, Section 174 (2) allows for such an absence with a resolution by Council.

RECOMMENDATION:

Administration recommends that Council permit Councillor Hansen-Zacharuk a leave of absence due to medical issues as per Municipal Government Act Section 174 (2) with pay for an eight (8) week period.

DISCUSSION:

Councillor Hansen-Zacharuk has started treatments for her medical condition that can prevent her from carrying out her duties as a Councillor over the next several weeks. It is recommended that a leave of absence is granted to allow Councillor Hansen-Zacharuk to concentrate on her wellbeing.

FINANCIAL IMPACT:

There is no financial impact to granting this request

STRATEGIC POLICY ALIGNMENT:

This aligns with Council’s priority of good and proper governance.

COMMUNICATION STRATEGY:

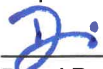
Councillor Hansen-Zacharuk will be notified of the outcome of this resolution.

MOTION:

Be it resolved that Council permit a leave of absence due to medical issues as per Municipal Government Act Section 174 (2) with pay for an eight (8) week period.

SECONDED:

Prepared By:



Darryl Drohomerski
Chief Administrative Officer

Approved By:



Darryl Drohomerski
Chief Administrative Officer

REQUEST FOR DECISION

TITLE:	Alberta Municipalities Resolution – Disparity in Electricity Distribution and Transmission Rates.
DATE:	May 31, 2022
PRESENTED BY:	Darryl Drohomerski, C.E.T., CAO
ATTACHMENT:	Moved by Grande Prairie

SUMMARY:

Alberta’s electricity transmission and distribution system is facilitated through various service areas managed by different companies. Regardless of the retailer that an individual or business pays their electricity bill to, the transmission and distribution costs are isolated to each service area and residents and businesses pay the costs attributed to their area through the retailer.

RECOMMENDATION:

That Council endorse the Disparity in Electricity Distribution and Transmission Rates resolution by the City of Grande Prairie to be submitted for consideration at the Alberta Municipalities conference this fall.

DISCUSSION:

This system has created a disparity in costs between the service areas. Large geographical areas who have less residents per km of power line pay significantly more for transmission and distribution than urban areas with denser development. This has led to significant disparities in electricity delivery prices across the province.

The ATCO service area that Grande Prairie and Drumheller are in sees the highest delivery rates in the province with annual residential charges averaging \$1,347 in 2021. This compares to an average of \$548 in Edmonton/Calgary, served by Epcor and Enmax respectively.

Provinces like British Columbia, Saskatchewan and Manitoba have equalized electricity delivery rates across their provinces recognizing the interconnectedness of the system and the general benefit to all of having a connected system.

This resolution, if passed, would have Alberta Municipalities advocate for an equalized transmission and distribution system.

FINANCIAL IMPACT:

Lower utility rates would make local businesses more competitive with other, more urban municipalities across the province.

STRATEGIC POLICY ALIGNMENT:

This issue and resolution were brought forward by the Town of Drumheller in 2018 to AUMA and has been a priority of past and current councils to find a resolution. Supporting the City of Grande Prairie in their resolution brings the issue to the forefront.

COMMUNICATION STRATEGY:

If passed, a copy of the minutes will be provided to the City of Grande Prairie to include with their submission to Alberta Municipalities (the new name for AUMA).

MOTION:

That Council endorse and support the Disparity in Electricity Distribution and Transmission Rates resolution to be submitted by the City of Grand Prairie for consideration at the Fall 2022 Alberta Municipalities Conference.

SECONDED:

Denise Lines

Prepared By:
Denise Lines
Senior Administrative Assistant - Legislative Services



Approved By:
Darryl Drohomerski, C.E.T.
Chief Administrative Officer

Disparity in Electricity Distribution and Transmission Rates

Moved by: City of Grande Prairie

Seconded by: Town of Drumheller

WHEREAS the cost of transmission and distribution of electricity to customers is causing a disparity in prices across Alberta;

WHEREAS electricity prices, which are becoming extraordinarily high in some service areas, are regulated by the Alberta Utilities Commission (AUC) for residential, farm and commercial customers in rural and urban areas;

WHEREAS in 2021, annual transmission charges paid by the average residential customer with 7200 kWh of consumption ranged from \$239.28 (in Enmax's service area) to \$339.72 (in ATCO's service area) [1]

WHEREAS in 2021, annual distribution charges paid by the average residential customer with 7200 kWh of consumption ranged from \$308.40 (in ENMAX's service area) to \$1,007.16 (in ATCO's service area) [2]

WHEREAS the cost of transmission and distribution do not just impact purchased energy but also sold energy, with high costs making micro-generation economically challenging in much of the province.

IT IS THEREFORE RESOLVED THAT ABmunis advocate for the Province to eliminate the disparity in electricity pricing for transmission and distribution charges across the Province by adopting a model similar to British Columbia or Saskatchewan

[1] Utilities Consumer Advocate: Electricity Transmission and Distribution Charges
<https://ucahelps.alberta.ca/electricity-transmission-and-distribution-charges.aspx>

[2] Utilities Consumer Advocate: Electricity Transmission and Distribution Charges
<https://ucahelps.alberta.ca/electricity-transmission-and-distribution-charges.aspx>

Resolution Background

Because electricity delivery is a fully regulated service, the Alberta Utilities Commission (AUC) reviews the costs in detail and approves the rates to ensure all the charges are fair and reasonable. However there seems to be a disparity in these charges depending on where you live in Alberta. Energy delivery charges include two components: transmission and distribution (in addition to rate riders).

Transmission charges cover the cost of moving electric energy from generating facilities through transmission lines to distribution utility substation transformers. The transmission charge on an electricity bill is based on how much electricity the customer has used and on average is between 14% and 20% of a customer's total bill.

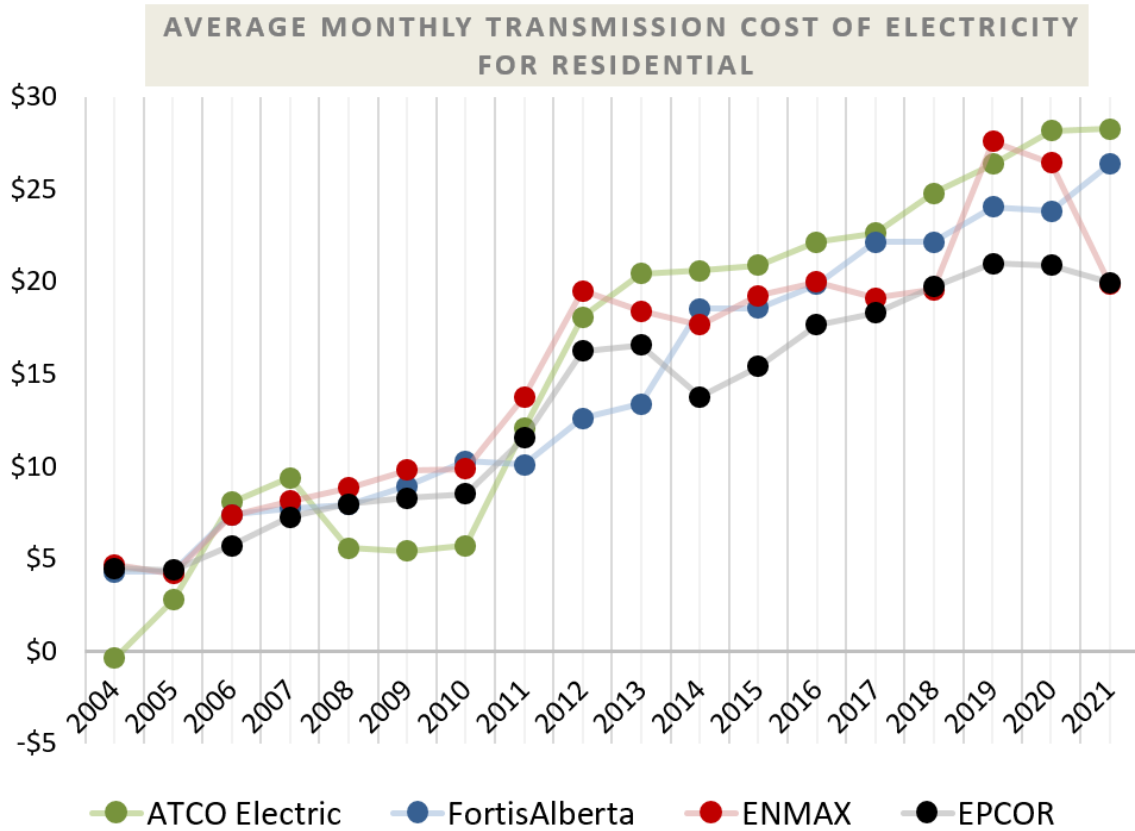
Distribution costs vary with location and consumption. Distribution charges cover the cost of moving electric energy from substation transformers through local lines that carry electricity to the customers' meters. If the service area is large and sparsely populated, one kilometer of distribution line may only serve a few customers whereas in an urban centre, one kilometer of line serves a larger number of customers. Distribution charges are between 22% and 47% of a customer's total bill.

In some parts of the province, energy delivery charges compose nearly 70% of a customer's total bill for the sum of the two components: transmission and distribution charges.

In large geographical portions of the province, both businesses and residential endure economic penalties based on geographical and population density disadvantages. This disadvantage can be as high as a 3 to 1 ratio of as seen in chart comparisons below. In comparison, British Columbia and Saskatchewan have succeeded in building and operating transmission and distribution systems where landed costs of electricity are much more evenly distributed amongst the entire system.

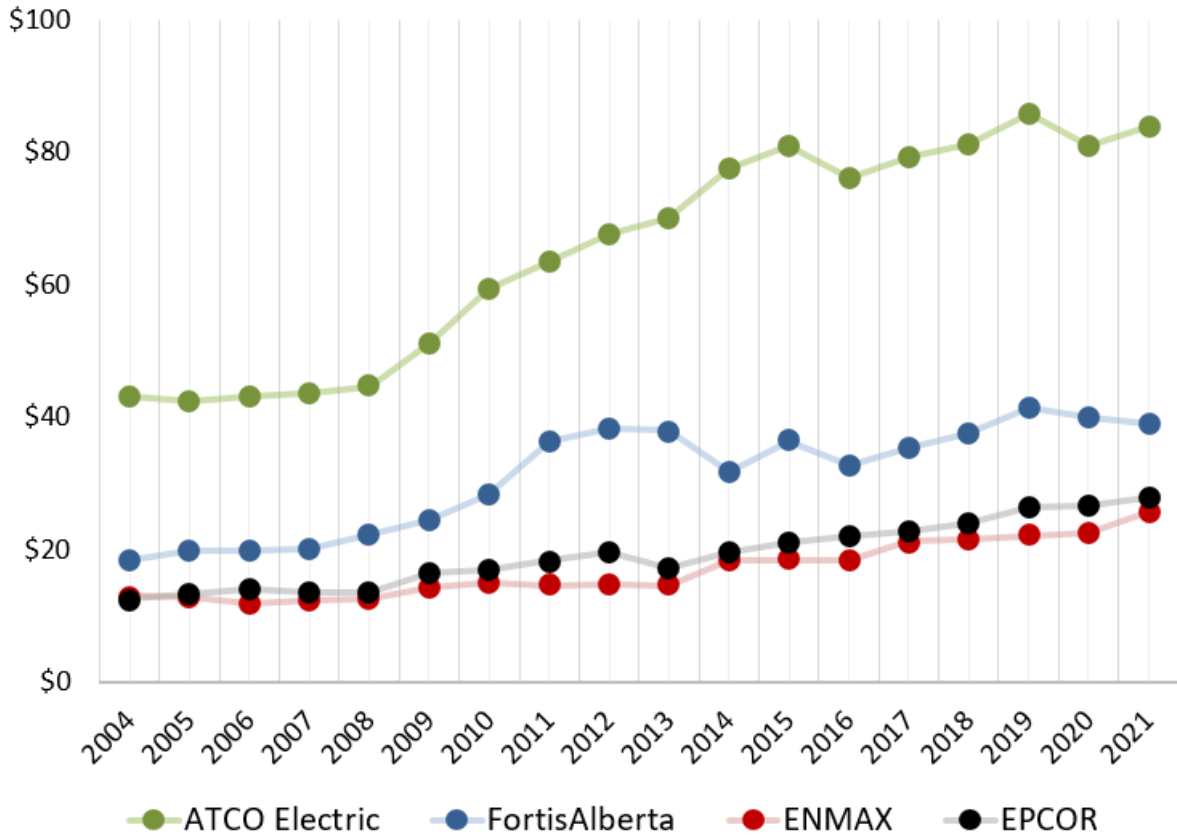
In Saskatchewan, all cities, towns and villages pay one rate that includes transmission and distribution costs regardless of geographic location and all rural areas pay a marginally higher rate. There is only a 1.4 to 1 ratio between the two rates. In British Columbia, all electricity costs including transmission and distribution are equalized across the entire province.

As the electrical grid for Alberta ultimately operates as a single entity, it is reasonable to distribute those costs equally across the Province. The current system unfairly penalizes communities that are on the border between providers. Competitiveness to attract businesses to Alberta or outside of major urban centers within Alberta is stunted by disparities in the Alberta model. Continual increases of transmission and distribution rates, especially in areas that are already realizing significant cost disparity, results in an increase in energy poverty for many Alberta families and seniors.



Source: Compiled by the Office of the Utilities Consumer Advocate based on data provided by the Alberta Utilities Commission and Alberta Electric System Operator

AVERAGE MONTHLY DISTRIBUTION COST OF ELECTRICITY FOR RESIDENTIAL



Source: Compiled by the Office of the Utilities Consumer Advocate based on data provided by the Alberta Utilities Commission and Alberta Electric System Operator

REQUEST FOR DECISION

TITLE:	Drumheller Resiliency and Flood Mitigation Office – Berm Design Optimization
DATE:	June 2, 2022
PRESENTED BY:	Deighen Blakely, P.Eng., DRFMO Project Director
ATTACHMENT:	n/a

SUMMARY:

Based on the Downtown Dike bid pricing received in April of 2022, construction cost escalation has pushed the Flood Mitigation Program’s budget above the current available budget. The Flood Mitigation Office is proposing to optimize on berm designs to find cost savings for the program.

RECOMMENDATION:

Administration recommends that Council adopt a reduced minimum standard berm design top width (4 m) and freeboard (0.5 m) as a key design optimization and cost savings measure.

DISCUSSION:

The berm design used in the grant application packages and previously approved by Council included a 6 m top width with 0.75 m of freeboard on top of the design flood level, to allow for the structures to be resilient during flood events and easily expandable on a temporary or permanent basis in the future. Preliminary designs have been prepared for all of the funded berm projects on this basis. Bid prices for the Downtown Dike received in April indicate that construction costs have escalated since the original grant funding application pricing was estimated and the current estimated cost to build the berms is above the available grant funding budget. The Flood Office is proposing to optimize on project costs by reducing the berm top width from 6 to 4 m and reducing the level of freeboard from 0.75 to 0.5 m. This will result in a somewhat less resilient design, will be more challenging to temporarily raise on an emergency basis during flood events forecast to be above 1,850 m³/s compared to the 6 m top width and will make future permanent expandability more difficult; however, will allow more berms to be built now using the current grant funding budget.

FINANCIAL IMPACT:

Preliminary analysis on selected berms has indicated that the reduction in top width and freeboard could reduce required dike fill volumes by 10 – 15% and overall project costs in the range of 5 – 10%. Reduction of the top width in some areas may also reduce impacts to individual landowners, reducing associated land purchase costs and could reduce the amount of berm encroachment into the river, which would reduce costs related to riprap and in-stream construction work.

The current Flood Mitigation Program has \$55.0M of grant funding in place. Requests for additional funding have been made with the Provincial and Federal Governments but the outcomes are not known at this time.

STRATEGIC POLICY ALIGNMENT:

Optimizing on berm design will allow for as many projects as possible to move to construction in the next three years and aligns with Council's strategic priority of protecting the people and property of Drumheller from future floods.

COMMUNICATION STRATEGY:

A press release will be issued to inform the public of the changes to the berm design standard to optimize on project costs. Information will also be shared via the Flood Readiness website, on Social Media and radio. A memo will also be issued to the design teams advising them of the changes to the recommended minimum berm design.

MOTION:

That Council approve design modifications to the Drumheller Flood Project standard berm design, including a reduced top width and freeboard measurement in order to optimize the available project funding.

SECONDED:



Prepared by:
Deighen Blakely, P.Eng.
DRFMO Project Director



Approved by:
Darryl E. Drohomerski, C.E.T.
Chief Administrative Officer



Drumheller Resiliency and Flood Mitigation Office

Project Update
June 6, 2022



Project Update

- Tree Removals for Midland, Newcastle and the Downtown Dike have been completed.
 - A landscape plan has been developed to restore the ecological health of the area once construction is complete.
 - Trees in good or fair health will be replaced at a ratio of 5:1 – 5 replacements for every 1 removal.
 - Biologists conducted sweeps of the areas for owl nests, animal dens, and other sensitive wildlife before the tree removal took place.
- Construction Tenders will be released mid-June.
- Construction information will be on the website in the coming weeks.
- Project Optimization is currently proceeding, this will be completed prior to individual landowner discussions.



Project Budget History

- 4 years ago, team members applied to the Federal and Provincial Governments for flood mitigation funding with a very high-level idea of what this project would include.
- That funding was approved at \$55M.
- In the last few months, we have received designs from the engineering teams that have provided more information.
- In April 2022 our first construction tender closed, providing additional information on current construction costs.



What We Have Found

- Original applications were missing a few key components
 - Communications, surveying, hydraulic modeling, environmental monitoring, landscape architects.
- The Provincial Flood Rate Change from 1640cms to 1850cms last summer increased our need for:
 - More material
 - Adjusted Designs
 - Higher Construction Costs
- Dramatic Increase in Construction Costs
 - Inflation
 - Material
 - Shipping
 - Fuel
 - Services
 - Competition with other grant-funded projects



What We Need to Do

- The CAO, Darryl Drohomerski, and Mayor Colberg will be continuing their ongoing government lobbying for more funding:
 - For unfunded dikes
 - To cover increased costs
- Because additional funding is not guaranteed, we will be
 - Optimizing designs to fit the current budget, could include:
 - Smaller top width (4m),
 - Shorter freeboard (0.5m)
 - Moving ahead with Newcastle, Midland, Willow Estates, and Grove Plaza dikes this year
- Continue to lobby for more funding



Questions

