



Agenda

Call to Order

National Anthem

1.0 Additions to the Agenda

2.0 Adoption of Agenda

3.0 Corrections or Amendments:

3.1. August 5, 2015, Regular Meeting of Council Minutes 3-8

4.0 Adoption of:

4.1. August 5, 2015, Regular Meeting of Council Minutes

5.0 Proclamations

5.1. Thunder in the Valley Week – August 30-September 6 9

5.2. World Suicide Prevention Day – September 10, 2015 11

6.0 Community Spotlight

6.1. Pembina Crisis Connection Society

7.0 Delegations

7.1. Sgt. Delisle – July RCMP Stats 114-120

8.0 Public Time

9.0 Decision Items

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9.6.	Councillor Wheeler	Zombie Run Insurance	108

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11.0	Department Reports	
11.1.	Planning & Development	Jenn Martin
11.2.	Engineering & Transportation	Ron Fraser
11.3.	Community Services, FCSS & Sustainability	Annette Driessen
11.4.	Protective Services	Tom Thomson
11.5.	Administration	
	• Legislative Services	Chandra Dyck
	• Economic Development	Eric Burton
	• Communications and Marketing	Tyler Russell
	• Information Services	Nesen Naidoo
	• CAO Report	Manny Deol

12.0	Council Reports	
12.1.	Councillor Bossert	
12.2.	Councillor Nadeau	
12.3.	Councillor Long	
12.4.	Councillor Shular	
12.5.	Councillor Wheeler	
12.6.	Mayor McLean	

13.0	Adjournment	
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Meeting Minutes

THOSE PRESENT:

Mayor McLean
Deputy Mayor Shular
Councillor Long
Councillor Bossert
Councillor Wheeler
Councillor Nadeau
Manny Deol, Town Manager
Jenn Martin, Planning & Development Officer
Denis Poulin, Workplace Safety & Emergency
Management Coordinator
Chandra Dyck, Legislative Services
Coordinator
Rita Bijeau, Executive Assistant
Jennifer Stone, Record Management
Christian Richman, Audio/Video

Mamta Lulla, Drayton Valley Western Review
Cassandra Jodoin, CIBW Radio
Members of the Public

ABSENT:

Councillor Fredrickson
Nesen Naidoo, Assistant Town Manager
Annette Driessen, Director of Community
Services
Ron Fraser, Director of Engineering &
Planning
Tom Thomson, Director of Emergency
Services

CALL TO ORDER

Mayor McLean called the meeting to order at 9:02 a.m.

1.0 Additions to the Agenda

There were no additions to the August 5, 2015, Regular Meeting of Council Agenda.

2.0 Adoption of Agenda

RESOLUTION # 197/15

Councillor Bossert moved to adopt the Agenda for the August 5, 2015, Regular Meeting of Council as presented.

CARRIED UNANIMOUSLY

3.0 Corrections or Amendments:

3.1. July 15, 2015, Regular Meeting of Council Minutes

There were no corrections or amendments to the July 15, 2015, Regular Meeting of Council Minutes.

4.0 Adoption of:

4.1. July 15, 2015, Regular Meeting of Council Minutes

RESOLUTION #198/15

Councillor Shular moved to adopt the Minutes of the July 15, 2015, Regular Meeting of Council as presented.

CARRIED UNANIMOUSLY

5.0 Delegation

5.1. Jennelle Russell – Imagine Drayton Valley Winner

Mayor McLean congratulated and presented Ms. Russell with an iPad, the prize for the Imagine Drayton Valley draw from the Canada Day submissions.

6.0 Proclamations

6.1. International Youth Day

Mayor McLean proclaimed August 12, 2015, as International Youth Day in the Town of Drayton Valley.

7.0 Public Time

No comments were received.

8.0 Decision Items

8.1. Emergency Management Bylaw 2015/07/P

Councillor Bossert explained that Administration has been updating the Town of Drayton Valley's existing Emergency Management Bylaw to provide more detailed direction and control of the Town of Drayton Valley's emergency operations under the *Emergency Management Act*. The updated Bylaw also sets the groundwork for the development of the Joint Emergency Management Plan. Councillor Bossert advised that there are spelling and grammatical errors which she will share directly with Administration.

Councillor Wheeler requested clarification on section 12.1. Mr. Poulin advised that the Committee referenced is made up of Council and therefore the Council would declare a state of emergency. Mr. Poulin also provided a brief summary of the Bylaw.

RESOLUTION #199/15

Councillor Bossert moved that Council give First Reading to Emergency Management Bylaw 2015/07/P.

CARRIED UNANIMOUSLY

8.2. Request for Funding – Max Centre

Councillor Nadeau advised that, following receipt of a request for funding of \$7,200 for the Max Centre located within Frank Maddock High School. Administration has reviewed the application and supporting documentation and recommends that Council deny the request. Refusal is recommended as Town funds for capital undertakings have already been budgeted. However, Administration does see value in working with the Society to provide non-financial support for potential grant applications.

RESOLUTION #200/15

Councillor Nadeau moved to take "from the Table" Resolution No. 189/15 to approve funding to the Max Centre Performing Arts Society in the amount requested of \$7,200.00.

CARRIED UNANIMOUSLY

RESOLUTION #189/15

Councillor Nadeau moved to approve funding to the Max Centre Performing Arts Society in the amount requested of \$7,200.00.

CARRIED UNANIMOUSLY

Councillor Nadeau reiterated that there is a budget process established and it would be preferred if these requests came in conjunction with the budget process. Mayor McLean requested Administration develop a plan to deal effectively with these matters moving forward.

8.3. Bus Transfer Site Agreements

Councillor Long explained that earlier this year the Town of Drayton Valley entered into negotiations with the Wild Rose School Division (WRSD) with respect to a transfer of school properties to the Town, as well as the development and construction of a bus transfer site to serve the greater community. This project required the development of two formal Agreements recognizing the terms and conditions for the construction of the bus transfer site and the lease of that space back to the WRSD following the transfer of the land to the Town. This initiative between the two authorities will result in the community acquiring lands dedicated to the purpose of a community open space to revitalize the community as well as provide a home for the outdoor rink.

RESOLUTION #201/15

Councillor Long moved that Council authorize the Mayor and Town Manager to execute the attached Sale Agreement and Lease Agreement between the Board of Trustees of Wild Rose School Division No. 66 and the Town of Drayton Valley.

CARRIED UNANIMOUSLY

8.4. 43rd Avenue Connection Awarding of Tender

Councillor Wheeler explained that the 43rd Avenue Extension tender was advertised in the Drayton Valley Western Review, Town of Drayton Valley website, Edmonton Construction Association and Alberta Construction Association. The tender closed on July 28, 2015, and six (6) bids were received. Senon Engineering Inc., the Town's consultant, recommends the award of the 43rd Avenue extension to Urban Dirtworks Inc. The project is anticipated to be completed this year, weather permitting.

RESOLUTION #202/15

Councillor Wheeler moved that Council award the construction contract for the 43rd Avenue extension to Urban Dirtworks Inc. for the stipulated sum of \$1,246,797.71, including GST.

CARRIED UNANIMOUSLY

8.5. Roger Coles Memorial Youth Sport Grant Application – Avery Wiseman

Councillor Shular explained that Administration has received an application for the Roger Coles Memorial Youth Sport Grant to assist with costs associated to attend the 2015 Canadian Age Group Championship in Quebec. The requested amount is \$4,000.00 which, based on the application, would be to offset costs of travel, accommodation, and meals for the athlete and the coach. Administration is recommending that the Town provide a grant to cover the costs related to the athlete's participation in the competition.

RESOLUTION #203/15

Councillor Shular moved that Council approve a grant of \$ 1,853.09 for Avery Wiseman to participate in the 2015 Canadian Age Group Championship in Quebec.

CARRIED UNANIMOUSLY

8.6. Branding Standards and Communications Strategy Awarding of Contracts

Councillor Bossert explained that Administration has advertised an RFP for the development of a Communication Strategy and review of the Brand Standard. This Strategy ensures that the services provided by the Town are clearly, effectively and consistently communicated to all stakeholders both internal and external. This consistency will build brand identity and loyalty in the long term. This project will commence in 2016 and include consultation with the community.

RESOLUTION #204/15

Councillor Bossert moved that the Brand Standards and Communication Strategy RFP be awarded to Cossette.

CARRIED UNANIMOUSLY

8.7. Resiliency Study on Children and Youth

Councillor Nadeau explained that following workshops held in October of 2014, Dr. Unger intends to further his research on child and youth resilience and is working on a new research project for 2015. Dr. Unger has invited Drayton Valley to submit a Letter of Intent to participate in the study.

RESOLUTION #205/15

Councillor Nadeau moved that Town Council accept the invitation to be a potential partner in Dr. Ungar's research and prepare the necessary "Letter of Intent".

CARRIED UNANIMOUSLY

8.8. Old H.W. Pickup Community Open Space Design

Councillor Long provided information on the process Administration underwent to develop designs for three community parks/public space, Downtown Park, Rotary Park, and the old H.W. Pickup Grounds. Town Council has placed its priority on the old H.W. Pickup Grounds Community Open Space for development and it is this park's conceptual design that is being presented for approval. Work on the public space design will commence, weather permitting, once Wild Rose School Division has approved and signed the Agreement and design. Councillor Long added that the fundraising efforts for the Outdoor Rink remain ongoing.

RESOLUTION #206/15

Councillor Long moved that Town Council approve the Conceptual Design for the old H.W. Pickup Grounds Community Open Space as presented.

CARRIED UNANIMOUSLY

8.9. In Camera Discussion

RESOLUTION #207/15

Councillor Wheeler moved that Council move to "In-Camera" at 9:39 a.m.

CARRIED UNANIMOUSLY

RESOLUTION #208/15

Councillor Wheeler moved that Council move out of "In-Camera" at 9:56 a.m.

CARRIED UNANIMOUSLY

RESOLUTION #209/15

Councillor Wheeler moved that Council authorize Administration to submit the Alberta Community Resilience Program Grant Applications as discussed in camera.

CARRIED UNANIMOUSLY

Mayor McLean called a break at 9:57 a.m.

Mayor McLean reconvened the meeting at 10:17 a.m.

9.0 Information Items

9.1. May 2015 Waste Management Committee Meeting Minutes

9.2. June 2015 Communities in Bloom Committee Meeting Minutes

Councillor Wheeler requested an update on the cell construction at the waste management facility and the status on the grant submission for aggregate. Mr. Deol will provide the information at a later date.

RESOLUTION #210/15

Councillor Shular moved that Council accept the above items as information.

CARRIED UNANIMOUSLY

10.0 Department Reports

10.1. Development & Planning

Ms. Martin provided Council with an update on Development and Planning as well as a half year report for 2015 and comparables with previous years.

10.2. Engineering, Transportation & Sustainability

Mr. Fraser was absent. Councillor Bossert requested an update on the connection for Beckett Road and 43rd; Mr. Deol advised that there will be a lot of progress within the next four weeks. Mayor McLean requested a message to go on the Town's social media regarding traffic barricades being in place for a reason.

10.3. Community Services, FCSS & Sustainability

Ms. Driessen was absent.

10.4. Protective Services

Fire Chief Thomson was absent.

10.5. Administration

- Legislative Services

Ms. Dyck reminded Council that she is still seeking feedback on the Community Standards Bylaw.

- Economic Development, Communications and Marketing, and Information Services

Ms. Stone provided Council with the following report on communications:

- 816 downloads on the app; statistics show 94% of users are updating to the new version
- Website is being continually changed with the most current information and she is working with the web developer to ensure proper viewing
- Budget discussions are starting; the Communications and Marketing Coordinator will be working on a strategy.

- CAO Report

Mr. Deol

- NorQuest Lease Agreement is nearing completion
- Job description being developed for a Managing Director for the CETC

- Synergy Group is looking to see what areas are available for collaboration
- Provided a summary on the technology which will be incorporated into the water plant, allowing it to become a research centre and an education centre on top of the normal function
- NorQuest College will be working with the Fire Department on fire training
- RFP will be coming for the airport as well

11.0 **Council Reports**

11.1. **Councillor Shular**

- July 24th – CETC meeting
- July 30th – Brazeau Seniors Foundation, will be bringing forward request to Administration to assist with developing additional parking

11.2. **Councillor Wheeler**

- Internet of Things Meeting

11.3. **Councillor Bossert**

- July 20th – Healthy Communities Coalition Meeting
- July 21st – Strategy Planning Session with Council
- July 24th – CETC Meeting on behalf of the Waste Management Committee
- July 27th – Homeless for a Night Planning Meeting

11.4. **Councillor Nadeau**

- Economic Development Committee Meeting
- Reminded Council of the free Communities in Bloom event at the end of August 27th, BBQ starts at 6 pm

11.5. **Councillor Long**

- Economic Development Committee Meeting
- July 21st – Strategic Planning Meeting
- July 24th – CETC Meeting

11.6. **Mayor McLean**

- July 21st – Strategic Planning Meeting
- July 24th – CETC Meeting
- Planning of Mayor's Gala and Prayer Breakfast

12.0 **Adjournment**

RESOLUTION # 211/15

Councillor Bossert moved that Council adjourn the August 5, 2015, Regular Meeting of Council at 10:51 a.m.

CARRIED UNANIMOUSLY

MAYOR

CHIEF ADMINISTRATIVE OFFICER



Town of Drayton Valley

Proclamation Request Form

Name (s): Krystle Kotyk
 Organization: Drayton Valley Health Services Foundation
 Contact Number: 780-621-4914 Contact E-mail: krystle.kotyk@albertahealthservices.ca
 Mailing Address: _____

Description of Proclamation requested:

Thunder in the Valley Week
August 30 to September 6, 2015

* Request must be received a minimum of TWO WEEKS prior to the meeting being requested for; please refer to the Meeting Schedule for dates

August 26, 2015

Additional Information Provided

Please list the information you attached or included with your proclamation request:

Proclamation

Please indicate any preference you have for meeting:

Regular Meeting of Council

Please submit your request by:

Fax: 780.542.5753

E-mail: admin-support@draytonvalley.ca

Mail: Box 6837, Drayton Valley, AB T7A 1A1

In person: 5120-52 ST
 Drayton Valley, AB

Town of Drayton Valley

Proclamation

THUNDER IN THE VALLEY WEEK

- WHEREAS:** the first ever Thunder in the Valley in 2004 was a weekend event that featured drag races and a show and shine; and
- AND WHEREAS:** with such strong community support after the first ten years, the Northern Thunder Classic Auto Club will be hosting the 11th Annual Thunder in the Valley Club on September 4, 5 & 6, 2015, at the Drayton Valley Municipal Airport; and
- AND WHEREAS:** the 11th Annual Thunder in the Valley will not only feature great drag race action but also a show and shine, market, Saturday night fireworks, entertainment for kids, and live performances by Black Water Crude and Sail with Kings; and
- AND WHEREAS:** Thunder in the Valley is also about giving back to the community by generating awareness and funds for the Drayton Valley Health Services Foundation's CT4DV Campaign.
- NOW THEREFORE,** on behalf of the Members of Council of the Town of Drayton Valley, I, Mayor Glenn McLean, do hereby proclaim the week of August 30, 2015 to September 6, 2015, as Thunder in the Valley Week.

DATED at the Town of Drayton Valley,
in the Province of Alberta,
this 26th day of August, 2015.

Mayor Glenn McLean



Town of Drayton Valley

Proclamation

WORLD SUICIDE PREVENTION DAY

- WHEREAS:** World Suicide Prevention Day (WSPD), is an initiative of the International Association for Suicide Prevention (IASP) and the World Health Organization (WHO) since 2003, and has taken place on 10th September each year;
- AND WHEREAS:** According to the recently released World Health Organization (WHO) report: *Preventing Suicide: A Global Imperative*, conservatively estimates that over 800,000 people die by suicide across the world each year.
- AND WHEREAS:** this year's theme for WSPD is 'Preventing Suicide: Reaching Out and Saving Lives', which encourages us all to consider the role that offering support may play in combating suicide;
- AND WHEREAS:** the act of showing care and concern to someone who may be vulnerable to suicide can have a significant impact and may be life-saving.
- AND WHEREAS:** on September 10th, 2015, citizens of Drayton Valley are called upon to join with others around the world who are working towards the common goal of preventing suicide.
- NOW THEREFORE,** I, Glenn McLean, Mayor of the Town of Drayton Valley, do hereby proclaim September 10, 2015 as World Suicide Prevention Day in the Town of Drayton Valley.

DATED at the Town of Drayton Valley,
in the Province of Alberta,
this 26th day of August, 2015.

Mayor Glenn McLean



		SECTION:	9
AGENDA ITEM: 9.1	Approval of Extension of Leave of Absence for Councillor Fredrickson		
Department:	Council		
Presented by:	Councillor Bossert		
Support Staff:	Manny Deol		

BACKGROUND:

At the June 3, 2015 meeting of Council Resolution 158/15 was passed unanimously as follows:

Councillor Bossert moved that Council approve a leave of absence for Councillor Fredrickson for a period of eight weeks, starting on June 24, 2015 and with a return on August 19, 2015.

Councillor Fredrickson has advised that she is unable to attend today's Council meeting; a resolution approving the extension of Councillor Fredrickson's absence is recommended by legal counsel. As the next regular meeting of Council is scheduled for September 16, Administration has drafted a recommendation that the extension be granted to September 15th.

RECOMMENDATION:

That Council approve the extension of the leave of absence for Councillor Fredrickson to September 15, 2015, with an anticipated return date of September 16, 2015..

AGENDA ITEM: 9.2	Purchasing and Tendering Policy TF-01-15
Department:	Administration
Presented by:	Councillor Long
Support Staff:	Chandra Dyck

BACKGROUND:

The Town of Drayton Valley currently has a Tendering Policy which was originally established in 1997. In order to create greater consistency in our purchasing and tendering practices, Administration has prepared the attached Policy which is intended to establish guidelines and structure.

A consistent and transparent approach to the ways in which the Town awards contracts for services is in keeping with the goal of the Community Sustainability Plan to “Ensure transparency and accountability in all decisions made by Town Council”. This principle can also be applied to decisions which may be made by Town Administration.

The attached Policy has been reviewed by legal counsel, with specific attention given to the document’s compliance with the New West Trade Partnership Agreement, Trade, Investment and Labour Mobility Agreement (TILMA), and the Comprehensive Economic and Trade Agreement (CETA).

MOTION:

I move that Council approve Purchasing and Tendering Policy TF-01-15 as attached.



TOWN OF DRAYTON VALLEY

Subject:	Purchasing and Tendering Policy	Policy:	TF-01-15
Department:	Treasury/Finance		
Approval Date:		Review Date:	

Purchasing and Tendering Policy

PURPOSE

The objective of this Policy is to detail the processes to be followed in order to obtain the best value when purchasing goods or contracting services for the Town. Further, this Policy is intended to encourage competitive bidding in order to obtain the best value in goods and services for public fund expenditures and to conduct such bidding in a fair and open process.

Additionally, this Policy shall strive to strengthen public relations through the proper communications with suppliers and maintain effective purchasing and expenditure controls.

This Policy shall serve as a general internal guideline for the process to follow and the content to include in any procurement requests issued by the Town. However, staff members remain responsible for following the requirements and instructions specifically set out in any particular tender, request for proposal, request for quotation or other procurement process, notwithstanding any conflict with this Policy. Nothing in this Policy shall limit any rights or privileges available to the Town in any such procurement documents or at law.

GENERAL POLICY

- 1.0 This Policy applies to the Town, its departments and any other board which receives seventy-five (75%) percent or more of its annual funding from the Town (unless the entities' approved purchasing practices are more restrictive than this Policy).
- 2.0 This Policy authorizes and requires each Department Head to:
 - a) procure by purchase, rental or lease, the necessary quantity and quality of goods and services in an efficient and cost-effective manner;
 - b) administer the procurement process;
 - c) encourage open competitive bidding on all acquisitions and disposal of goods and services where practical;

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- d) maintain good vendor relations and be responsible for the conduct of all negotiations with vendors, subject to the other provisions of this Policy; and
 - e) conform to good materials management practices by simplifying and standardizing, wherever possible, like requirements with previous purchases and with different departments. Every effort is to be made to reduce the type and kinds of goods used by the Town to the smallest number and minimum investment. All departments will co-operate and assist in achieving this objective by considering equivalents or alternatives suggested.
- 3.0 Dollar amounts specified in this Policy setting parameters for the purchasing process, except as otherwise stated, will be the costs, in Canadian dollars, excluding all taxes and freight.
- 4.0 Except as otherwise stipulated, the purchase of goods and services shall be made on a competitive basis in keeping with accepted public purchasing practices and in accordance with the applicable Federal, Provincial and Municipal Laws.
- 5.0 Any failure to comply with the provisions of the Policy and related procedures shall be reported to the Treasurer.
- 6.0 Documentation of each purchase investigation process will be retained on file for future reference for a minimum period of the completion of the project plus one (1) year.
- 7.0 Tenders, proposals, quotations, expressions of interest or pre-qualifications received later than the predetermined time will not be accepted by the Town and are to be returned unopened.
- 8.0 Without prior approval by Council, no tender, proposal or quotation will be accepted from any company inclusive of its sub-contractor, which has a claim or instituted a legal proceeding against the Town or against whom the Town has a claim or instituted a legal proceeding with respect to any previous contract.
- 9.0 No purchases shall be made by the Town for the personal use of an individual employee, elected official or any appointed member of a board or commission. Council may authorize Town programs allowing certain purchases to be made for all employees or elected officials.
- 10.0 No employee, member of Council or a member of their immediate family, nor any entity effectively controlled by any such party, may submit quotations, proposals or tenders to the Town for the purchase of goods and services.

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11.0 Suppliers or potential suppliers shall not ordinarily be requested to expend time, money or effort to design or develop specifications or otherwise help define a requirement beyond the normal level of service expected from suppliers. If such extraordinary services are required, the Treasurer will be advised, in writing. If there is no alternative but to request such services, then the company providing same may be compensated at a fee pre-determined by the Department Head and/or Treasurer, subject to the purchasing parameters. The resulting specifications shall become the property of the Town for use in obtaining competitive bids.

12.0 RESPONSIBILITIES AND AUTHORITY

12.1 Department Heads will submit a listing in January of each year to the Finance Manager specifying the authority for approval of invoices for payment delegated to their designates. The listing will specify the employee's position, type of expenditure and dollar limits, as well as provide a sample of the employee's signature. The approval authority is attached as Schedule "A".

12.2 Budget approval by Council of capital and operating expenditures shall constitute authorization for any purchase of materials and services necessary to carry out work within the approved cost of an approved project, provided such purchases are made in accordance with this Policy. The Treasurer will ensure that goods and services are properly approved and that funds are available.

12.3 Where expenditure estimates approved in the budget have been subject to quotations, tenders or request for proposals which are subsequently quoted at an amount greater than the estimated expenditure for that item, a staff report regarding such amendment to the budget shall be submitted to Council for approval.

12.4 Normal operating expenditures incurred prior to the adoption of the annual budget shall not require notice and approval and shall be deemed ratified upon the adoption of the annual budget.

12.5 If a matter arises which, in the opinion of the Treasurer, in consultation with the Mayor:

- a) is considered to be an urgent or time-sensitive nature,
- b) which could affect the health or well-being of the residents of the Town of Drayton Valley,
- c) if a state of emergency is declared, or

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d) if so advised by a Provincial Ministry,

the notice requirements of this Policy may be waived and the Town Manager shall make their best efforts to provide as much notice as is reasonable under the circumstances.

12.6 It shall be the responsibility of the user department to enforce any terms, conditions and specifications from the award of any contract resulting from the purchasing process. Where terms, conditions or specifications are not being adhered to, the user department may request the Treasurer contact the supplier and attempt to negotiate to have said deficiencies corrected.

12.7 All employees and elected officials are expressly prohibited from accepting, directly or indirectly, from any person, company or entity to which any purchase or contract is or might be awarded, any rebate, gift, money or anything of value whatsoever, except where given for the use and benefit of the Town.

12.8 Department Heads or their designate shall provide, or assist the Treasurer in the preparation of, estimates of requirements for future periods of time or specific works to consolidate and plan the purchase of such requirements.

12.9 The signatures of the Mayor and Town Manager or their designates, when legally required, are necessary on all agreements to purchase, lease or contract for goods and services.

12.10 Where any purchase of goods and services has been authorized under this Policy, the Treasurer may authorize disbursement of additional funds, provided that such additional funds shall not exceed five (5%) percent of the original budget for this purchase.

13.0 PURCHASING PARAMETERS

13.1 Goods or Services costing \$10,000.00 or less

In this dollar range, the selection of a supplier shall be at the discretion of the Department Head. Staff is encouraged to solicit a minimum of three (3) competitive bids whenever possible.

13.2 Goods or Services costing more than \$10,000.01 but not more than \$75,000.00

In this dollar range, a minimum of three written quotations are required. Having reviewed the quotations, the Department Head in conjunction with the Treasurer, may make the purchase from such supplier and upon such terms and conditions that in their opinion are most appropriate for the Town. When staff cannot recommend the lowest

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quotation, a report shall be made to Council for approval prior to making the purchase. In appropriate circumstances, a formal sealed request for quotation, tender or request for proposal may be utilized in this dollar range.

13.3 Goods or Services costing \$75,000.01 or more

In this dollar range, a formal sealed tender or request for proposal, posted through an electronic tendering system such as but not limited to Alberta Purchasing Connection, will be issued and awarded with the approval of Council.

13.4 Construction costing more than \$10,000.01 but not more than \$200,000.00

In this dollar range, a minimum of three written quotations are required. Having reviewed the quotations, the Department Head in conjunction with the Treasurer, may make the purchase from such supplier and upon such terms and conditions that in their opinion are most appropriate for the Town. When staff cannot recommend the lowest quotation, a report shall be made to Council for approval prior to making the purchase. In appropriate circumstances, a formal sealed request for quotation, tender or request for proposal may be utilized in this dollar range.

13.5 Construction costing \$200,000.01 or more

In this dollar range, a formal sealed tender or request for proposal, posted through an electronic tendering system such as but not limited to Alberta Purchasing Connection, will be issued and awarded with the approval of Council.

14.0 EXCEPTIONS

14.1 Departments may make a request in writing to the Treasurer that certain goods and services be excluded from the provisions of this Policy. Circumstances which may warrant a purchase being excluded from the provisions of this Policy, upon written approval of the Treasurer, are as follows:

- a) emergency purchases of goods and services essential to prevent serious delays in the work of any department, which might involve danger to life or damage to property. The Department Head or designate shall make every effort to procure services by the open market procedure at the lowest obtainable price. The purchase shall be reported to the Treasurer;
- b) upon written approval of the Treasurer, goods and services estimated to cost over \$10,000.01 but no more than \$75,000.00 for which three quotations cannot be obtained;
- c) where there is merit in purchasing at a public auction;

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- d) where there are a limited number of acceptable sources of supply;
- e) where matching existing equipment forming part of a functioning system is appropriate for reasons of consistent operation, or efficiency; or
- f) where extenuating or unusual conditions exist regarding certain goods and services.

14.2 At all times the methods of acquisition shall be those accepted as standard negotiating procedures that employ fair and ethical practices. The information pertinent to and the results of all such negotiations shall be reported to the Treasurer and, at the discretion of the Treasurer, shall be reported to Council.

15.0 TENDERS / REQUEST FOR QUOTATIONS / REQUEST FOR PROPOSALS

- 15.1 Each Department Head shall be responsible for the issuing of all tenders and request for proposal calls and receiving all tenders and proposals, which in most cases should contain the following requirements and procedures.
- 15.2 Tenders and proposals must be submitted in an envelope addressed to the Department Head and which only makes reference to the bid identification detail as requested in the tender or proposal document.
- 15.3 The closing time for all bids shall be 2:00:00 p.m. Bids received at 2:00:01 shall be rejected as late. The Town's phone system clock shall be the official time.
- 15.4 Request for proposals may be issued rather than a tender when the requirements for goods and services needed cannot be definitely specified or where innovative solutions to a problem are sought. Examples include consulting services, engineering services, architectural services, audit services, banking services, and the acquisition of specialized equipment. The selection of the successful proponent will be based on the effectiveness of the proposed solution rather than on price alone. Each request for proposal document shall include a list of evaluation criteria and shall be evaluated by a committee. Evaluation criteria may include but is not limited to, price, experience and qualifications, methodology, references, schedules and project approach.
- 15.5 A request for information or expression of interest may be issued in advance of a tender or request for proposal to assist in the development of a more definitive set of documents.
- 15.6 During the public procurement process in-house bids will not be considered.

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- 15.7 The issuing department shall be responsible for the preparation of formal specifications when required and shall be definitive as to quantity, quality and function. Specifications shall not be designed or written to allow only one manufacturer, supplier, distributor or bidder to submit a bid. Such specifications shall not limit the bidding to only one make/model of equipment or one source of service.
- 15.8 Unless explicitly specified in a request for proposal or tender, a consultant retained to assist with the preparation of the specifications which are included in a request for proposal or a tender cannot bid on the same project or be affiliated with any contractors bidding on the same project.
- 15.9 Tenders prepared for the Town by outside consultants will be subject to review and approval by the Department Head prior to issue.
- 15.10 In those instances where bidders are responding to a requirement based on generalized specifications, the award of a contract will be based on criteria established prior to opening of the tender or quotation from prospective bidders. In general, these criteria would include one or more of the following:
- a) price;
 - b) warranty;
 - c) service (personnel, availability and qualifications);
 - d) experience; or
 - e) consistency with existing systems.
- 15.11 Only bidders meeting the terms, conditions and specifications of the tender, who have the ability to provide the goods or services, will be recommended to receive any Town contract.
- 15.12 All departments in conjunction shall review their contracts and specifications to ensure that wherever possible and economical, specifications provide for expanded use of products and services that contain a post-consumer recyclable waste or recyclable content to the maximum level allowable, without significantly affecting the intended use or performance of the product or service.

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- 15.13 If the successful bidder or proponent fails to sign the contract and provide a performance bond or other required documentation satisfactory to the Town within the specified time, additional time may be granted at the Town's discretion to fulfil the necessary requirements. Alternatively the contract shall be cancelled and awarded to the next qualified bidder or proponent.
- 15.14 If the successful bidder or proponent notifies the Town in writing that the successful bidder or proponent will not execute the contract, the contract shall be cancelled and awarded to the next qualified bidder or proponent.
- 15.15 The Town may claim damages as appropriate where there was no bid deposit and the successful bidder or proponent fails to provide the required security, fails to enter a contract or fails to perform under a contract.
- 15.16 Performance security will be required to ensure the successful completion of a contract by a supplier/contractor. The acceptable forms of required security are fully detailed in section 18.6 and 18.7.
- 15.17 If a tender or proposal has received no response, the Department Head will review all aspects of the tender/proposal (including but not limited to the due date, quantity, type of commodity or service being requested). A report, detailing their findings, will be forwarded to the Town Manager for final determination on the acquisition.
- 15.18 All tenders, quotations and proposals submitted by suppliers will be reviewed by the Department Head and evaluated for adherence to requested specifications and all requirements of the bid document.
- 15.19 Advertising for tenders, request for quotations, request for proposals and expressions of interest will be placed in at least one regional and one local newspaper and placed on the Town's website.
- 15.20 Site meetings may be called, at the option of the user department, to afford potential suppliers an opportunity to obtain or clarify information relative to the project.
- 15.21 Tenders and proposals shall expressly reserve the Town's right to not to accept the lowest or other tender/proposal, and to consider other factors such as set out in section 15.10 or 16.6 of this Policy. Tenders and proposals shall also provide the Town with the discretion to accept or reject any or all tenders/proposals, and to waive any defect, irregularity, mistake or non-compliance.

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16.0 REQUEST FOR PROPOSAL – PROCEDURES

- 16.1 Request for proposals may be issued rather than a tender when the requirements for goods and services needed cannot be definitely specified or where innovative solutions to a problem are sought.
- 16.2 The Department Head may advertise or contact directly those qualified suppliers to obtain “expressions of interest” (EOI) where required.
- a) EOI will be reviewed and may be ranked according to criteria included in the EOI document. The Department Head and others may be involved in the evaluation. Suppliers may be personally interviewed as part of the selection process.
 - b) Once the expression of interest stage is completed, all or only those suppliers selected will be invited to submit a proposal to the Town. The following request for proposal process shall then be followed.
- 16.3 The Department Head will determine a minimum of three proponents to submit detailed proposals. The proposals should include, but not be limited to:
- a) outline of work to be done;
 - b) names, qualifications and experience of staff assigned;
 - c) time schedule, including reports;
 - d) proposed per diem and/or other rate structure; and
 - e) estimated total cost including upset cost.
- 16.4 Request for Proposals will clearly outline the evaluation criteria and applicable ratings assigned that will form the basis of the contract award.
- 16.5 The selection of the successful proponent will be based on the effectiveness of the proposed solution rather than on price alone. Each proposal document shall be evaluated by a committee.

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16.6 Request for Proposal Evaluation/Selection Criteria

The following criteria, among others detailed in the Request for Proposal document, may be considered in the selection process:

- a) qualifications / expertise;
- b) past performance;
- c) evaluation of the proposed project manager;
- d) cost estimate / price / fees;
- e) completeness of the proposal;
- f) variety of disciplines in-house/in consortium;
- g) proximity of service office or branch;
- h) estimated time required for the project / schedules;
- i) proponents knowledge of the Town; and
- j) methodology / project approach.

The relative weighting of selection criteria will vary according to the nature and scope of the project.

16.7 Criteria Description and Method of Use

- a) Qualifications or Expertise
Consideration should be given to the number of similar projects completed, the manner in which they were undertaken, their success, and the financial health of the proponent.
- b) Past Performance
Evaluation of past performance will be important in determining the probable successful and acceptable completion of the projects within the estimated time and budget limits. Client references and reputation of the proponent within the industry/profession are very important facets of this criterion. Would the proponent's past customers utilize their services again?

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- c) Evaluation of Proposed Project Manager
The project manager is integral to the success of the project and should be evaluated on the following basis:
- i) status within the firm (eg. senior partner will have more freedom in staff allocation);
 - ii) past experience in directing or being involved in similar projects;
 - iii) specialized field, expertise or experience;
 - iv) compatibility with Town staff; and
 - v) understanding of the proposed project.
- d) Cost Estimate / Price / Fees
Cost estimates will be evaluated with the fewest points being given for the highest estimate to the most points being given for the lowest estimate. Consideration will also be given to the completeness of all cost estimates.
- e) Completeness of Proposal
A logical, well-documented proposal is indicative of a firm that should be able to proceed with a minimum of delay. The proposal should indicate the firm's complete understanding of the project objectives, as well as viable alternative or innovative approaches.
- f) Variety and Application of Disciplines In-House or In-Consortium
The weighting of this criteria will vary with the type of project. Various projects require different strengths and mixes of disciplines. Consideration should be given to creativity, support capabilities and availability of personnel.
- g) Proximity of Service Office or Branch
Advantages of a local facility include:
- i) better accessibility to and by the proponent;
 - ii) minimized per diem mileage and long distance expenses; and
 - iii) expeditious on-site supervision when required

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- h) Estimated Time Required for Project / Schedules
Time varies in importance between projects. The weighting factor should therefore be in accordance with the urgency of the project relative to the availability of the proponent. Consideration should also be given to the amount of Town staff time, facilities and data that will be necessary for the project under each Proposal.
- i) Proponent's Knowledge of the Municipality
The criteria may be of greater importance to certain studies as opposed to construction projects. Also important may be the firm's familiarity with local standards and approval processes.
- k) Methodology / Project Approach
The weighting of this criteria will vary with the type of project. The proponent's methodology and approach to the project will be evaluated to ensure that the proponent's proposed process is consistent with the Town's requirements.

16.8 Request for Proposal Performance Evaluation – Completion of Project

Upon completion of each assignment, the department involved in the project should prepare a written evaluation of the proponent's performance and forward the evaluation to the Treasurer.

17.0 BID OPENING

17.1 Tenders and quotations shall be opened at a public meeting at a time and place and following the process specified in the bid documents, which shall generally include:

- a) the Treasurer and user Department Head or their designate will be present at the opening;
- b) a list of bidders prepared by the user department shall be available at the opening;
- c) the Department Head or designate shall announce the name/number of the bid, the name of the bidder, the total amount of the bid and keep a written record of this information in a prescribed format;
- d) where two or more bids for the same project are submitted in the same envelope, the one bearing the lowest price shall be considered as the bid;

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- e) where more than one bid is opened at the same opening, a low bidder on a contract may withdraw their bid on the remaining contract or contracts; and
- f) as soon as practical following the opening of bids, each bid shall be checked to ensure compliance with all the requirements/specifications. The review is to be documented in a prescribed format. Should an issue arise the Department Head shall follow section 18 of this Policy.

17.2 Proposals will not be opened in public. At the option of the Town and at a convenient time to the Town a debriefing meeting may be held to inform those unsuccessful proponents the circumstances of the award. A list of proponents who submitted a Proposal to the Town will be made available.

18.0 BID PROCEDURES

18.1 Bid Irregularities

When a bid irregularity arises, the Department Head shall follow the process as specified in the bid documents, which shall generally be in accordance with Schedule "B" forming part of this Policy. In the event that a tender, quotation or proposal contains an informality or irregularity not described in Schedule "B", the Department Head shall report the nature of the informality or irregularity to the Town Manager for final determination.

18.2 Bids with Equal Total Prices

If two bids in response to a tender or request for quotation are found to be equal in price, quality and service, the successful bidder shall be chosen by "flip of a coin". This action shall be taken in the presence of both bidders. If more than two bidders are equal in all three areas – price, quality, service – the determination of the successful bidder shall be established in the presence of the bidders by lot (drawing a name from a container).

18.3 Lowest of Any Bids

Bids will be analyzed and evaluated on a consistent basis to determine which bid is in the best interest of the Town. The lowest or any bid will not necessarily be accepted.

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18.4 Withdrawal of Bids – Prior to Opening

- a) At any time, prior to closing, bids maybe withdrawn at the bidder's / proponent's request and shall be returned.
- b) Withdrawal requests shall be made in writing to the Department Head. Verbal requested for withdrawal shall not be considered.
- c) Withdrawal requests on behalf of a bidding Town must be made by an authorized signing officer of that Town.
- a) The withdrawal of the bid does not disqualify a bidder / proponent from submitting another bid on the same bid call.
- e) Withdrawal requests received after the closing time shall not be considered.
- f) Every withdrawal under this section is final.

18.5 Bid Deposits

- a) Bid deposits may be required and shall be 10% of the amount of the estimated total contract price, excluding applicable taxes. The deposit shall be in the form of one of the following:
 - i) certified cheque or cash;
 - ii) irrevocable letter of credit;
 - iv) bank draft; or
 - v) bid bond.
- b) All bid deposits must be issued by Canadian Chartered Banks or other financial or insurance institutions acceptable to the Town. All bid deposits other than those associated with the lowest and second lowest bids, shall be returned to the applicable bidders after identification of the two lowest submissions. The bid deposit of the second lowest bidder will be held until either a contract is executed or to a maximum of 60 days, whichever comes first. The bid deposit of the lowest bidder may be returned after the sixty (60) day period but before a contract is executed with the approval of the Treasurer. No interest shall be paid for bid deposits.

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- c) The bid deposit of a successful bidder who fails to enter into a contract shall be forfeited to the Town.

18.6 Performance Security, Insurance and Workplace Safety, Insurance Board Certificates and Business License

- a) Performance security to guarantee the completion of the contract is required for the supply and installation of equipment and materials and all services/construction involving Town property. Where performance security is deemed necessary, it shall take the form of one, or a combination of one or more, of the following:
- i) performance bond;
 - ii) labour and material payment bond;
 - iii) irrevocable letter of credit;
 - iv) certified cheque or cash; [or](#)
 - v) other appropriate security that is sufficient and satisfactory to the Town in the circumstances.
- b) The above noted security will be required with respect to the following:
- i) renovation contracts;
 - ii) construction contracts;
 - iii) new buildings;
 - iv) demolition of buildings;
 - vi) service contracts where the work involves contractors working on/with Town owned property;
 - vii) supply and installation of equipment and materials and all service / construction involving Town owned property; and

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viii) when otherwise deemed appropriate and necessary by the Town Manager.

c) In order to further protect the Town, the following certificates will be required from all successful Bidders / Proponents:

- i) a current and valid insurance certificate for amounts specified in the bid document;
- ii) a current and valid Workplace Safety and Insurance Board (WSIB) certificate; and
- iii) evidence of a current and valid Business License issued by the Town of Drayton Valley.

19.0 EXECUTION OF CONTRACT

19.1 When the tender or proposal has been accepted the formal contract agreement shall be submitted to the successful bidder / proponent for execution. The successful bidder/proponent shall be allowed ten (10) working days from the date of mailing of the agreement to return the executed contract to the Town.

19.2 If the bidder / proponent is a Town or registered corporation, the seal of the Town or corporation must accompany the signature. If the bidder / proponent is a private individual, their signature must be witnessed and be accompanied by a properly sworn Affidavit of Execution.

20.0 CONTRACT ADMINISTRATION

20.1 The successful bidder / proponent will be expected to complete the work described within the total amount of the bid. Any change in amounts or upset limit must be approved in writing by the Town.

20.2 It is the successful bidder or proponent's responsibility to keep the Town informed of the progress of the project. The successful bidder / proponent shall include, with the pertinent invoices, a statement, including supporting documents, indicating work completed and work remaining, in percentages and dollar amounts. Payment of any invoice or fees, which in sum with previous payments, exceeds the total amount bid or upset limit, will be withheld until the prescribed work is satisfactorily completed and the additional funding is duly authorized.

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20.3 It shall be the responsibility of all user departments to enforce contract terms, specifications and conditions. Where terms, conditions or specifications are not being adhered to, the user department may request that the Town Manager or Treasurer contact the successful bidder / proponent and attempt to negotiate to have the said deficiencies corrected.

21.0 EXCLUSIONS

21.1 Subject to any requirements under the New West Partnership Trade Agreement if applicable, competitive bids shall not be required for the following goods and services:

- a) advertising services (radio, television, newspaper, magazine);
- b) government agencies;
- c) travel expenses including meals, conferences, seminars, conventions, trade shows and accommodations;
- d) courses;
- e) staff development / workshops;
- f) memberships;
- g) magazines, books and periodicals;
- h) licenses, certificates (including hardware and software licenses);
- i) ongoing maintenance for existing computer hardware and software;
- j) professional and skilled services provided to individuals as part of an approved program(s) within the Town including but not limited to medical services and counseling services;
- k) postage; or
- l) utilities (water, sewage, hydro, gas, telephone, cable or satellite TV).

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This Policy, upon approval by Town Council, shall repeal and replace Policy A-06-97.

Mayor

Date of Approval

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SCHEDULE "A"

DEPARTMENT	SUB - DEPARTMENT	POSITION	TYPE OF EXPENDITURES	MAXIMUM EXPENDITURE
Administration	Administration	CAO Assistant CAO	All Corporate	Unlimited
	Administration	Director of Administrative Services	All Departmental	\$50,000.00
	Information Services / GIS	Computer Systems Analyst	Computer /Technology Related Expenses	\$25,000.00
	Legislative Services / Records Management	Assistant CAO	All Departmental	\$50,000.00
	Human Resources	Assistant CAO	All Departmental	\$200,000.00
	Economic Development	CAO Assistant CAO	All Departmental	Unlimited
	Communications and Marketing	CAO Assistant CAO	All Departmental	Unlimited
Community Services	Administration	Director of Community Services	All Departmental	Unlimited
	FCSS	Program Manager	All Departmental	\$50,000.00
	ECDC	Program Manager	All Departmental	\$50,000.00
	Recreation	Recreation and Culture Manager	All Departmental	\$50,000.00
	Omniplex	Facility Manager	Facility Expenses	\$25,000.00
	PV Pool	Facility Manager	Facility Expenses	\$25,000.00
	MCC	Assistant Manager	Facility Expenses	\$25,000.00
	Library	Director	All Departmental	Unlimited

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DEPARTMENT	SUB - DEPARTMENT	POSITION	TYPE OF EXPENDITURES	MAXIMUM EXPENDITURE
Engineering, Planning and Development	Infrastructure	Director of Planning & Development/Infrastructure	All Departmental	Unlimited
	RV Park & Campground	Manager of Engineering	Facility Expenses	\$50,000.00
	Airport	Manager of Engineering	Facility Expenses	\$50,000.00
	Public Works	Manager or Project Manager	All Departmental	\$50,000.00
	Parks	Assistant Manager	Park Related Expenses	\$25,000.00
	Water and Wastewater Plants	Utilities Manager	Facility Expenses	\$50,000.00
	Landfill	Manager of Engineering	Facility Expenses	\$50,000.00
	Planning and Development	Planning and Development Officer	All Departmental	\$25,000.00
	Sustainability	Sustainability Coordinator	Sustainability Initiatives	\$25,000.00
Finance/Treasury	Corporate Services	Director of Financial Services	All Corporate	Unlimited
	Accounts Receivable	Manager of Finance	All Corporate	\$50,000.00
	Utilities	Manager of Finance	All Corporate	\$50,000.00
Emergency Services	Fire Department	Director of Emergency Services Deputy Fire Chief	All Departmental	Unlimited
	Bylaw Enforcement	Director of Emergency Services Deputy Fire Chief	All Departmental	Unlimited
	Safety and Health	Workplace Safety and Emergency Manager	All Departmental	\$50,000.00
	Emergency Operations	DEM Designee of DEM	All Corporate	Unlimited

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SCHEDULE "B"

BID IRREGULARITIES	
BID IRREGULARITY	RESPONSE
Late bids / expressions of interest / pre-qualifications	Automatic rejection; bid remains sealed and is returned to the bidder if the envelope contains a return address
Unsealed envelopes	Automatic rejection
Insufficient financial bid security (bid deposit / bid bond)	Automatic rejection
Failure to include a performance guarantee (agreement to bond / irrevocable letter of credit)	Automatic rejection
Responses which are incomplete, conditional or obscure or which contain additions not called for, erasures or alterations or irregularities of any kind	May be rejected as ambiguous, unless in the opinion of the Department Head or delegate the particular irregularities are trivial or not significant.
Failure to acknowledge addenda on the form of tender / quotation / proposal	Automatic rejection
Bids received on documents other than those provided by the Town	Automatic rejection
Failure to attend mandatory site meeting	Automatic rejection
Failure to include an authorized signature on the form of tender / quotation / proposal	Automatic rejection
Mathematical errors	If the amount bid for an item does not agree with the extension of the quantity and the unit price, the unit price shall govern and the total price bid shall be corrected accordingly. All corrections by the Department Head or delegate will be in red ink and initialed.
Conditions placed by the bidder on the total Price	Automatic rejection
Unit prices in the bid document which have been changed but not initialed by the bidder	48 hours to initial

AGENDA ITEM: 9.3	Community Energy Reduction Plan
Department:	Planning & Engineering
Presented by:	Councillor Shular
Support Staff:	Danette Moulé, Sustainability Coordinator

BACKGROUND:

The *Community Energy Planning: Getting to Implementation in Canada* initiative (GTI) is seeking three communities across Canada to serve as pilots to apply the leading practices for building and maintaining support, leadership, and funding to accelerate the implementation of Community Energy Plans (CEPs).

A CEP is a tool that helps define community priorities around energy with a view to improving efficiency, cutting emissions, and driving economic development. It typically includes an energy and greenhouse gas inventory, targets, and an action plan.

The GTI Pilot programme will be awarded to three lucky municipalities across Canada. Through it, we would receive 600+ hours of free aid (a \$75,000 value) to implement our energy reduction plan. To apply, we need:

- a) to have a Community Energy Plan in place, OR
- b) have funding committed to developing a CEP.

Administration has started creating a GHG reduction plan (see attachment), and the Town currently has funding, through the Sustainability fund, to start this immediately. Moreover, an energy efficiency report was completed in 2012 for the Town, which gives a good idea of where we need to focus. There are also a number of Community Energy Plans already out there, from other municipalities (eg. Town of Banff), from which we can seek guidance. The Town has a number of things into the 2016 budget that would help reduce the Town's GHG emissions.

"Reducing energy consumption by 30% in all municipal buildings" and "reducing total community GHG emissions" are both part of our Community Sustainability Plan. Therefore we need to create an energy reduction / GHG emission reduction plan, regardless. We might as well commit to it now, get some help through the GTI programme, and at the same time, get some funding through FCM (refer to item "Council Resolution to join FCM's Partners for Climate Protection programme"). This is a win-win.

For more information, please see attachments:

1. Town of DV GHG reduction strategy document (very initial draft)
2. Town of Banff Community Energy Plan

MOTION:

I move that Council direct Administration to create a Community Energy Reduction Plan over the next two months, with a view to bringing that Plan to Council for adoption.

GHG Reduction Strategy – Town of Drayton Valley

Energy

- Replace city lights with LEDs
 - Apply for funding for this through TAME
 - Apply for carbon offsets for this project (under energy efficiency protocol) that can then be sold to industry for \$12 / tonne now, and \$30 / tonne starting in 2017
- Work with local businesses to shut off lights and energy suckers at night
- Work with local businesses / industry to reduce their water & energy use overall
- Install renewable energy units (solar panels on CETC, Omniplex, new water treatment facility)
 - Apply for funding through TAME
 - Apply for carbon offsets for this project
- Install CircuitMeters in Town facilities and complete retrofits on most energy-sucking units
 - Apply for funding through TAME programme
 - Apply for carbon offsets for this project
- Potentially start a solar garden here in Drayton Valley
 - A “garden” of solar panels that residents buy into; same as having solar panels on one’s house, except that if someone moves, they don’t have to take the solar panel with them, because the panels are situated remotely
 - A number of these “gardens” already exist in communities across the U.S. The town of Nelson, B.C. (population 10,000) is currently starting the first solar garden in Canada, and has agreed to consult with us if we are interested in trying one here.
- Require that all new developments be LEED Gold certified
- Start public education campaign to get people to turn off the lights and conserve energy
- Work with Province to create incentives to reduce energy use within the home, such as retrofit incentives
- Discuss graduated energy pricing with the Province
- Build an energy-from-waste plant in DV

Transport

- Encourage bike transportation
 - Install bike racks around town
 - Bike lanes on streets? Needs thorough discussion.
 - Install e-Bike charging stations around town
- Connect town walking paths with county trails to encourage alternative transportation
- Work with the county to develop a county bus system
- Create a ride-share website where people can connect to share rides to popular destinations such as Edmonton and Calgary (see www.KootenayRideshare.com)
- Replace Town fleet vehicles with green technology as leases expire and as technology & Town vehicle requirements permit (use bio-fuel in current diesel vehicles)
- As electric vehicle technology becomes cheaper and more prominent, install electric vehicle charging stations in town
- Work with local businesses to implement idle-free policies OR pass an idling by-law

Waste

- Get municipal composting programme up and running
 - This will include collecting organic waste from restaurants and grocery stores – which are generally the largest producers of organic waste

- Work towards zero waste by expanding recycling programme
- Eventually pass recycling and composting by-laws
- Build an energy-from-waste plant in DV

Business

- Work with local entrepreneurs to learn how we can attract “green” business
- Work with retailers to reduce packaging & carry more local foods (especially produce & meat)
- Work with local businesses to implement idle-free policies OR pass an idling by-law

Public education

- Increase public knowledge of climate change and related issues through bi-monthly “movie nights”
- Start public education campaign to get people to turn off the lights and conserve energy

Taking CO₂ out of the air

- Increase presence of native vegetation
 - Vegetation absorbs carbon dioxide, and native vegetation requires much less maintenance than non-native. Increasing native vegetation and decreasing non-native vegetation will reduce the need for pesticides, and will create a stronger natural ecosystem throughout the town.

Community Energy Plan for the Town of Banff

Final Report

Submitted to:

Yam Sakkal

Environmental Management Advisor
Ecological Integrity Branch
Parks Canada
25 Eddy, 4th Floor
Hull, Quebec
K1A 0M5
Tel: (819) 994-4658
Tel: (403) 762-1217

Steven Gasser

Director, Environmental Services
Town of Banff
110 Bear Street
Banff, Alberta
T0L 0C0

Submitted by:

The Sheltair Group Resource Consultants Inc

Innes Hood, P.Eng
Suite 2 - 3661 West 4th Avenue
Vancouver, BC V6R 1P2
Tel: (604) 732-9106
Fax: (604) 732-9238
Email: ihood@sheltair.com

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Summary

Context

The Town of Banff is involved in an intensive planning exercise that will permit better management of the impacts of development. A major challenge for the Town of Banff is to integrate ecological goals with other planning activities, and to create an Environmental Management System (EMS) that fulfils the requirements of the “no net negative environmental impact” (3NEI) framework being finalised.

Banff must find a direction for growth that satisfies an exceptional set of physical resource and ecological constraints, while at the same time taking full advantage of opportunities for enhancing the heritage of the community, its sense of place, economic health, diversity of lifestyles and social equity.

It is in this context that a community energy plan has been completed in the town. A Community Energy Plan (CEP) can contribute to this overall planning process, as energy consumption is a convenient measure of overall liveability and sustainability.

An effective energy plan can also help Banff develop “win-win” solutions for some of the most difficult challenges facing the town. These include growth management, land use and transportation planning, and implementation of an environmental management system.

What is a Community Energy Plan?

A Community Energy Plan helps to answer the following energy questions:

1. Where are we?
2. Where are we going?
3. Where do we want to go?
4. How do we get there?

By providing information about how energy is being consumed, a Community Energy Plan helps decision-makers select those programs and policies most likely to reduce

Why Conduct a Community Energy Plan?

The town has articulated a number of goals within the official plan. Implementation of the CEP will contribute to the following:

- To manage the quantity, type and rate of growth to achieve a sustainable community
- To provide a quality environment for the co-existence of humans and nature
- To maintain a healthy and sustainable tourism-based economy
- To develop a transportation system which enhances pedestrian movement and cycling, provides access for public transit, encourages integration of people and goods and is environmentally sustainable
- To provide and maintain utilities and services that exceed minimum environmental standards and are designed to meet existing and future needs
- To provide services to residents in a cost effective equitable manner

energy consumption and expenditures and to minimise the negative impacts on air, land and water.

Project Overview

Parks Canada, with financial assistance from the Federation of Canadian Municipalities (FCM) and Natural Resources Canada (NRCan) have funded the energy plan. The Town of Banff has actively supported the initiative. The project started in the fall of 1999, and was completed in the spring of 2000.

Benefits of the Banff CEP

Implementation of the Banff Community Energy Plan will lead to:

- A 7% reduction of household energy expenditures
- A reduction of per capita carbon dioxide emissions by 20% below 1998 levels.
- A cumulative saving on energy dollars spent in the community of approximately \$20 million dollars between 1998 and 2010.

Banff in 1998

Population in 1998

The population of the Town of Banff varies significantly from season to season and day to day. For the purpose of this analysis, the population of Banff has been broken down into three categories, including

- Residential population,
- Overnight visitor population, and
- Day visitor population.

The population of Banff is summarised in Table 6.

Table 1: Total Population in Banff, 1998

Segment	Population
Resident	8,500
Overnight Visitor	9,327
Day Visitor	10,917
Total Population	28,744

Banff Energy Use, 1998

Residents and visitors to Banff spent approximately \$54 million dollars on energy in 1998, the base year of the study.

Figure 1 summarises energy consumption for residents and non-residents for the town. As can be seen, energy use in Banff by residents and visitors is well below the provincial and national average. This is due in large part from the absence of industrial activity in the town, which typically represents a significant component of energy use in Canadian communities.

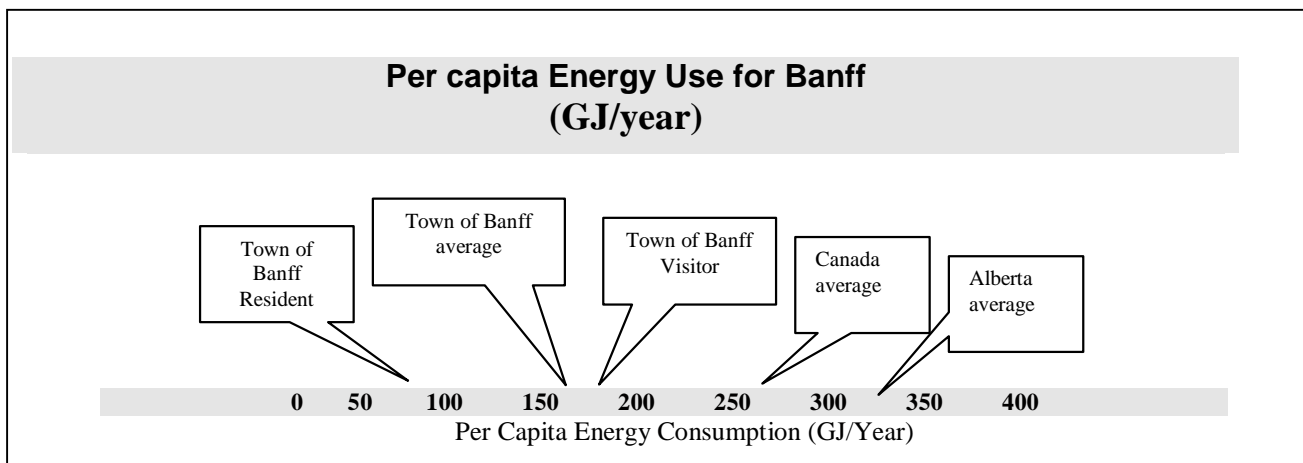


Figure 1: Per capita Energy Use for Banff

Table 2: Annual Energy Consumption by Fuel

Fuel	Annual consumption [GJ]	Revenue
Natural Gas	1,080,163	\$5,700,000
Electricity	428,963	\$7,900,000
Gasoline/Diesel	2,801,615	\$40,500,000
Total	4,310,741	\$54,100,000

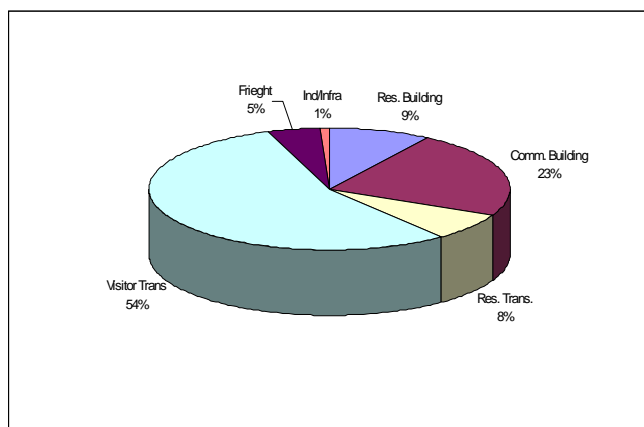


Figure 2: Energy Consumption by end use

Figure 2 illustrates the breakdown of energy consumption by end use for Banff in 1998. As can be seen, visitor transportation is the largest component of energy use in the community.

Banff in 2020

Visitor and residential population will continue to grow in Banff if current trends are sustained. The community of Banff has choices in how it meets future demands for

transportation, housing, and services. For example, the town can modify construction standards, alter densities through rezoning, or investigate alternative energy supplies. Each of these choices has a direct impact on energy consumption and expenditures on energy services.

Business As Usual for Banff, 1998-2020

Figure 3 illustrates energy use over the next 20 years under the Business as Usual Scenario for Banff. In the absence of any new policies or programs in the town, total energy consumption is expected to increase from 4,500 GJ in 1998 to 7,300 GJ in 2020. This represents a 40% increase in total energy consumption, and is attributable mainly to the large increase in visitors to Banff over the study period.

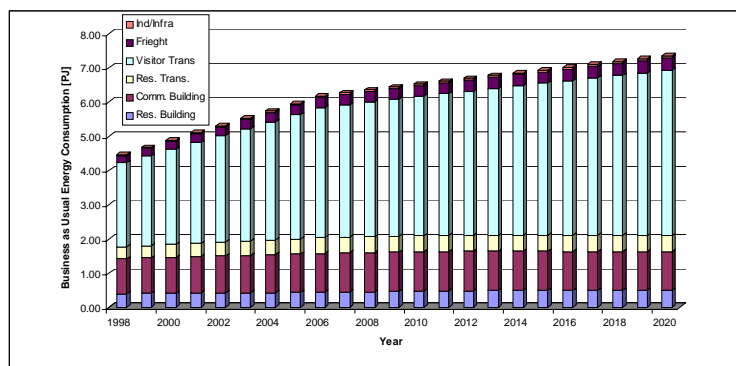


Figure 3: Business As Usual Energy Projection, 1998 - 2020

On a per capita basis, annual energy use will increase slightly from 148 GJ/person in 1998 to 163 GJ/person by 2020.

Alternative Scenarios

Banff has choices it can make to reduce energy consumption below the projections in the previous section. Four policies and programs were modelled to examine the impact on energy use in Banff over the next 20 years. These are described below.

Programs Modelled in the Alternative Scenarios

1. Green energy supply system

Green Power from local wind and micro hydro supplies are purchased in order to reduce the fraction of the town's electricity purchased from coal fired thermal generating facilities.

2. Transportation demand management energy

A transportation demand management (TDM) plan is implemented in the Town to reduce energy consumption associated with transportation.

3. Retrofit existing buildings

The Energuide for Houses initiative is introduced in the town to retrofit existing residential buildings. In addition, the Federal Building Initiative (FBI) is utilised to upgrade existing federal government buildings located in the town.

4. Building design guidelines

New energy efficient building construction standards are introduced which apply to all new residential and commercial buildings.

For the purpose of modelling, these programs were bundled into two scenarios:

1. A “*Low Cost/No Cost*” scenario was developed which was based on implementing those programs with minimal or no cost to the community. This scenario relies mainly on programs currently available, such as the Energuide for Houses program from Natural Resources Canada, as well as initiatives where the town’s role is limited mainly to providing information. This scenario represents a lower bound on what is achievable to reduce energy requirements in Banff below the Business as Usual Scenario.
2. A “*Conservator scenario*” was developed to estimate the opportunity to reduce energy use, greenhouse gas emissions where programs are implemented to achieve commitments to the Partners for Climate Protection Program and the 3NEI Framework. This scenario requires a more aggressive implementation of programs, and more active support from the town.

Overall Impact of Community Energy Plan

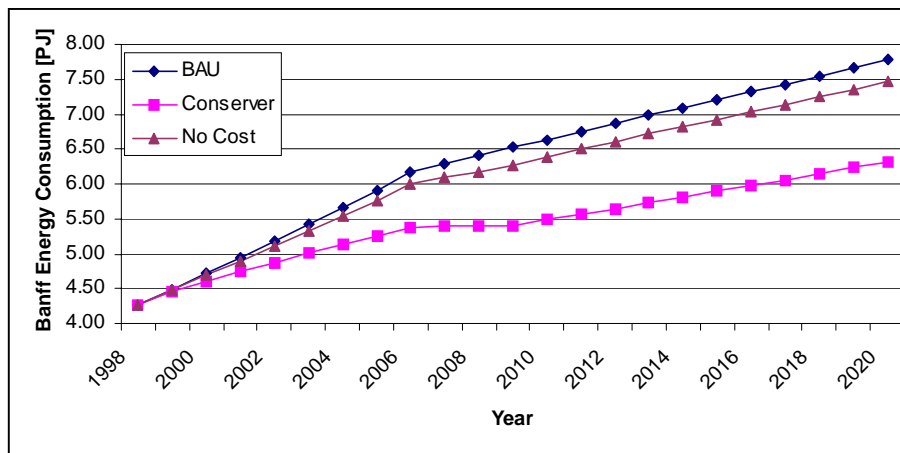
Table 3 and Figure 4 highlight the projected energy savings between 1998 and 2020 from implementation of the CEP. By the year 2020, there would be an annual decrease in energy consumption of approximately 20 GJ/person per year below business as usual projections.

Most noticeably, implementation of all scenarios of the Community Energy Plan will lead to:

- A 7% average reduction of household energy expenditures.
- A reduction of per capita carbon dioxide emissions by 20% below 1998 levels.
- The cumulative savings on energy dollars spent in the community between 1998 and 2010 are approximately \$20 million dollars.

Table 3: Impact of Implementing Banff Community Energy Plan

CEP Indicators	Baseline Value (1998)	BAU (2010)	Low Cost /No Cost Scenario (2010)	Conserver Scenario (2010)
Total area occupied by parking facilities [Ha]	14.7	18.2	17.3	14.6
Per capita greenhouse gas emissions from residents and visitors[Tonnes]	11.5	12.0	11.6	9.8
Total greenhouse gas emissions from town [Tonnes]	329,500	510,000	491,000	418,500
Population	28,700	42,500	42,500	42,50
Number of new industry types that are locally owned and operated as a result of the CEP	Not applicable	0	1	1
Total annual vehicle kilometres travelled by residents [km]	9,700	13,200	12,500	11,200
Percentage visitors travelling by mode of transportation				
SOV	81%			
Bus	17%			
Other	2%			
Percentage demand for energy achieved through expansion to supply versus DSM	Not applicable	0%	4%	17%
Total energy consumed per year by community [PJ]	4.25	6.64	6.39	5.48
Per capita energy consumed per year by community [GJ/person]	148	156	150	128
Average annual energy requirements for new single family dwellings [GJ/Sq m]	1.18	1.1	1.1	0.8
Percentage of electricity generated in Banff	0%	0%	0%	0%
Percentage of energy from renewable energy sources	5%	5%	5%	10%
Average residential energy use [GJ/person]				
Resident	92	91	84	74
Visitor	173	166	158	135
Town average	155	153	141	121

**Figure 4: Banff Energy Scenarios**

1.Introduction

1.1. Background on Banff Community Energy Plan (CEP)

National Parks' communities should be models for ecological sustainability, reflecting their unique location and the Parks' primary focus on ecological integrity. In this context, the Town of Banff is involved in an intensive planning exercise that will permit better management of the impacts of development. A major challenge for the Town of Banff is to integrate community energy planning with other planning activities, and to create an Environmental Management System (EMS). Banff must find a direction for growth that satisfies an exceptional set of physical resource and ecological constraints, while at the same time taking full advantage of opportunities for enhancing the heritage of the community, its sense of place, economic health, diversity of lifestyles and social equity. This is the essence of sustainable urban development - improving environment and human conditions simultaneously - and is a situation that must be faced by the other communities within the park boundaries. By virtue of its special location and constraints, the Town of Banff will be leading the way for these other park communities.

Project Goal

The goal of this project is to:

demonstrate the relationship between energy and community objectives, identify the potential benefits of CEP, and to quantify these benefits in terms of energy efficiencies and cost savings.

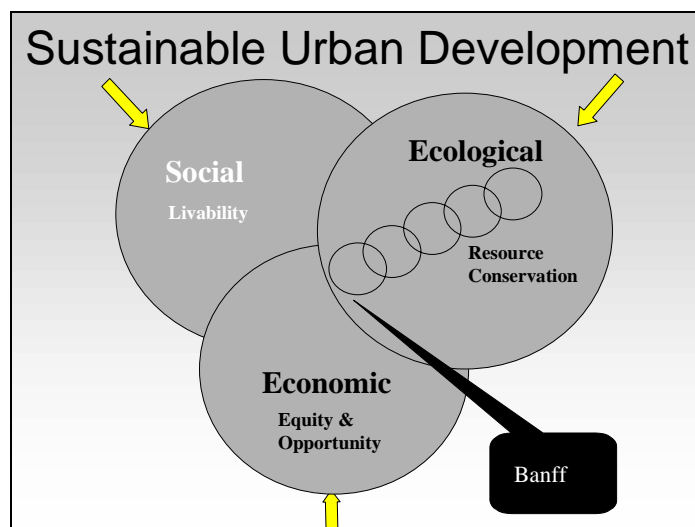


Figure 5: Sustainable urban development in Banff

1.2. Purpose of this Document

The purpose of the report is to provide information on current and expected energy consumption and associated economic and environmental impacts in Banff. To quantify expected energy consumption over the next twenty years, one "Business as Usual Scenario" and two alternative scenarios have been developed.

At a broader level, this assignment is intended to provide a template by which the other National Parks' communities may develop Community Energy Plans. The current assignment has been conducted in a way to ensure the methodology and assumptions are transparent, and the models are transferable.

1.3. Method used in this Analysis

The Tool-kit for Integrated Resource Accounting (TIRA) is a planning methodology and software application developed and used by the Sheltair Group, and applied to the Town of Banff. TIRA involves the five-step process outlined in Figure 6 and described below.

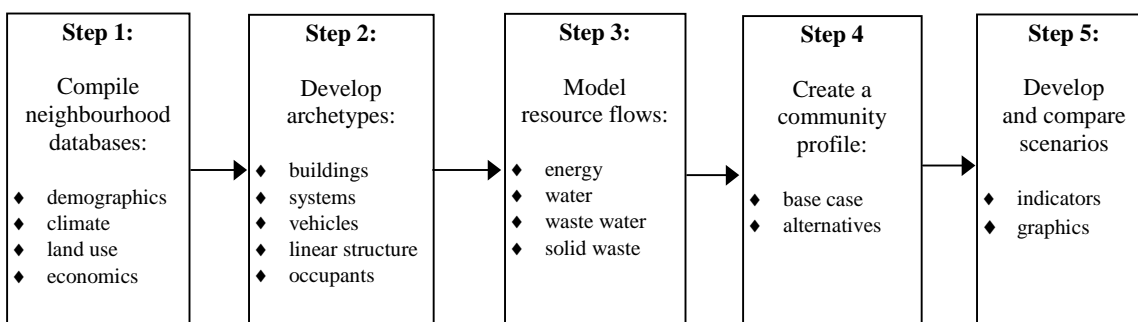


Figure 6: The integrated resource accounting method

Step 1: Compile Community Databases

Data are assembled from site visits and external sources, including:

- Environment Canada for climate
- Parks Canada data of park and town visitor rates
- The Town of Banff Community Plan for population and development projections.
- Site visits and site interviews for current building stock population, design details, infrastructure details, occupancy rates, future development plans, and current resource related problems and concerns.
- Trans Alta and ATCO Gas for current electrical and natural gas data.

Step 2: Develop Archetypes

- A set of statistically representative archetypes are developed to capture the diversity of energy efficiency characteristics, equipment installation, occupancy rates and occupant behaviour across the entire building, transportation and equipment stock.

Step 3: Model Energy Supply and Demand

- The estimate of residential energy consumption in the Town of Banff is based on building archetypes analysed using an energy simulation model called AUDIT2000, developed by Natural Resources Canada (NRCan).
- The commercial building stock is modelled using DOE 2.1E¹ simulations of the archetypes.

¹ DOE 2.1E is a software program used to model energy consumption in buildings.

- Transportation energy is obtained from service station records, vehicle surveys and traffic counts.
- The estimates of energy flows are calibrated wherever possible against data from the electric and gas utilities. For example, estimates of total energy use by the residential and commercial sectors may be compared to sales of electricity. Based on similar applications in other urban areas, the agreement between calculated energy use and historical utility sales records is generally of the order of 6%.

Step 4: Create a Community Profile

- The data across all archetypes is aggregated to simulate current resource consumption and impacts at the community scale.

Step 5: Develop and Run Scenarios

- Population and development growth rates are projected based on the Town of Banff Community Plan and Parks Canada Statistics.
- Scenarios are defined by selecting probable rates of change and by identifying which factors are likely to remain constant and which will vary over time.
- The scenarios are modelled by combining the individual archetype simulations to estimate cumulative changes in resource flows for the community.

1.4. Relationship of Community Energy Plan to other Planning Documents

The official policy document for guiding the future growth and development of the Town is the Banff Community Plan. It was last updated and adopted by the Town Council in 1998. As noted in the Community Plan:

The Banff Community Plan (Municipal Development Plan) is the primary planning document for the Town of Banff and supersedes all previous General Municipal Plans for the Town. All future plans, policies, and guidelines must conform to the policies and objectives contained within this document.

Due to Banff's unique position within a National Park, the Incorporation Agreement between the Town of Banff and the Government of Canada also guides development in the community. This agreement requires that "the Environmental Assessment and Review Process Guidelines Order applies to all development, subdivision or other proposal within the town-site".

In combination, the above documents have an enormous potential influence on energy consumption in the community as it grows and develops. By incorporating energy considerations into the community plan, future development can be intentionally influenced in an energy-efficient direction. A Community Energy Plan can facilitate such a process by serving as a detailed reference document, documenting specific energy objectives and targets, technical information, and implementation considerations.

1.5. Relationship of Community Energy Plan to ongoing Planning Initiatives

The Town of Banff is committed to a policy of no net negative environmental impact (3NEI). Work to implement the 3NEI Framework is currently underway, and the Town has commissioned a project to develop an Environmental Management System (EMS). It is expected the EMS will be in place in 2001. The consultant for the current project has worked closely with the EMS consultants to avoid duplication of efforts and to co-ordinate the planning objectives.

2. The Impact of a CEP in Banff

Community Energy Planning includes the integration of energy considerations into all aspects of local government policies and programs. It includes an examination of current energy demand and supply characteristics in the community, and quantifies opportunities for reducing energy use over time. The energy plan focuses on meeting Banff's energy service needs in ways that minimise energy throughput, while offering economic and environmental benefits.

On the demand side, the CEP includes two broad initiatives. The first of these is to change the way in which future developments are designed in the town through land use planning. The second includes upgrades to local building codes, demand-side management (DSM) programs, and integrated resource planning (IRP). The overarching objective for both sets of initiatives is to create a more sustainable community.

On the supply side, Community Energy Planning includes the investigation of current and potential energy supply systems to investigate opportunities for Community Energy Systems (CES) or to integrate local supplies of waste energy with local demands.

Specific opportunities for CES, in approximate order of priority, include:

1. The generation of energy from wastes or free sources of heat so as to mitigate a pollution problem or to displace fossil fuel (e.g. the Banff hot springs were examined as a source of free geothermal energy; however, current utilisation may be drawing down the spring);
2. The use of heat rejected from a building or municipal facility to provide heating for other users, and thereby displace fossil (e.g. local hotels were surveyed for excess plant capacity as a means to develop a district energy system); and,
3. The use of locally available renewable energy to displace fossil fuels (e.g. local wind resources);

Opportunities for a local community energy system were examined as part of the current terms of reference. Local hotels were surveyed for excess boiler capacity as a means of initiating a district heating system. The Banff hot springs were assessed as a source for geothermal energy. Neither of these options proved viable. Further, given the absence of an industrial base in the town, and the sensitivity regarding new sources of air emissions, no viable opportunities for a community energy system were identified.

2.1. Two Spheres of Influence

The Town of Banff and Parks Canada have a major impact on local patterns of energy use, urban development, and economic activity. They have both *Direct Control* and *Indirect Control and Influence* over how, why and to what extent energy is used. The potential role of the current initiative is to identify how to achieve environmental and community development objectives in both these "spheres of influence".

1. Direct Energy Use

In the course of providing municipal and park services to citizens and visitors, Parks Canada and the Town of Banff consume energy through their management of the park and town and through the provision of local services. As a consequence, Parks Canada and the Town of Banff have direct control over how municipal facilities are operated and local services delivered. Decisions of a policy, planning and budgetary nature to reduce energy use are among the powers of municipal Councils and staff. For example, Parks Canada and the Town own and operate facilities such as Town Hall, recreation facilities, parks, housing and works buildings. Finally, both the Park and the Town operate a fleet of vehicles.

2. Indirect Energy Use

The consumption of energy in the town is shaped by land use practices, spatial distribution of the economy, transportation systems, the energy efficiency of building stock and the source of energy (i.e. the systems and fuel used to generate electricity and power). In these areas, the Town of Banff and Parks Canada have indirect control and influence over how energy is consumed. Through bylaws, energy use standards in building codes, development charges, zoning requirements, relationships with local utilities and communication with local businesses and residents, the Town, and to a lesser extent, Parks Canada partially determine how energy is consumed.

2.2. Potential Benefits of the CEP to Banff

The Banff Community Energy Plan can assist the community in at least eight ways:

1. **Cost Reduction to Business and Residents.** Lifecycle costs for buildings and infrastructure can be reduced, increasing profitability of business activities, and reducing costs to homeowners.
2. **Lower Infrastructure Cost.** The town of Banff will be facing capital costs for transmission line upgrades², which can be postponed or avoided with proper resource planning.
3. **Contribution to the EMS Initiative.** Indicators and benchmarks can be calculated for energy-related factors, giving the community important feedback in their progress towards achieving sustainability.
4. **Improved Air Quality and Reduced Greenhouse Gas Emissions.** Fewer automobile trips and more efficient houses and businesses result in significantly lower local air pollution and greenhouse gas emissions, especially carbon dioxide (CO₂).
5. **Less Traffic Congestion and Better Mobility.** Easy and safe access to public transit, and a mixture of land uses, and reduced auto use, result in less traffic congestion and gasoline consumption.

² While the town of Banff does not own the transmission lines, in general utilities pass the cost of transmission upgrades directly through to the customer.

6. **Reduced Cost to Provide Public Services.** Energy-efficient development patterns reduce the length of water, sewer, natural gas, and electric lines thereby saving construction, operating and maintenance dollars for both the public and private sectors.
7. **Open Space and Land Preservation.** Efficient development of zoning reduces sprawl and preserves carbon emissions sinks.
8. **Job Retention and Creation.** Reducing commercial and light industrial energy costs and local reinvestment of savings help to protect existing jobs and may create new jobs.

3.Indicators Framework

A comprehensive framework for the CEP has been developed in order to organise information in a way that makes it easier to develop specific policies and programs. The framework created for the Town of Banff is based on the vision, goals and objectives articulated in the Banff Community Plan.

The framework may be thought of as a pyramid that has, at its top, a community vision that includes the following elements:

- A sustainable national park,
- A balanced community, and
- An improving and involved community.

From this vision, the framework divides into a spreading tree of goals and objectives, at increasing levels of specificity (see Figure 7). The key elements of the framework are obtained from the current Banff Community Plan and the ongoing work to develop an Environmental Management System for the community. The framework elements are linked as follows: from the general **vision**, a number of **categories** are derived. Each category is divided into a series of **goals**, which are themselves further separated into specific **objectives**; each objective leads to one or more performance **indicators** for which **targets** are set, and which are supported by **reference values** and **precedents**.

A description of each element of the framework is provided below.

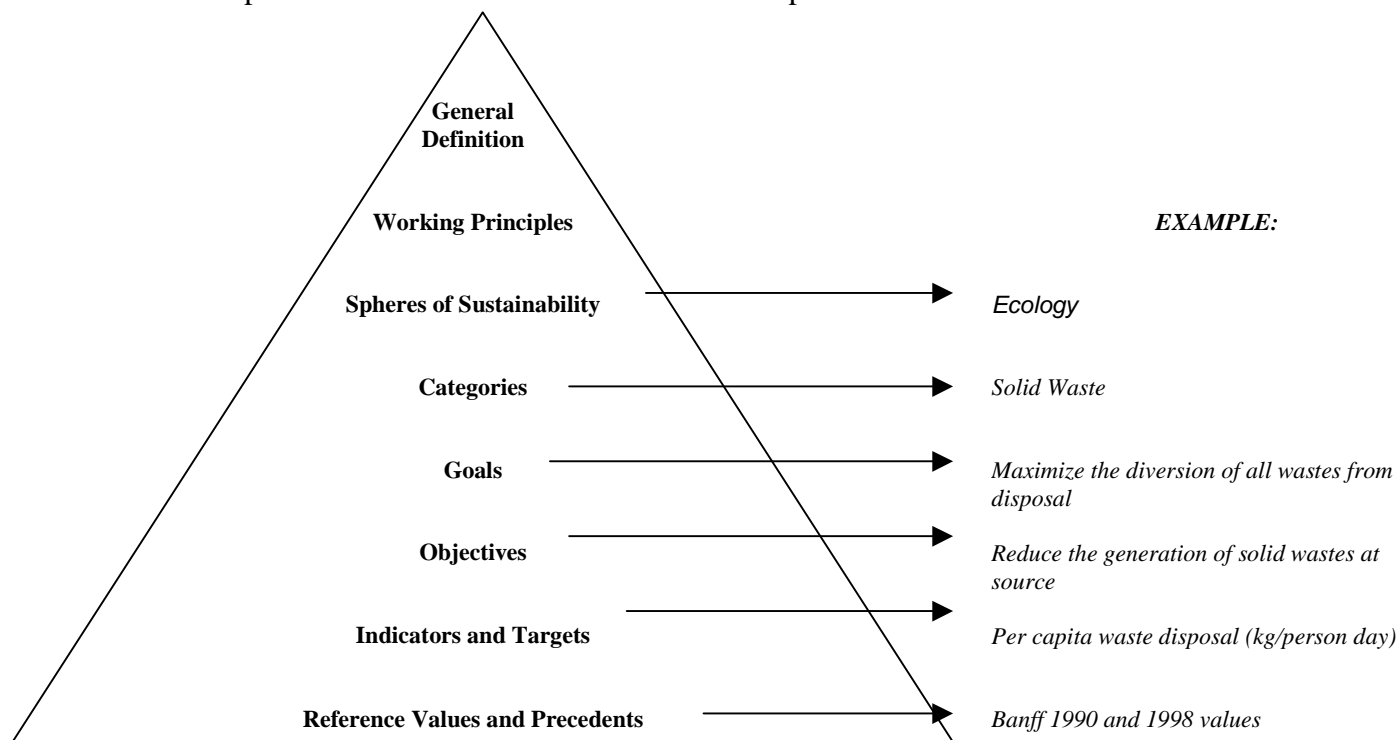


Figure 7: CEP Indicators Framework

3.1. Levels within the Comprehensive Framework

Categories

Categories are general subject areas that organise the range of possible concerns into convenient topics. The categories are somewhat arbitrary, but their role is to help users identify those areas where they have special interest or expertise. Some of the categories reflect the different parts of the physical world (i.e. air, water and land), while others reflect sectors and services (i.e. transportation and housing). Overlap between the categories is unavoidable. Categories used in this framework are obtained from the Banff Community Plan and include:

- Growth and Development
- Environmental Protection
- Heritage Preservation and Development Quality
- Residential Land Use
- Commercial Land Use
- Community, Institutional and Recreational Land Use
- Tourism and Economy
- Transportation and Parking
- Utilities and Infrastructure
- Municipal Finance
- Community and Visitor Services
- Special Policy Areas
- Regional Integration

Goals

Goals are broad statements that define the ultimate condition desired. In this framework, goals are intended to elaborate upon the fundamental principles of the community vision, and express an ideal. Some goals will conflict with other goals, which simply means that in the real world, trade-offs are necessary.

Objectives

Objectives are very similar to goals, except they are more specific, and use terms that indicate the direction of change that is needed. The increased clarity of the objectives makes it easier to understand the problems that are addressed, and to set measurable targets for performance.

Indicators

An indicator is a conceptual tool, expressed in clear and concise terms, that measures progress towards (or away from) an objective. Indicators provide a means of looking back and establishing trends. They also provide a basis for comparing one community with another. They also provide a means of setting targets for where we want to be at some future time.

An indicator is rarely capable of measuring everything that is contained in the objective. Its role is simply to “indicate” performance. Ideally the indicator chosen should be a good surrogate for the entire class of effects – not just for what is being measured.

Sometimes to avoid missing key issues one objective may require a number of different indicators.

Reference Values or Benchmarks

Reference values are measurements or estimates of actual performance taken from case studies. Reference values help to scope out what is possible, and provide a calibrated scale for use in setting targets for the Town of Banff. Ideally reference values for each indicator will range from typical practice, particularly within the local region, to the most exemplary community.

Understanding reference values requires some knowledge of what is similar, and what is different, between the Town of Banff and the reference. Thus, each reference value needs to be described and explained.

Targets

Targets establish the desired level of performance for the neighbourhood. It is crucial to recognise, however, that they are intended to function as guides rather than standards. Targets are intended to be technically and economically feasible, but also challenging. It is likely that some of the performance targets for the Town of Banff will prove to be unachievable. If all the targets are achieved, then they probably weren't challenging enough.

Some of the targets require co-operation and participation by other jurisdictions, and by the future residents of the town. Thus, the Town Council may need to provide information and leadership - in addition to establishing policy – if the target is to be reached.

One of the benefits of establishing targets is that many groups and individuals can translate the targets into terms they are familiar with, and take personal responsibility for making a contribution. Targets help to engage and inspire people – and provide an important balance to the usual rules and regulations. Ideally, the energy targets selected for the Town of Banff will help to direct the efforts of many people towards the community goals and objectives.

Precedents

Precedents are detailed case studies of projects in other locations where similar goals were addressed. Although the precedents may not have used the same indicators to evaluate progress as are selected for the Town of Banff, their success in trying to achieve similar objectives is very useful in guiding target-setting and policy formation. Precedents are one means of establishing what is technically and economically achievable.

Precedents can be instructional even when other communities have failed to achieve their objective, for they can teach us what may and what may not be feasible, or what might increase the risk of failure. Part of the value of using precedents comes from the many commonalities between communities, even though important differences may exist in

climate, natural resources, infrastructure, land use and political structure. The Banff CEP indicators framework is presented in Table 1.

3.2. Table 1: Banff CEP Indicators Framework

Category	Goal	Objectives	CEP Indicators
Growth and development	To manage the quantity, type and rate of growth to achieve sustainable community	To ensure an adequate supply of residential , commercial and institutional land and densities	Total area occupied by transportation facilities (roads, parking, etc.)
Environmental protection	To provide a quality environment for the co-existence of humans and nature	To develop Banff as a model environment and National park community	Per capita greenhouse gas emissions from residents
Commercial land use	To provide an adequate supply of commercially zoned land at allowable densities to meet the needs of residents and visitors	Cap on population of 10,000	Population in years 2010 and 2020
Tourism and economy	To maintain a healthy and sustainable tourism-based economy	To encourage a stable economy based on year round tourism and other economic activity related to Banff's natural setting	# of new industry types that are locally owned and/or operated as a result of the CEP
Transportation and parking	To develop a transportation system which enhances pedestrian movement and cycling, provides access for public transit, encourages integration of people and goods and is environmentally sustainable	To give high priority to non-vehicular modes of transportation	% of street area dedicated to uses other than single occupancy vehicles
		To provide a transportation system which will provide a variety of alternatives To provide a system which will improve management	total annual vehicle kilometres travelled by residents of Banff % of dwelling units within 350 m of basic services Percentage of residents and visitors travelling by each mode of transportation

Category	Goal	Objectives	CEP Indicators
Utilities and infrastructure	To provide and maintain utilities and services that exceed minimum environmental standards and are designed to meet existing and future needs	To correct existing utility deficiencies	% demand for water achieved through expansion to supply versus DSM
		To ensure utilities and infrastructure are planned to accommodate existing and future demand	Total and per capita energy consumed per year by community,
			Non-renewable energy use and peak requirements for single family dwellings
		To ensure the provision of safe, economic and reliable utility infra To ensure that utilities are upgraded in environmentally sensitive manner	% of electricity generated in Banff % of energy derived from renewable energy sources
Municipal finance	To provide services to residents in a cost effective equitable manner	To observe principles of sound financial management	Annual energy cost of municipal infrastructure per capita
		To ensure the costs of new infrastructure are fairly allocated	% annual energy consumption by residents versus non-residents
Community and visitor services	To maintain and build on Banff's medical, educational as a foundation to the community		
Special policy areas	To identify special areas for which additional review is required	To contribute to a regional program of environmental stewardship	

3.3. Description of the CEP Indicators

This section contains a description of each of the indicators identified as useful for the energy plan. Each description is presented in terms of what the indicator means, and how it relates to the fundamental goals and objectives established by the Town.

Total Area Occupied by Transportation Facilities (roads, parking etc.)

There is a strong, albeit poorly understood relationship among transportation, land use for parking and roads and energy consumption. Newman and Kenworthy [1999] have analysed this relationship extensively, and have concluded that transportation and transportation energy increase as the area of road increases. As noted in the Environmental Overview, “traffic and parking requirements resulting from new commercial and residential development, as well as projected day use increases, could potentially have significant environmental consequences”. In the context of the community energy plan, increasing the supply of parking and transportation facilities frequently results in an increase in demand for those services, thus creating an upward spiral in energy consumption in the town.

Per Capita and Total Greenhouse Gas Emissions from Banff

The evidence is mounting that the earth’s atmosphere is being warmed as a result of human-generated emissions of greenhouse gasses (GHG). Global warming occurs when carbon dioxide, nitrous oxide, methane, and other gases in the atmosphere trap heat much in the way a greenhouse would. Carbon dioxide emissions account for almost 80% of Canada's GHG emissions and are mainly the result of energy consumption from fossil fuels. To reduce global levels of greenhouse gases it is necessary to take actions that reduce emissions from transportation and building energy consumption. This CEP represents an excellent opportunity to demonstrate how improved planning can substantially lower greenhouse gas emissions.

Population

There is almost a linear relationship between population growth and changes in energy consumption. While the residential population is likely going to stabilise at its current level, visitor population is likely to increase substantially over the next twenty years. Based on information from Parks Canada visitor statistics, the annual increase in visit days is increasing by approximately 3% per year.

Number of New Industry Types that are Locally Owned and Operated as a Result of the CEP

The implementation of a Community Energy Plan may result in a range of new local business activities, such as building restoration contractors, community owned utilities, or green building design services. This has the effect of improving the economic development opportunities of a community, and the cost-effectiveness of all services.

Percentage of Street area that is Dedicated to non SOV uses

Relative street area dedicated to non-car use is possibly the single most important characteristic of pedestrian orientation. At present, large amounts of land are dedicated solely to automobile infrastructure in urban areas throughout North America. For

example, it is estimated that over 30% of the land area in the City of Vancouver, and as much as 75% of Los Angeles, are devoted to automobile uses. The maintenance of this amount of infrastructure is expensive and the corresponding reduction of land available for housing and other uses increases housing costs. The environmental impact of this type of land use pattern is also quite large as there are negative impacts in terms of storm water run-off quality and quantity, the loss of biologically productive land, loss of wildlife habitat, loss of wildlife corridors, increased noise and light, and increased air pollution, to name only a few.

Total Annual Vehicle Kilometres Travelled by SOV by Residents

Non-renewable energy used for transportation is the largest single component of the energy budget for Banff. As such, it is the primary source of air and water pollution in Banff. Automotive sources account for about 76% of all contaminants in our air, and are responsible for roughly 58% of air pollutant precursors to ozone formation. For these reasons, the total distance travelled by car on a per capita basis is indicative of multiple stressors on the environment. (Measuring air pollutants directly is impractical, since emissions from non-point sources are difficult to isolate.)

Percentage of Dwelling Units Within 350 m of Basic Services

Traffic models have indicated that travel time is much more important than travel costs in the modal choice of most trip-makers. If most basic needs can be satisfied within a five to ten minute walk of housing or hotels, the perceived need to operate a car is greatly reduced. A distance of 350-m is commonly accepted as the maximum distance that the average person will regularly walk to access basic services, such as a corner or grocery store, restaurant, a post office, and a coffee shop. (The grade and block sizes are also key).

This indicator represents the need to encourage improved housing developments with a mixture of land use mixes, and transportation systems in order to provide neighbourhood residents and visitors with efficient access to their nearby activity centres. An activity centre is broadly defined as a location where people can access services and shops for basic needs. While traditionally such centres were represented by local town squares, they have been replaced with malls, strips of shops, and corner stores.

Percentage of Residents and Visitors Travelling by Mode of Transportation

A range of variables affects energy consumption from transportation. Among the most important are:

- Price for fuel and parking,
- Density, and centrality,
- Vehicle efficiency, and
- Availability of different modes and levels of service.

Improving the availability of different modes can have a substantial affect on energy consumption. For example, providing frequent and regular bus service between Canmore and Banff for commuters will likely have a significant impact on energy use (and parking availability) in the town.

Percentage Demand for Energy Achieved Through Expansion to Supply Versus DSM

The economics of Demand Side Management (DSM) versus increased supply capacity suggest that it is frequently less expensive to conserve a unit of energy than it is to increase the supply capacity. This is particularly true for coal-fired electricity where the externality cost of coal generation is significant.

From an environmental perspective, any increase in energy consumption in Banff results in increased use of coal-fired electrical generation. The generation facilities are located close to Edmonton, and their impact on the air, water and land resources of the town and adjacent park are negligible. However, the regional inputs of increased consumption of energy are significant.

Total and Per Capita Energy Consumed per Year by Community

Infrastructure that delivers energy to consumers, such as electrical generation facilities or natural gas pipelines, is not sized for the average energy load but rather for the maximum energy load that it will have to deliver. Thus the peak demand of customers for energy determines the size and cost of infrastructure required.

Greater peak demand for energy requires larger energy generation and delivery infrastructure that results in environmental damage and greater economic costs that are passed on to the consumer. For example, increased heating demand requires new natural gas pipelines and pumping stations, or larger district heating piping systems and boilers, or greater electrical demand. Increased electrical demand puts pressure on utilities to increase capacity, resulting in greater environmental and economic costs.

Peak electrical demand can be reduced by reducing cooling and lighting loads, increasing the efficiency of electrical equipment, using power factor correction, and by designing control systems to schedule operation of equipment to minimise peak demand loads. By far the greatest impact can be achieved by eliminating the use of electrical baseboard heaters for space heating.

Average Annual Energy Requirements for New Single Family Dwellings

Fossil fuel use depletes a non-renewable resource. At 1989 rates of production and consumption proven reserves of oil will last until the year 2032, gas until 2053, and coal until 2380. However energy use is increasing world wide, and reserves may be used up more quickly than estimated.

Non-renewable energy consumption must be reduced in order to reduce the negative impact on the environment associated with the use of such fossil fuels as natural gas, coal, gasoline, diesel, and propane. For example, the combustion of fossil fuels produces both carbon dioxide -- a major contributor to the global greenhouse effect-- as well as sulphur oxides, nitrogen oxides, and particulate matter that contribute to local air pollution. The extraction of fossil fuels also damages the local environment through open pit mining and the release of greenhouse gas emissions.

Percentage of Renewable Energy Generated in Banff

Renewable energy sources, which include solar photovoltaic electricity, solar hot water heating, biomass combustion, and geothermal energy, can be used to displace non-renewable energy sources and their associated negative environmental impacts.

Increasing the amount of renewable energy generated on-site increases the community's self-reliance and reduces potential vulnerability from disruption of energy supply (for example, the Quebec ice storm of 1998), or fluctuations in non-renewable energy prices (for example, the OPEC crisis in the early 1970s).

Percentage of Energy from Renewable Energy Sources

The more renewable energy generated on-site, the less non-renewable energy consumption will be used, and the more the neighbourhood will benefit from increased self-reliance, adaptability, job creation, innovation and a sense of place.

Integrated district energy systems represent an ideal method for supplying the community with a diversified mix of energy sources. They can supply heating and cooling to homes and businesses through the use of a wide variety of different fuels and technologies while utilising waste heat from sources such as electrical production, industry, sewage plants, waste incineration, and so on.

Annual Energy Cost of Municipal Infrastructure

Energy consumption of municipal infrastructure is frequently a significant component of a town's operating budget. More and more, communities are also seeing the energy budget as an opportunity, as investment in energy efficiency can frequently result in significant paybacks to the community.

A second benefit from quantifying energy costs of municipal infrastructure is that the success of many community programs is based on "leading by example".

Percentage Annual Energy Consumption by Residents Versus Non-residents

Due to the large relative proportion of visitors, the total energy use in the town is likely affected more by visitors than it is by residents. This has important implications for policies and programs to improve the efficiency of the town, as it becomes important to develop an understanding not only of how much energy is being used, but also who is using that energy.

4. Community Profile

The following is a profile of the Town of Banff from the perspective of factors that affect resource consumption in the community. Inventory includes all buildings and systems that are already built or under construction as of 1998.

4.1. Population in 1998

The population of the Town of Banff varies significantly from season to season and day to day due to the nature of a resort community. For the purpose of this analysis, the population of Banff has been broken down into three categories, including:

- Residential population,
- Overnight visitor population, and
- Day visitor population.

Residential population

A number of population estimates have been developed for the town. The employment-based model used in the Community Plan estimates the residential population at 7,600 in 1998. Alternately, Census Canada permanent 1996 population has been determined to be 6,098. Discussion with town staff, however, estimates the residential population at approximately 8,500.

Overnight Visitor Population

There is no definitive data for visitation statistics for the Town of Banff. The Banff Community Profile (1993) estimated that 2.7 million people visit the town annually. The Banff – Bow Valley Study has compiled information on visitation statistics. This information is presented in Table 4. In addition, Parks Canada has completed traffic counts, and this information is presented in Table 5.

Table 4: Visitation in Banff National Park in thousands [Banff-Bow Valley Study, 1995]

Year	Vehicle Entries	Person Entries	Park Visits	Visit Days
1993 – 1994	3,796	9,490	4,468	10,742
1992 – 1993	3,570	8,925	4,203	10,146
1991 – 1992	3,227	8,818	4,153	10,020
1990 – 1991	3,340	8,351	3,932	9,482

Based on this information and applying a constant rate of growth, it is estimated that there were 11,826,000 visitors to the park in 1998 and 3,150,000 visitors to the town.

Table 5: Park Gate Traffic Count 1998-1999 in Thousands [Parks Canada, 1999]

	Traffic Count	Visitors	Pass Through	Com-muters	Resident s	Cars	Big Trucks	Semi-Trailers	RV	Buses	Motor-cycles
East Gate	2,721	2,954	1,823	446	553	2,399	39	191	35	44	10
David Thompson	64	40	98	1	1	59	0	0	4	0	1
Icefields Parkway	240	602	259	1	4	203	1	0	22	10	4
Hwy 93 South	373	214	710	4	9	324	2	20	21	3	2
TCH West	867	553	1,446	34	27	672	19	113	50	10	4
Total	4,265	4,361	4,337	486	594	3,656	61	325	131	68	20

The number of overnight visitors may be estimated from a "bed unit" (or "pillow") count. The number of commercial bed units in 1998 was 12,812. Commercial bed units include hotel/motel, bed and breakfasts, institutional accommodation, and campground sites. For the sake of comparison, the number of guestrooms in 1998 is assumed to be 4,663. This number was calculated by subtracting campground bed units (3,486) from the total commercial bed units (12,812) and assuming a guestroom is comprised of two bed units.

This value represents a maximum number of visitors. Based on discussions with Town staff, occupancy is generally at or near capacity throughout the year, with the exception of November and March.

Day Visitors

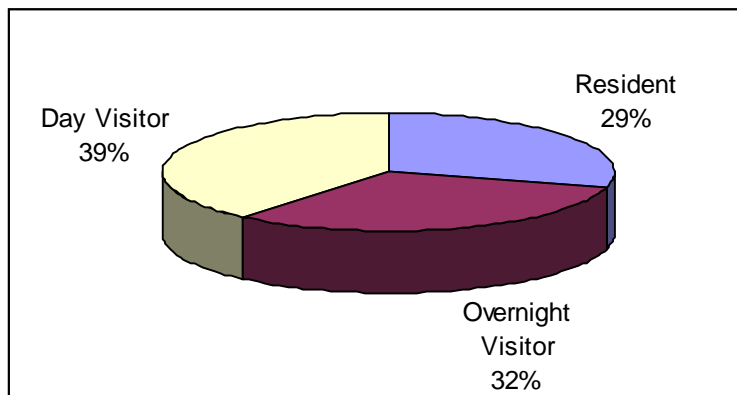
The number of day visitors may be estimated by subtracting the number of overnight visitors from the total number of visitors. Using data presented in Table 4 and applying a constant growth rate to estimate levels of visitation in 1998, the number of day visitors is estimated at 11,400 visitors per day.

Summary of Population Estimates

The population of Banff is summarised in Table 6 and shown in Figure 8. The estimated number of the residential, overnight and day visitor populations represent 29%, 32% and 39% respectively of the total population. It should be emphasised that these estimates represent average numbers of overnight and day visitors. It is estimated there are currently approximately 28,700 bed units in town. This implies that the population during peak seasons might be closer to 37,000.

Table 6: Total Population in Banff, 1998

Segment	Population
Resident	8,500
Overnight Visitor	9,327
Day Visitor	10,917
Total Population	28,744

**Figure 8: Population breakdown in Banff, 1998**

4.2. Stock Profile in 1998

Residential Building Stock

Information on residential buildings was obtained from the 1996 Census from Statistics Canada, and estimates from the Residential growth study [The Town of Banff, 1998]. Based on this information, an estimate of the number of dwellings by detachment style is summarised in Table 7. As can be seen, there are 2,918 residential dwellings, with duplex dwellings and low rise apartments making up the majority of the stock.

Table 7: Residential Dwelling by Detachment

Detachment	Number of Units	Floor Area [Sq. m]
Single Family Dwellings (SFD)	693	171,199
Duplex/row	929	172,751
Apartment	1,296	90,728
Total	2,918	434,678

There is some uncertainty in the exact number of dwellings in the town. Table 8 summarises estimates of dwellings by detachment style based on two additional data sources. An inventory of residential dwellings is planned for 2001, and once complete will provide improved data for further analysis.

Table 8: Residential Dwelling by Detachment

Detachment	Alberta Assessment Data ³	Town of Banff Bed Unit projections ⁴
Single Family Dwellings (SFD)	600	495
Duplex/row	1,000	386
Apartment	400	1,696
Access		190
<i>Total</i>	2000	2,767

Commercial Building Stock

The commercial building stock is summarised in Table 9. The commercial building stock includes 463,700 square meters of floor space. As can be seen, the majority of the stock is made up of warehouse and hotel/motel space.

Table 9: Commercial floor area Distribution [Banff Community Plan Background Report, 1998]

Segment	Floor area [Sq m]
Retail	48,783
Office	21,766
Warehouse	175,093
Food and Beverage	29,368
Automotive	2,296
Hotel/Motel	186,394
<i>Total</i>	<i>463,699</i>

Transportation

The transportation stock is summarised in Table 10. In total, there are 5,580 vehicles registered in Banff. Of this stock, over 90% are made up of passenger vehicles and light trucks.

³ Personal communication, Dennis Forrester, Assessor, Town of Banff, Feb., 2000

⁴ Town of Banff Internal memorandum, January 6, 2000

Table 10: Resident Transportation stock [Alberta Infrastructure, Motor Vehicle Division, 1999]

Vehicle Type	Number
Sedan	2,699
Light truck, van	2,361
Motorcycle	139
Bus	313
Heavy truck	11
Other	57
<i>Total</i>	<i>5,580</i>

Non resident transportation stock is obtained from the vehicle count completed at the park gate. This information is summarised in Table 11.

Table 11: Non-resident Transportation Stock

Vehicle Type	Number
Cars & Light Trucks	8,014
Heavy Trucks	134
Semi-Trailers	712
RV	287
Bus	149
Motorcycles	45
<i>Total</i>	<i>9,341</i>

Infrastructure

There is a range of infrastructure in the town including:

- Street lighting
- Waste Water Treatment Plant and lift stations
- Municipal fleet
- Water treatment, pump stations
- Landfill
- Operations Compound (including Public Works section)
- Town Hall
- Fire Hall
- Bear Street Parkade
- Library/Seniors Center
- Daycare Center
- Recreation Center and parks

Based on analysis as part of the Partners for Climate Change analysis of municipal infrastructure, there is approximately 13,800 m² of municipal buildings. Vehicle stock includes 81 vehicles ranging from pick-up trucks to street sweepers.

4.3. Energy Profile

Energy Supply

The Town of Banff is supplied with electricity from Trans Alta Utilities Corporation. The electrical supply to Banff National Park was upgraded to a 40-Megawatt capacity in 1995. The 1998 winter peak load for the Park was 30 MW. Addition of the allowable 350,000 square feet of commercial space, new residential development, redevelopment and other increases in electricity consumption inside and outside the town will bring the peak consumption closer to the capacity of the existing system. This has additional impacts for electricity users further down the line, including ski areas, outlying commercial accommodations and the resort community of Lake Louise. Upgrading the supply to provide an additional 15 MW capacity may be accomplished by upgrading the transformer in the Town of Banff. This would require an additional 25% expansion to the footprint of the existing substation and a new voltage regulator between Banff and Lake Louise.

ATCO Gas utility provides natural gas service to all buildings in the town. The pipeline that provides natural gas to the Bow Valley has been doubled between the Kananaskis River and the Town of Canmore. Based on information from ATCO Gas, it is expected that this upgrade will meet the anticipated demand for natural gas over the long term.

Propane is used for space heating to a limited extent. It is not expected that propane consumption will increase significantly with the projected development in the town. Wood is also used for supplemental heating in older homes in the town.

There are six service stations providing gasoline and diesel in Banff. These stations are:

- Campbells Towing & Recovery
- Husky Service Banff
- Norquay Esso Service & Car Wash
- Partner Fuel Distributors
- Shell Canada Products Limited Service Stations
- Standish Service Co Ltd.

The annual consumption by fuel type is summarised in Table 12. One of the more problematic aspects of developing this energy consumption in Banff is in dealing with the transportation energy associated with visitors. At the one extreme is the argument that the analysis should include all intra and inter community travel. This would imply, for example, the energy used by aeroplanes to get visitors from their original destinations to Calgary would be included in the calculations. At the other extreme is the argument that visitors are not residents, and should not be included in the analysis at all. In the analysis completed for Banff, the methodology adopted by the Partners for Climate Protection Software has been utilised. This means that all intra community transportation is included, but inter community transportation has not been included. Even obtaining intra community transportation figures are difficult, as the available data is limited. Therefore, to obtain an estimate of intra-community transportation by visitors to Banff, fuel sales by

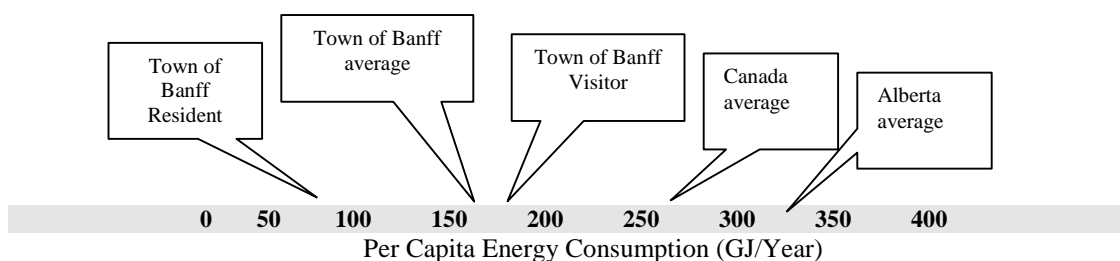
local service stations to visitors have been used as the basis of the energy calculations. Additional research on the transportation characteristics of visitors is required.

Table 12: Annual Energy Consumption by Fuel

Fuel	Annual consumption [GJ]	Revenue
Natural Gas	1,080,163	\$5,700,000
Electricity	428,963	\$7,900,000
Gasoline/Diesel	2,801,615	\$40,500,000
Total	4,310,741	\$54,100,000

The information above includes information for residents and non-residents. On a per capita basis (and including residents and visitors), the average energy consumption is 147 GJ/person/year, and the average energy expenditure is approximately \$1,900 dollars per year. From this information, it is apparent that gasoline and diesel is the largest component of energy supply, both in terms of energy and in terms of cost. Figure 9 illustrates the energy use of visitors and residents compared to the Canadian average and the average energy use in the Province of Alberta. As can be seen, energy use in Banff by residents and visitors is well below the provincial and national average. This is due in large part to the absence of industrial activity in the town, which typically represents a significant component of energy use in communities.

Figure 9: Per capita Energy Use for Banff (GJ/year)



It is important to emphasise that the energy consumption information in Table 12 includes both residents and visitors to the town. Table 13 breaks up energy consumption by fuel for residents and non-residents. As can be seen, visitors consume considerably more energy than residents do. On a per capita basis, residents consume 92 GJ per person and non-residents consume 170 GJ per person. Of the energy consumed by visitors, the majority is used for transportation energy.

Table 13: Annual Energy Consumption by Fuel for Residents and Non-Residents

Fuel	Resident	Non-resident
Electricity	67,805	361,158
Natural Gas	370,976	709,187
Gasoline/Diesel	345,015	2,456,600
<i>Total</i>	<i>783,796</i>	<i>3,526,945</i>
<i>Per Capita</i>	<i>92</i>	<i>177</i>

Energy Demand

End use energy consumption was modelled for all buildings and equipment in the Town of Banff using computerised simulation modelling and engineering calculations. Energy consumption figures were then correlated to natural gas, electricity, and transportation fuel billing data for the baseline year. Information on energy demand broken down by sector is presented in Table 14.

Table 14: Energy Demand by Sector

	Energy Demand [GJ]	Per Capita energy Demand
Residential Building Energy	405,760	47.74
Commercial Building Energy	1,070,345	125.92
Resident Transportation	345,015	40.59
Visitor Transportation	2,456,600	118.53
Industrial	30,696	3.61

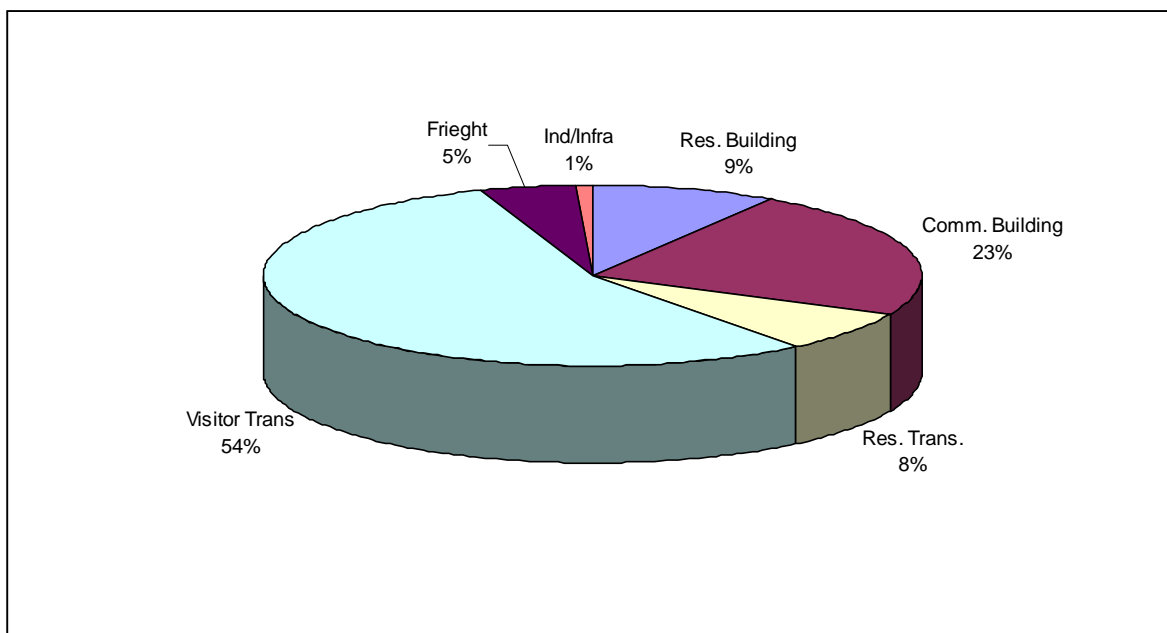
**Figure 10: Energy use by segment**

Figure 10 illustrates the energy use by sector for Banff. As can be seen, visitor transportation is the largest component of energy use in the community. Figure 11 illustrates the magnitude of visitor transportation energy relative to Banff residents, as well as transportation energy in other Alberta locations and for Canada.

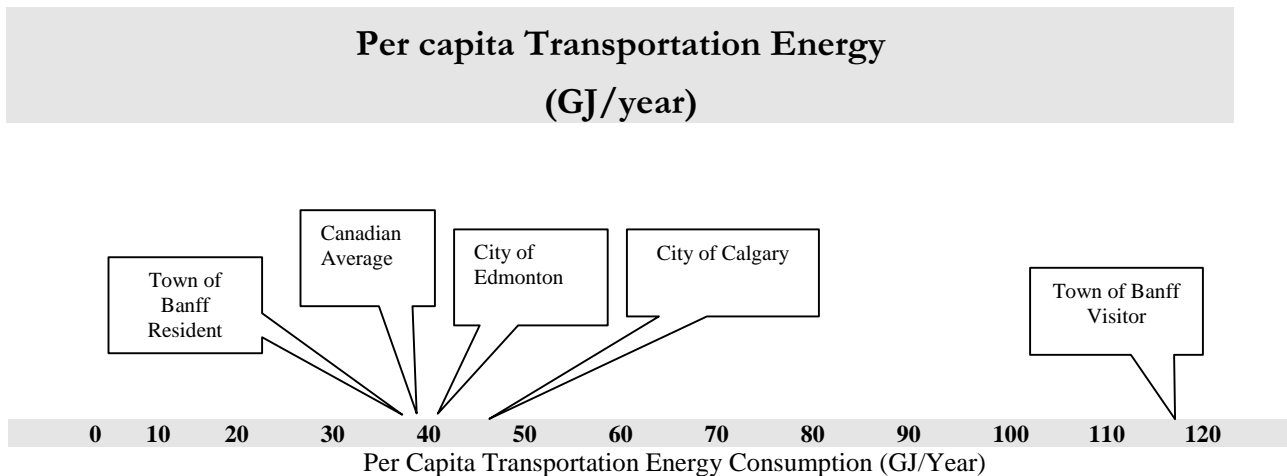


Figure 11: Energy Use for Transportation

Figure 12 illustrates the performance of single family houses relative to new and existing single family buildings in Alberta. While Banff housing performance is consistent with the performance of the existing housing stock in Alberta, there is considerable opportunity for improvement, as identified by the relative performance of an R 2000 house.

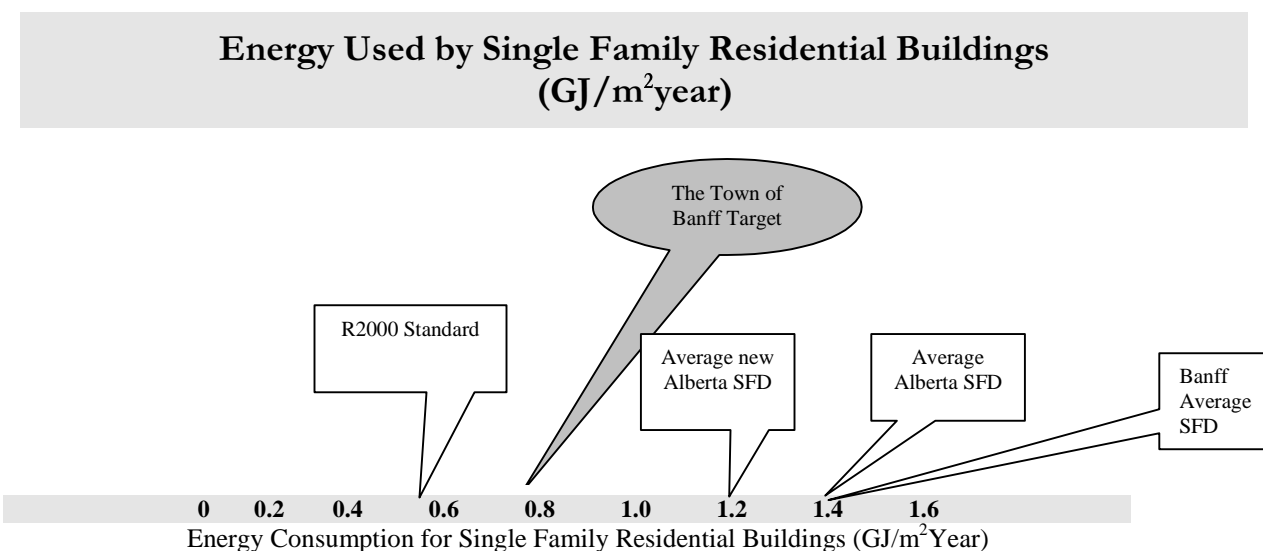


Figure 12: Comparison of Energy Use for Single Family Residential Buildings

Notes

Average Single Family House figures (1.34 GJ/ m2) are based on a weighted average of energy consumption figures from CMHC's STAR Database.

R2000 energy consumption figures (0.59 GJ/ m2) are based on results of energy simulations of new homes in the Town of Banff as built to R2000 energy efficiency standards.

A comparison of hotel energy efficiency between the Town of Banff and other hotels in Alberta is shown in Figure 13. As shown, typical hotels built in the early 1980's consume approximately 12% more energy annually than the average new hotel. However, if new hotels in the Town of Banff were built to the existing ASHRAE 90.1 Standard, they would consume approximately 25% less energy annually. If built to Natural Resource Canada's C2000 building standard they would consume approximately 62% less energy annually. An average sized hotel, with 63,000 ft² of floor area, could save approximately \$10,500 per year in energy costs if built to the ASHRAE 90.1 Standard (resulting in more than 4% cost savings due to fuel switching cost savings) and \$54,000 per year if built to the C2000 Standard.

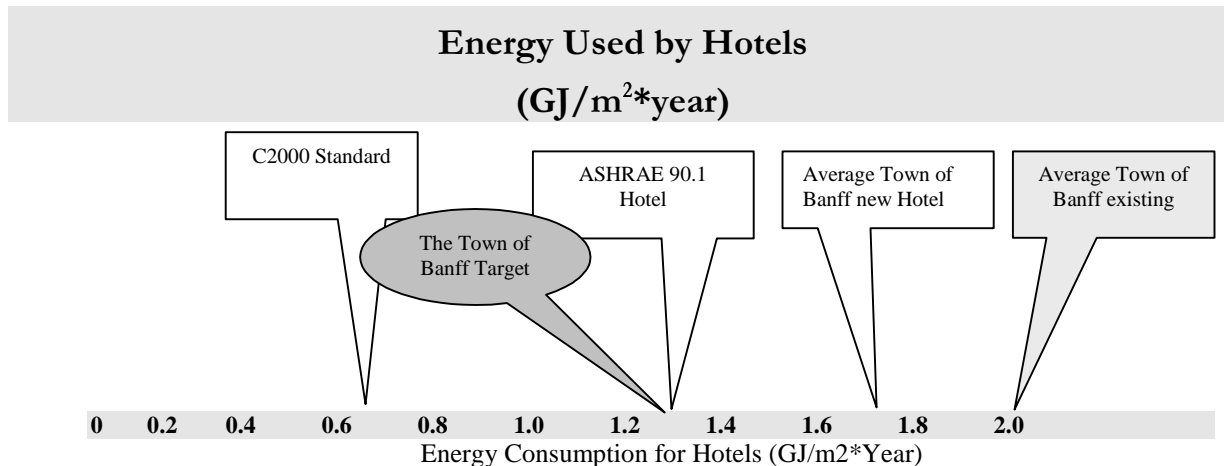


Figure 13: Hotel Performance

Notes

Typical New Hotels energy consumption figures (1.69 GJ / m2) are based on energy simulations of typical new hotels in Banff.

Average Town of Banff Hotel energy consumption figures (1.93 GJ/m2) are based on averaged utility billing data and results of energy simulations of new hotels in the Town of Banff.

ASHRAE 90.1 energy consumption figures (1.29GJ / m2 year) are based on results of energy simulations of typical hotels built to ASHRAE 90.1 standards.

C2000 energy consumption figures (0.64 GJ / m2) are based on results of energy simulations of hotels in the Banff climate zone as built to Natural Resource Canada's C2000 energy efficiency standards.

4.4. CEP Performance of Banff, 1998

Based on the indicators developed in the previous chapter and the foregoing analysis of energy use in the town, Table 15 summarises the current energy performance of Banff.

Table 15: Summary of Banff indicators for 1998

CEP Indicators	Baseline Value (1998)
Total area occupied by parking facilities [Ha]	14.7
Per capita greenhouse gas emissions from residents and visitors[Tonnes]	11.5
Total greenhouse gas emissions from town [Tonnes]	329,500
Population	28,700
Number of new industry types that are locally owned and operated as a result of the CEP	Not applicable
Total annual vehicle kilometers traveled by residents [km]	9,700
Percentage visitors travelling by mode of transportation	
SOV	81%
Bus	17%
Other	2%
Percentage demand for energy achieved through expansion to supply versus DSM	Not applicable
Total energy consumed per year by community [PJ]	4.25
Per capita energy consumed per year by community [GJ/person]	148
Average annual energy requirements for new single family dwellings [GJ/Sq. m]	1.18
Percentage of electricity generated in Banff	0%
Percentage of energy from renewable energy sources	5%
Average residential energy use [GJ/person]	
Resident	92
Visitor	173
Town average	155

4.5. Banff Energy Flow Chart

An energy flow chart was developed for Banff based on the available data. Based on the results of Figure 14, the ratio of primary energy in to useable energy out is approximately 37%. The relative inefficiency of thermal electric generation and automobile transportation has significant impact on the relatively low efficiency of the town. As a basis of comparison, the City of Toronto has an energy efficiency value of 50%, whereas the Town of Malmo, Sweden has an efficiency of approximately 80%. The results of this analysis suggest there is significant opportunity to improve the energy efficiency of the town, and suggest that changes to renewable electricity and away from single occupancy vehicles could have a substantial impact on the overall efficiency of the town.

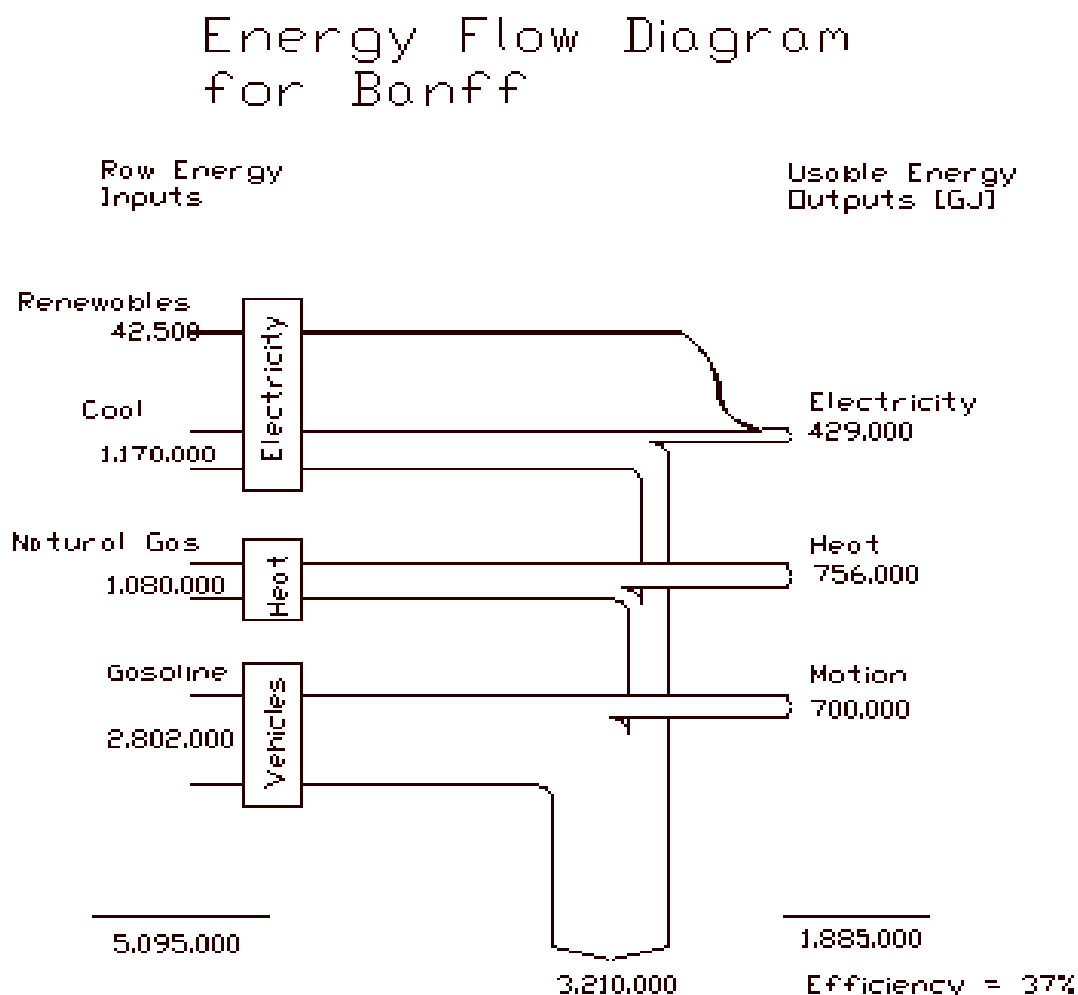


Figure 14: Energy Flow Chart, Banff, 1998.

5. Energy Future for Banff

Visitor and residential population will continue to grow in Banff if current trends are sustained. The community of Banff has choices in how it meets future demands for transportation, housing, and services. For example, the Town can modify construction standards, alter densities through rezoning, or investigate alternative energy supplies. Each of these choices has a direct impact on energy consumption and expenditures on energy services.

But which of these choices will bring Banff closest to the future expressed in its Community Plan, or best satisfy the requirements of the no net negative environmental impact framework? Scenarios are a way of describing and analysing future conditions. By changing some variables, such as the rate of population growth or energy efficiency standards, and holding other factors constant, a future state can be described and modelled. Then, the consequences and impacts of that future can be evaluated in terms of the indicators and targets developed for the town.

Energy modelling was used to develop a "Business As Usual Scenario" to forecast resource consumption over the next twenty years. The default scenario describes the most likely energy consumption pattern and the resulting impacts in the absence of any major new initiatives. It assumes two conditions:

- An extrapolation of past trends, wherever reasonable, and
- The introduction of new policies, regulations, and market reforms where these are planned and probable.

Additional modelling was then completed to examine how the following initiatives impacted energy use, costs and greenhouse gas emissions in Banff.

1. Green Energy Supply System

Green Power from local wind and micro hydro supplies are purchased in order to reduce the fraction of the town's electricity purchased from coal fired thermal generating facilities.

2. Transportation Demand Management Energy

A transportation demand management (TDM) plan is implemented in the Town to reduce energy consumption associated with transportation.

3. Retrofit Existing Buildings

The Energuide for Houses initiative is introduced in the town to retrofit existing residential buildings. In addition the Federal Building Initiative (FBI) is utilised to upgrade existing federal government buildings located in the town.

4. *Building Design Guidelines*

New energy efficient building construction standards are introduced which apply to all new residential and non-residential buildings.

For the purpose of modelling, these programs were bundled into two scenarios:

1. A “*low cost/no cost*” scenario was developed which was based on implementing those programs with minimal or no cost to the community. This scenario relies mainly on programs currently available, such as the Energuide for Houses program from Natural Resources Canada, as well as initiatives where the Town’s role is limited mainly to providing information. This scenario represents a lower bound on what is achievable to reduce energy requirements in Banff below the Business as Usual Scenario.
2. A “*conserver*” scenario was developed to estimate the opportunity to reduce energy use, greenhouse gas emissions where programs are implemented to achieve commitments to the Partners for Climate Protection Campaign of 6% reduction in green-house gas emissions for the community. This scenario requires a more aggressive implementation of programs, and more active support from the Town.

5.1. **Modelling the Scenarios**

Sheltair used a series of linked spreadsheets to examine how the alternative scenarios impacted energy use in Banff over the next twenty years. For the purpose of this study, the future was based on the assumption of a continuation of past trends. The spreadsheets contain information on current and projected estimates of:

- Population,
- Building stock,
- Transportation patterns, and
- Infrastructure.

The spreadsheets were created to facilitate easy “what-if” analysis, as well as the ability to modify inputs for other Parks Canada communities.

5.2. **Population Projections, 1998 - 2020**

Population projections were developed using data from the Banff Community Plan [The Town of Banff, 1998]. Day visitor projections were developed from trend lines of traffic counts from park gates [Parks Canada, 1999]. Projected population is presented in Figure 15 and summarised in Table 16. As can be seen, the population is projected to increase from 28,700 in 1998 to 42,500 in 2010 and 47,900 by 2020. This corresponds to a 67% increase in population between 1998 and 2020, or approximately 3% per year. As can be seen from Figure 15, resident and overnight population is expected to grow until 2006. At that point, the town will be at build out. Day visitor population is projected to grow over the entire study period.

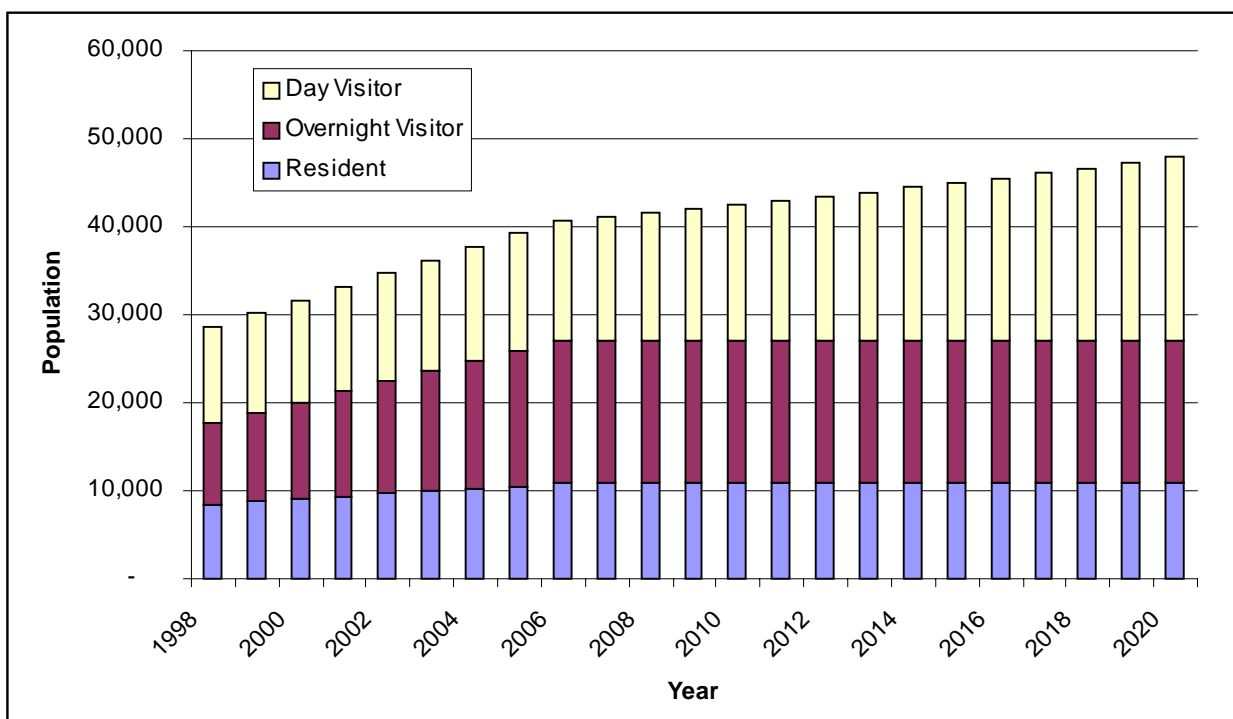


Figure 15 Population Projection, 1998 - 2020

Table 16: Banff Population, 1998-2020

Year	Resident	Overnight Visitor	Day Visitor	Total Population
1998	8,500	9,300	10,900	28,700
2000	9,080	11,000	11,500	31,600
2005	10,530	15,300	13,400	39,200
2010	10,820	16,100	15,500	42,500
2015	10,820	16,100	18,000	45,000
2020	10,820	16,100	20,900	47,800

The current population model projects that resident and overnight visitor population will be capped at 10,800 and 16,100 respectively. This may be a simplification, as economic pressure to continue to grow will likely exert strong pressures on the community. Additional modelling of population growth is required in order to improve the accuracy of energy projections. However, this is beyond the scope of the current assignment.

5.3. Business as Usual Scenario

5.3.1 Scenario Description

The “Business as Usual” Scenario assumes the continuation of past development patterns and energy efficiency trends into the future. In this scenario, it is assumed that there are

no major changes to public policy and no major or sustained real price changes for energy.

The scenario is based on the following additional assumptions:

- The community will be built out in 2006 with 40,000 bed units.
- Energy efficiency of buildings and transportation systems improve at a rate consistent with past 20-year trends.
- The turnover in the building stock is estimated at 2% per year for older buildings and 0% for newer buildings.
- For transportation, vehicle ownership and fleet efficiency continue to change at rates consistent with past twenty-year trends.
- Commercial transportation energy remains constant over time.
- Industrial and infrastructure energy consumption remains constant.

5.3.2 Energy Consumption

Projected energy consumption is summarised in Table 17. Total energy consumption is projected to increase from 4,300,000 GJ in 1998 to 7,900,000 GJ in 2020. On a per capita basis, residents of Banff are projected to increase energy consumption from 92 GJ per person in 1998 to 100 GJ per person in 2020. Combining residents and non-residents, per capita energy is projected to increase from 150 GJ per person in 1998 to 166 GJ per person in 2020. This change represents a 10% increase in per capita energy consumption over the study period. The projected increase in energy consumption is attributable mainly to increased energy use from transportation. While the energy efficiency of the fleet of vehicles is projected to improve over the study period, the activity of drivers (the actual distance driven) is projected to increase, offsetting any reductions from improved fleet efficiency.

Table 17: Total and Per Capita Energy Forecasts, 1998 – 2020

Year	Total Energy Consumption [GJ]	Resident Per Capita [GJ/person]	Non Resident Per Capita	Per Capita
1998	4,323,000	92	177	150
2000	4,751,000	90	175	150
2005	5,890,000	89	174	150
2010	6,609,000	93	178	155
2015	7,233,000	97	182	161
2020	7,936,000	100	186	166

Energy use by sector is illustrated in Figure 16. Although Banff's population is projected to increase by approximately 3% per year over the study period, energy consumption is projected to increase by approximately 4% per year. While the stock of new buildings and vehicles are more efficient, houses are getting bigger and individuals are driving more. Therefore potential reductions from more efficient units are offset by the projected increase in activity.

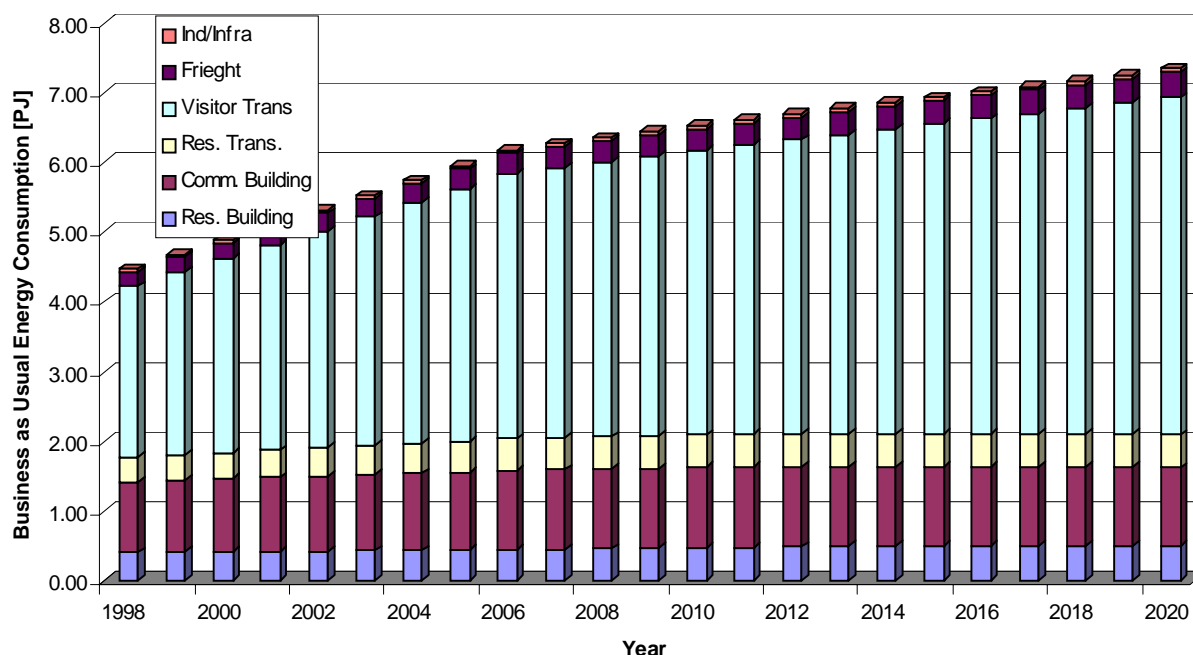


Figure 16: Business as Usual Energy Consumption by Sector, 1998 - 2020

5.4. Alternative Scenarios

As noted previously, two alternatives to the Business As Usual Scenario have been developed. A “Low Cost/ No Cost” Scenario is based on the premise that considerable reductions in energy consumption are available to the town merely by taking advantage of the many cost effective and easy to implement opportunities for improvements in efficiency. A more aggressive scenario, the “Conserver” Scenario has also been developed to estimate the impact of a more aggressive effort on the part of the town to reduce energy use and greenhouse gas emissions. Below is a description of the key components of the policies and programs that are modelled in these two scenarios.

Green Energy Purchasing

Green power from local wind and micro hydro supplies are purchased in order to reduce the fraction of the town’s electricity purchased from non-renewable, coal fired thermal generating facilities. While this program does not reduce energy consumption in Banff, it alters the supply mix, thus reducing the greenhouse gas emissions from the town. Currently, the local electricity supplier, Trans Alta Utilities Corporation, supplies electricity to the town. The utility offers a “green power” option, which utilises local, renewable energy sources. The cost to purchase green power is currently an additional rate of \$0.06/kwh above the normal rate for power. This implies, for example, that a commercial customer who is currently paying \$0.0613/kwh for electricity would be paying \$0.1213/kwh for electricity. While it seems implausible that most customers would be willing to pay the incremental price for green power, many customers are

willing to pay the additional price for a fraction (typically 5 to 10%) of their total electricity purchases.

In the longer term, deregulation in the electricity industry implies that by the end of 2001, full retailing will come to Alberta. This will enable customers to purchase electricity from the producer of their choice. Discussions with representatives of Canadian Hydro Electricity Inc., a small local independent power producer generating electricity from wind turbines in Cowley and micro hydro projects in BC, suggest that in a retail market 5 MW of electricity capacity could be purchased at a cost of about \$0.06/kwh. It should be noted this cost does not include the transmission charge that would be levied within the deregulated market.

In the Low Cost/No Cost Scenario, it is assumed that no green power is purchased due to cost constraints. In the Conserver Scenario, it is assumed that 10% of the town's electricity is green power.

Transportation Demand Management Strategy

As the Town of Banff continues to grow, the town must make difficult tradeoffs in their transportation planning decisions. On one hand, most residents and visitors depend on single occupancy vehicles (SOV) as the primary mode of transportation. On the other hand, motor vehicle traffic is the largest component of energy consumption in Banff and a significant contributor to the degradation of the very aesthetic amenities that attracts visitors. Further, traffic counts suggest parts of the town exceed theoretical capacity for roads [Banff, 1996, Pg. 64] and studies of parking utilisation suggest that parts of the town are at or exceed capacity of the parking capacity [Banff, July 1999, Pg. 6].

To accommodate projected growth in resident and visitor populations, the town will likely require additional road and parking supply. Although increased transportation supply typically leads to a short term reduction in congestion, the experience of many communities is that it ultimately leads to more use of single occupancy vehicles, greater consumption of non-renewable energy, more congestion, and more vehicle trips through Banff. Ultimately, providing additional supply of roads and parking facilities will provide a short term, costly solution to the growing traffic problems in Banff.

The alternative (or more likely the complement) to increased road infrastructure is the improved management of the existing road system. Transportation Demand Management (TDM) refers to a range of policies, programs and actions that collectively help to improve the efficiency of the road system. This is accomplished by implementing a range of initiatives designed to influence the mode of travel, the time of travel and the need to travel by automobile. Specific programs included as part of the TDM package include:

1. Information programs,
2. Commute trip management,
3. Parking management, and
4. Car-free tourism.

A brief description of TDM and the elements incorporated into the current analysis is presented in Appendix A.

In the low cost scenario it is assumed that a TDM program is implemented which reduces energy consumption from resident and visitor transportation by 5%. In the Conserver Scenario, it is assumed that a TDM program is implemented which reduces energy consumption from resident and visitor transportation by 20%.

While vehicles are becoming more fuel efficient, the population is increasing, people are driving more, and the occupancy rate in vehicles is declining. As a result, energy use in both the resident and visitor transportation segments is expected to increase substantially over the study period. Figure 17 and Figure 18 illustrate the expected increase in energy consumption from the transportation sector between 1998 and 2020. Included is the Business as Usual Scenario as well as the Low/Cost/No Cost Scenario and the Conserver Scenario.

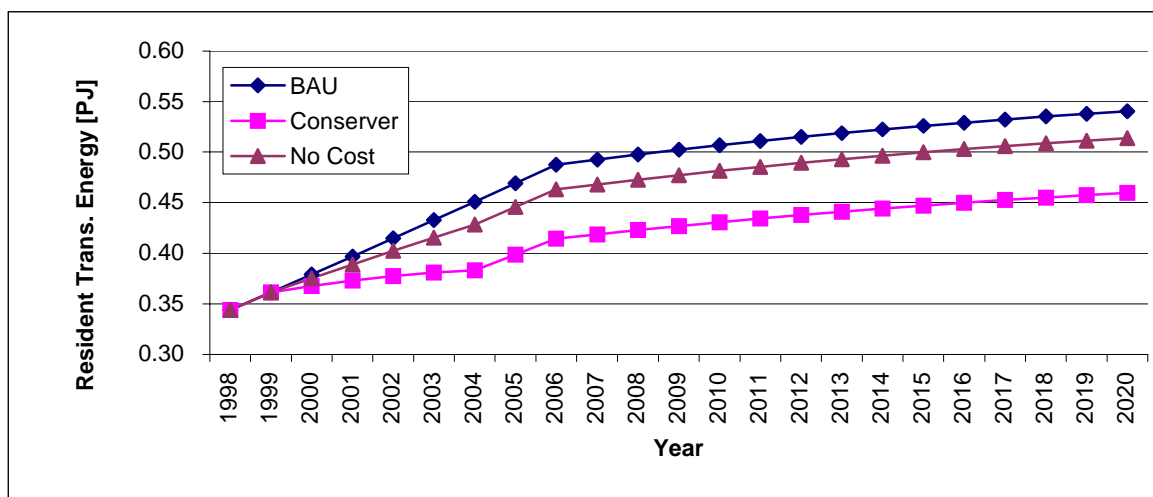


Figure 17: Resident Transportation Energy Projection, 1998-2020

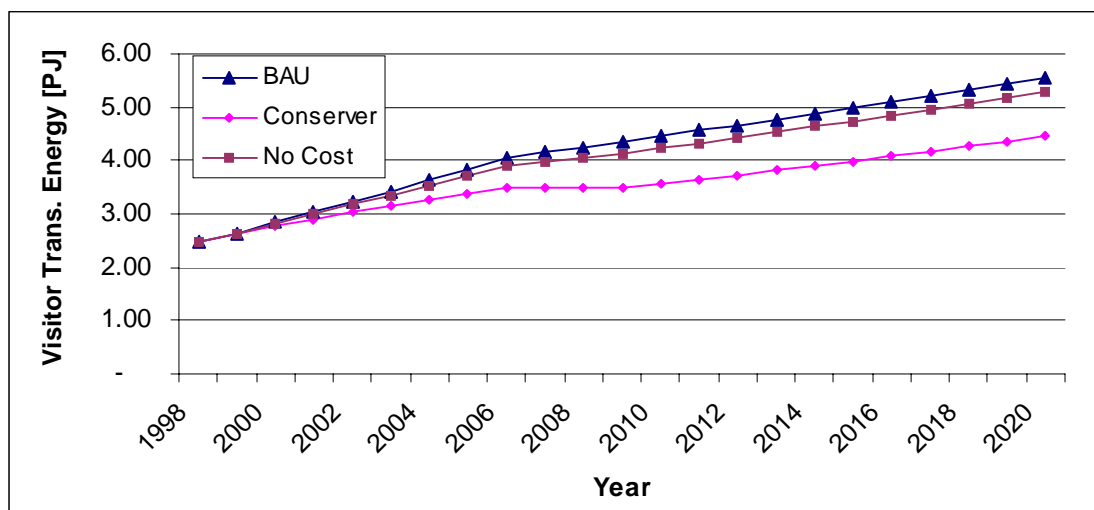


Figure 18: Visitor Transportation Energy Projection, 1998-2020

Retrofit Existing Buildings

The Energuide for Houses initiative is an ongoing program from Natural Resources Canada to provide homeowners on the most cost-effective strategies to reduce energy consumption in the home. The Federal Buildings Initiative is a program for federally owned buildings to undertake energy retrofits of existing facilities. There is currently an Energuide evaluator working in the region.

Figure 19 shows the impact of a residential building energy retrofit program, relative to the Business as Usual (BAU) Scenario. As can be seen, the savings in energy from this program are modest, as the reduction in energy consumption from the residential sector in 2010 is approximately 1% lower than the BAU scenario. The limited success of the residential retrofit program is due in large part to the low level of participation these programs typically have. In addition, the “die off” of the older building stock means that they have less of an impact on residential energy use over time.

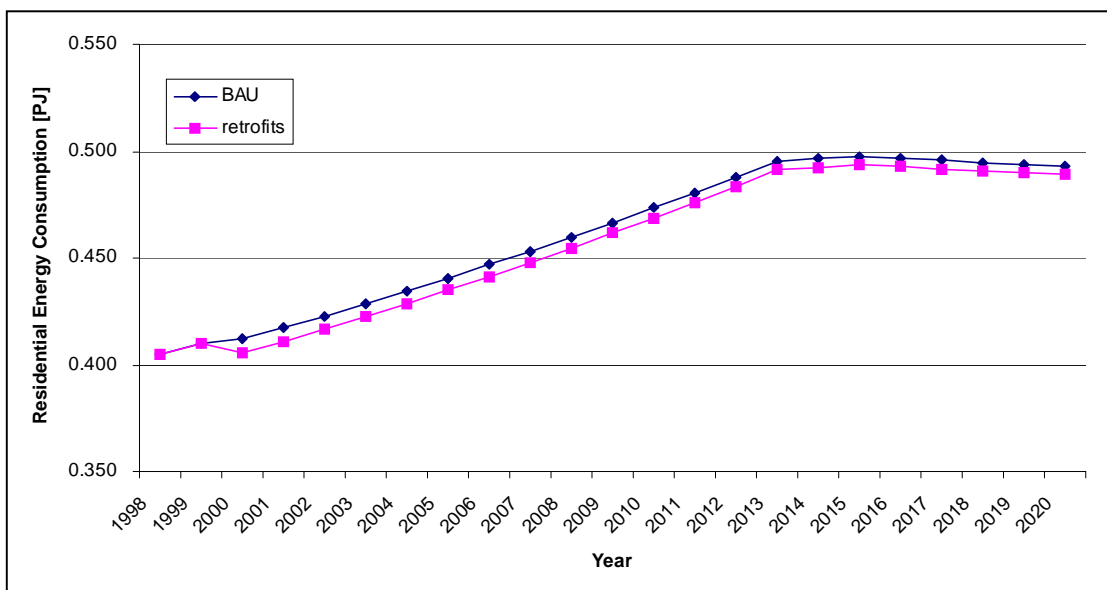


Figure 19: Impact of Residential Building Energy Retrofit Program

Building Design Guidelines

Building design guidelines are a means of setting minimum levels of performance for new buildings in areas related to, for example, energy or water consumption, appearance of the building envelope, or building sustainability. The guidelines may be prescriptive or performance based, and they may be educational (informational) or mandatory. Based on similar work in other communities, developing a comprehensive set of building design guidelines for energy use in buildings can reduce consumption by 25% to 40%⁵.

In the context of Banff, design guidelines may include specifications related to, for example:

- Overall building energy performance such as mandatory use of the Model National Energy Code for Houses (MNECH) and recommended use of R2000 for energy efficiency in houses.
- Improved performance of new commercial buildings through mandatory use of the Model National Energy Code for Buildings (MNECB) and recommended use of C2000 in commercial buildings.
- High efficiency alternatives to electricity for space and water heating applications in all buildings.

Implementation of the energy codes will require a substantial commitment by the town. Therefore, they are not modelled in the low cost scenario. In the Conserver Scenario, both the MNECH and the MNECB are implemented in 2002.

⁵ See for example the building design guidelines developed for the City of Santa Monica. These guidelines may be found at <http://greenbuildings.santa-monica.org/Main.htm>

Figure 20 and Figure 21 illustrate the impact of the MNECH and the MNECB on energy use in the residential and commercial building sectors, respectively. Adoption of the MNECH to all new residential buildings is expected to reduce residential building energy consumption by 15% below the BAU scenario. Similarly, adoption of the MNECB to all new commercial buildings is expected to reduce commercial building energy consumption by 11% below the BAU scenario. These results are obtained by applying growth rates and turnover rates in the building stock consistent with past trends, and accounting for expected build-out of the commercial stock by 2006.

Based on an economic analysis a new house built to the MNECH in Banff could save approximately \$550 dollars per year in energy costs. Similarly an average hotel of 63,000 ft² could save approximately \$22,000 per year in energy costs if built to the MNECB standard. Meeting the prescriptive requirements of the MNECH and MNECB are very straightforward for building designers and has been shown to be cost effective on a life-cycle basis.

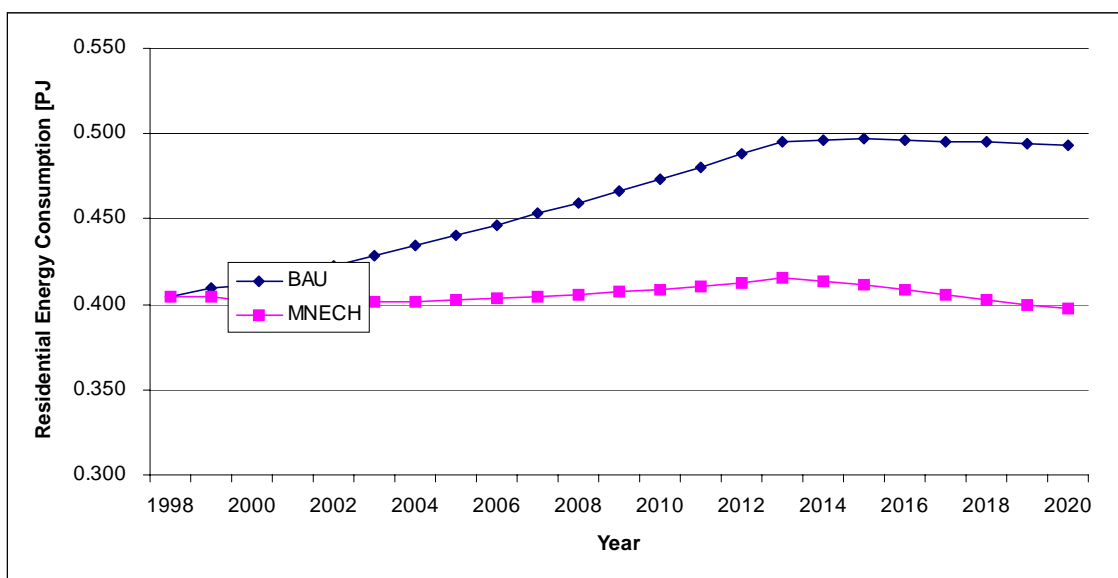


Figure 20: Impact of the MNECH on Residential Buildings

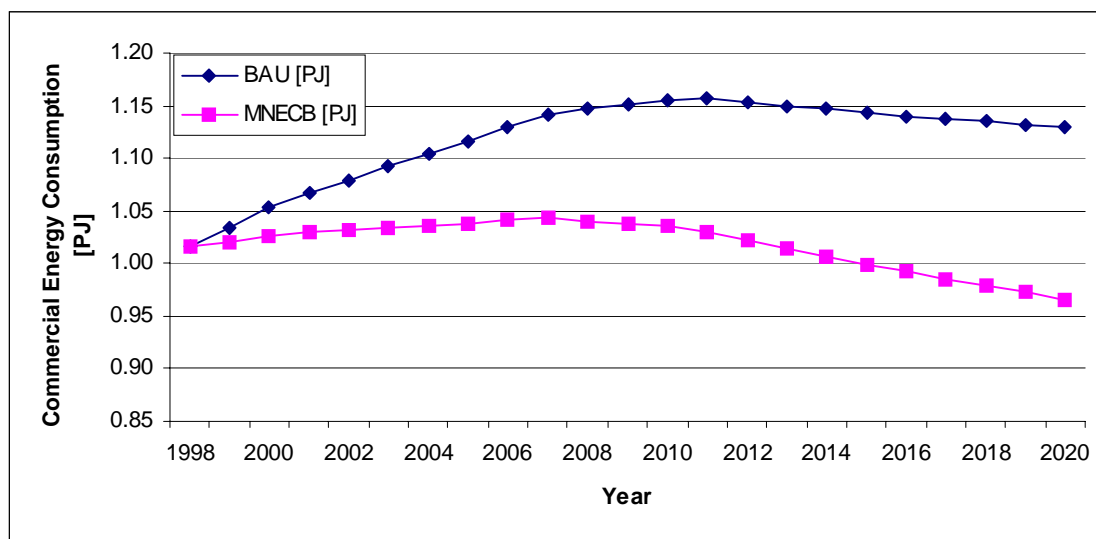


Figure 21: Impact of the MNECB on Commercial Buildings

5.5. Comparing the Business as Usual and Composite Conserver Scenarios

The low cost and conserver scenarios were compared to the Business as Usual scenario to examine the overall impact on energy consumption in Banff. These comparisons are presented in Figure 22 and Table 18. As can be seen, implementation of the Low Cost/No Cost scenario results in a reduction in per capita energy consumption of 8% below the Business as Usual Scenario. Implementation of the Conserver Scenario results in a reduction in per capita energy consumption of 22% below the Business as Usual Scenario.

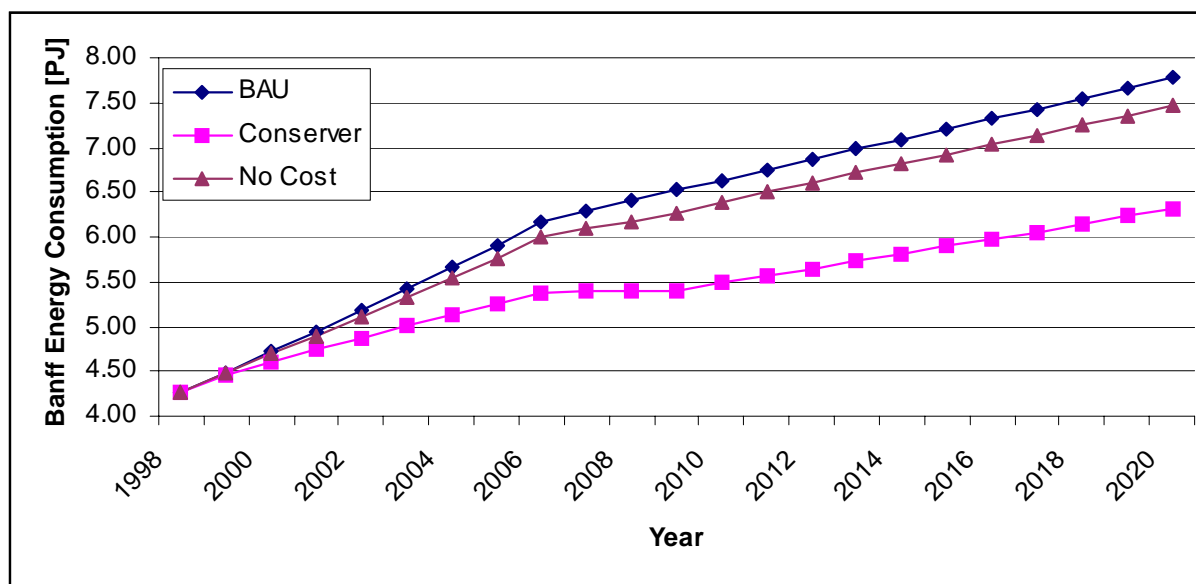


Figure 22: Banff Energy Projections, 1998 - 2020

Table 18: CEP indicators

CEP Indicators	Baseline Value (1998)	BAU (2010)	Low Cost /No Cost Scenario (2010)	Conservator Scenario (2010)
Total area occupied by parking facilities [Ha]	14.7	18.2	17.3	14.6
Per capita greenhouse gas emissions from residents and visitors[Tonnes]	11.5	12.0	11.6	9.8
Total greenhouse gas emissions from town [Tonnes]	329,500	510,000	491,000	418,500
Population	28,700	42,500	42,500	42,50
Number of new industry types that are locally owned and operated as a result of the CEP	Not applicable	0	1	1
Average annual vehicle kilometers traveled by residents [km]	9,700	13,200	12,500	11,200
Percentage visitors travelling by mode of transportation				
SOV	81%			
Bus	17%			
Other	2%			
Percentage demand for energy achieved through expansion to supply versus DSM	Not applicable	0%	4%	17%
Total energy consumed per year by community [PJ]	4.25	6.64	6.39	5.48
Per capita energy consumed per year by community [GJ/person]	148	156	150	128
Average annual energy requirements for new single family dwellings [GJ/Sq. m]	1.18	1.1	1.1	0.8
Percentage of electricity generated in Banff	0%	0%	0%	0%
Percentage of energy from renewable energy sources	5%	5%	5%	10%
Average residential energy use [GJ/person]				
Resident	92	91	84	74
Visitor	173	166	158	135
Town average	155	153	141	121

6. Next steps

After the CEP is complete, a number of activities will be required to implement the policies and programs. For the specific programs proposed in this plan, the next steps are summarised below.

1. *Green Energy Supply System*

Given that the electricity industry will be deregulated within the next year, now is a good time to initiate informal discussions with Trans Alta Utility and Canadian Hydro Development to see who would be willing to provide green power under terms that are acceptable to the Town. In the short term it may make sense to work out an agreement between Parks Canada, the Town of Banff and other interested participants to act as a buying co-op for green power. This implies developing contracts, and negotiating deals with potential customers and suppliers. These tasks are likely best suited to Town staff, although an outside consultant may provide technical, legal or financial assistance.

2. *Transportation Demand Management Energy*

Developing a comprehensive transportation plan for the Town of Banff that incorporates both supply and TDM program will likely require extensive time, budget and public participation. The Resort Municipality of Whistler BC, for instance, has been working for three years and has spent over \$400,000 dollars to develop their Comprehensive Transportation Plan. They have recently hired a TDM co-ordinator, and are now in the process of implementing their plan. Typically, the process to develop such a plan requires a number of steps, including:

1. Identify issues, needs and stakeholders
2. Define goals, objectives and process
3. Perform data collection and analysis
4. Identify, evaluate and screen alternatives
5. Select preferred alternatives
6. Implement preferred alternative
7. Monitor and feedback

Early on in the process, it will be important to start looking for partners. Clearly, many of the issues facing Banff can only be dealt with at a regional level, utilising private and public partners. This will likely be key to the success of any TDM strategy. Some of the TDM options, including precedents and impacts are included in the current CEP.

However, to do this work properly requires a consultant to develop a range of comprehensive transportation alternatives that include a mix of supply and demand side alternatives. Some of these tasks have already been completed and require only consolidation, other tasks have not begun, while some tasks have been partially completed, or completed from a supply side perspective rather than an integrated perspective.

3. *Retrofit Existing Buildings*

Implementing a retrofit program for existing residential buildings will likely be relatively simple, as there is an Energuide for Houses contractor already working in the Banff area. Developing a marketing strategy with support from the Town will likely be inexpensive, and will be an effective way of getting people to start thinking about energy.

4. *Building Design Guidelines*

To implement the MNECB and MNECH will require legal analysis of the different implementation options. Some of this analysis has been completed on a province by province basis by the FCM; however, the information is of limited use to Banff. An alternative to Banff implementing design guidelines of building energy codes may be for Parks Canada to take the lead on this initiative. It will likely be easier for Parks Canada to implement a set of guidelines that cover all building in the park, rather than have the seven parks communities each develop their own guidelines. Implementing the code will be relatively straight forward, as it has already been written in code language. There will be a whole series of tasks in terms of training local builders, training and certifying building officials in the use of the code, etc. that are longer term, and integrating the code into the existing building by-laws, etc.

6.1. **Additional Policy Recommendations**

These additional policy recommendations were selected based on their ability to:

- significantly influence energy consumption;
- contribute to meeting the targets for the energy objectives;
- fit in with the character and interests of the community; and,
- be realistically implemented.

The relevant stakeholders are identified in square brackets after each policy recommendation with the recommended lead agency listed first and highlighted in bold.

Recommendation 1): Include an Energy Goal and Energy Objectives in the Banff Community Plan [Town]

An important first step in implementing a Community Energy Plan is to include an energy goal and selected energy objectives into the Banff Community Plan. This will ensure that sub area plans and bylaws that are developed or amended will be consistent with the community's energy related goals.

One potential wording for the suggested energy goal is described below. The following is the wording from the energy goal developed by the consultant.

To encourage meeting the present and future energy service needs of the community in a manner that is efficient and cost-effective; that is environmentally responsible (locally, regionally, and globally); and that fosters local economic development.

Recommendation 2): Encourage the reintroduction of passenger rail service to Banff and test the service on a pilot basis [Town, Tourism Bureau, CPR, Via Rail, Rocky Mountain Rail Tours]

Presently, most travel to Banff is by automobile. The only other significant mode of transportation is inter-city bus service provided by Greyhound and Brewster Bus Lines. By displacing automobile travel to Banff with some use of passenger rail service, energy consumption for transportation to and from the community would be reduced for the same amount of distance travelled. The train station is located adjacent to the Central Business District (CBD) in a central location, which is convenient for visitors and local residents.

Recommendation 3): Establish a Banff Energy Initiatives Committee (or include the responsibility under the Banff Environmental Advisory Committee) that is responsible for co-ordinating and overseeing the implementation of the Community Energy Plan and the dissemination of energy-related information [Town]. The co-ordinating body should include the environmental manager, senior planning staff, Supervisor of Public Works, and Building Inspector, and Council members].

It is essential to have a co-ordinating body that is responsible for overseeing the implementation of the community energy plan to ensure it is completed successfully.

Recommendation 4): Disseminate energy saving information to households and businesses, including fact sheets and newspaper flyers [Town, Parks Canada].

The awareness and support of the community and large energy users is essential to implementing successful energy initiatives. Recent experience with implementation of paid parking in Banff is an important reminder of the need to keep residents and business owners informed about the issues.

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The Town of Banff, Town of Banff Strategic Directions Draft recommendations, April, 1999.

The Town of Banff Corporate and Community Greenhouse Gas Emission Inventory and Baseline Establishment, October 1999

8. Appendix A: Transportation Demand Management

Transportation Demand Management (TDM) refers to a range of policies, programs and actions that collectively help to improve the efficiency of the road system. This is accomplished by implementing a range of initiatives designed to influence the mode of travel, the time of travel and the need to travel by automobile. TDM helps create a more balanced, less automobile dependent transport system.

TDM does not require that everybody give up driving. Rather, it requires some drivers to change their travel patterns for a portion of their trips. While most TDM strategies affect only a small portion of total travel patterns, their cumulative and indirect impacts can be significant. Reductions of 15% to 30% in vehicle travel are possible from comprehensive TDM packages. In addition to creating a more balanced, less automobile dependent transport system, a TDM strategy can offer numerous other benefits, including:

- Reduced energy consumption by the town of Banff,
- Reduced congestion,
- Reduced air, water, noise pollution,
- More people friendly downtown core, and
- TDM is consistent with the 3NEI strategy now being developed for the town.

In developing a TDM program for Banff, a number of principles are proposed as a basis for guiding program choice:

1. Remove some of the hidden subsidies of travel by private automobile,
2. Provide incentives for travel by non-SOV modes of transportation,
3. Minimise the amount of land required for new transportation infrastructure,
4. Design the transportation system to accommodate average peak period conditions, but accept some periods of congestion during peak periods,
5. Target non-residents in the TDM program, as they will likely have a higher willingness to pay for transportation services, and they are the largest component of transportation energy use in Banff, and
6. Integrate both positive incentives and disincentives. Since individuals have diverse and variable travel needs, more comprehensive and flexible programs tend to be most effective. In particular, if pay parking is a component of the overall strategy, ensure that car drivers do not feel victimised.

TDM Programs and Their Impact

There are numerous TDM strategies available to manage growth in traffic and transportation energy. Table 19 summarises a range of strategies that were examined as part of developing the TDM package for Banff. There are also many national parks in

the US⁶ and mountain resort communities facing similar challenges and who are now implementing extensive TDM programs. For example:

- *Whistler, BC* is currently completing a three year, \$400,000 dollar comprehensive transportation plan. Whistler expects to reduce SOV use by 15% below its business as usual scenario through the implementation of Transportation Demand Management strategies.
- *Aspen Colorado* has developed a comprehensive transportation plan that includes a range of supply and demand side initiatives.
- *Acadia National Park* in the United States is developing a car free tourism policy. The park has embarked on a public private partnership with bus tour operators, local communities and the state department of transportation to implement a scheduled bus service throughout the park. One of the more innovative features of the service is that it provides hourly service between park campgrounds and the local communities. Ridership on this service averaged 2000 passengers per day in the 1998 summer season.

Table 19: Potential Transportation Demand Management Strategies for Banff⁷

<p>A. Enabling Programs</p> <ul style="list-style-type: none"> • Planning and management institutional structures. • Least-cost transportation planning and funding. • Public education and encouragement programs. • Commute Trip Reduction (CTR) laws and programs. • Transportation Management Associations (TMAs). <p>B. Alternative Mode Encouragement (“Carrots”)</p> <ul style="list-style-type: none"> • Transportation allowance. • Park-and-ride facilities. • HOV facilities and preferential treatments. • Transit service improvements. • Transit payment innovations. • Ridesharing programs. • Free transit zones and shuttle service. • Bicycle facility improvements. • Pedestrian facility and environment improvements. • Bicycle and transit intermodal treatments. • Telecommuting. • Alternative work hours. • Guaranteed ride home. • Address security concerns. 	<p>C. Driving Disincentives (“Sticks”)</p> <ul style="list-style-type: none"> • Increased fuel tax/kilometre fee. • Road pricing. • Vehicle restrictions and Traffic Calming. <p>D. Parking Programs</p> <ul style="list-style-type: none"> • Increased and marginalized parking price. • “Cashing Out” free parking. • Reduced parking requirements. • Preferential parking to rideshare vehicles. • Parking enforcement. <p>E. Marginalizing User Costs</p> <ul style="list-style-type: none"> • Prorate insurance, licensing and registration by mileage. • Encourage vehicle rentals. <p>F. Land Use Management</p> <ul style="list-style-type: none"> • Higher density and mixed use. • Growth management. • Pedestrian oriented streets. • Neotraditional development.
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Table 20 and Table 21 describe the transportation impacts of common TDM strategies in qualitative and quantitative terms. While some of these strategies may not be relevant to Banff, they are included to provide a sense of the range of opportunities available and the impact in terms of vehicle kilometres travelled.

⁶ The US National Park service has recently published an excellent transportation planning guide for their National Parks. The document is available to download from the Internet at www.nps.gov/planning

⁷ Todd Litman, *Potential TDM Strategies*, VTPI (www.vtpi.org), 1999

Table 20: Travel Impacts of Common TDM Strategies

Strategy	Travel Impact
Increased automobile user charges (fuel, VMT and parking charges).	Reduced automobile use, including reduced total travel and shifts to other modes.
Congestion pricing.	Reduces vehicle travel on congested roads, including changes in travel times, routes, and modes, and reductions in total travel.
Transit service improvements and promotion.	Increased bus use, mode shifts from automobile, improved service for existing transit users, increased travel by non-drivers.
Rideshare matching and promotion.	Increase vehicle occupancy, reduced automobile use.
Pedestrian and bicycle facility improvements and promotion.	Increased walking and bicycling, mode shifts from automobile.
Flextime promotion.	Automobile trips shifted from peak to off-peak.
Telecommuting promotion.	Reduced commute travel. Some increases in other types of travel.
Transportation-efficient land use.	Reduced vehicle trips and trip lengths.
Comprehensive TDM programs.	Various combinations of reduced travel, mode shifts, and changes in travel time.

Table 21: Documented TDM Effectiveness⁸

Measure	VMT	Trips	CO ₂ Emissions
Congestion Pricing (10¢/mile)	-2.3%	-2.2%	-5.5%
Parking Pricing, Non-work	-4.2%	-5.4%	-4.6%
Parking Pricing, Work, \$1/day	-1.0%	-1.1%	-1.1%
Parking Pricing, Work, \$3/day	-2.7%	-3.0%	-2.9%
Fuel Tax Increase, \$0.50/gallon	-4.1%	-4.0%	-9.1%
Fuel Tax Increase, \$2.00/gallon	-13.3%	-12.8%	-31.8%
Mileage-Based Emission Fee Avg. 1¢/mile	-1.8%	-1.6%	-7.2%
VMT Fee Averaging 2¢/mile	-4.4%	-4.2%	-4.5%
Mileage-Based Vehicle Insurance	-10.0%	-10.0%	-10.0%
Employer Trip Reduction	-1.0%	-0.8%	-0.9%
HOV Lanes	-1.4%	-0.5%	-1.1%
Transit Improvements	-1.0%	-0.8%	-0.9%
Compressed Work Week	-0.8%	-0.7%	-0.7%
Park-and-ride Lots	-0.5%	0	-0.3%
Telecommuting	-1.1%	-1.0%	-1.0%
Area-wide Ridesharing	-0.4%	-0.3%	-0.4%

To develop the TDM strategy for the Banff community energy plan, a number of specific programs were modelled, including information, commute trip management, parking management, and car free tourism. These programs are briefly described below.

Information Programs

One of the most important components of any TDM program is the distribution of information about travel options. Visitors to Banff, employees and residents need

⁸ Apogee Research, *Costs and Effectiveness of Transportation Control Measures*, National Association of Regional Councils (www.narc.org), 1994; Greg Harvey, et al., *Transportation Pricing Strategies for California*, California Air Resources Board (Sacramento), 1993; Todd Litman, Charles Komanoff and Douglas Howell, *Road Relief: Tax and Pricing Shifts for a Fairer, Cleaner, and Less Congested Transportation System in Washington State*, Energy Outreach Center (Olympia; www.eoc.org), 1998.

information on automobile use and the availability of travel alternatives. This information must be timely, widely available, and easy to understand. Special brochures, newsletters, signs and hotlines are all appropriate, as well as information integrated into general visitor information.

Commuter Trip Management

As with many resort communities, many employees in Banff cannot afford to live in town. Estimates suggest that over 1,200 individuals commute daily between Banff and neighbouring communities [The Town of Canmore Census]. As a result, TDM programs specifically targeted at employees may be an effective TDM strategy. These tend to be particularly effective because commute trips are predictable and frequent. This typically involves co-ordinated policies between employers, transit agencies, and local governments to increase travel choices, remove barriers to their use, and provide incentives to employees to use commute alternatives. Based on discussions with Town staff, a local bus operator is currently investigating options to provide a commuter bus service between Banff and Canmore. The Town may facilitate this service through a range of strategies, including information, education, co-ordination, direct or indirect incentives.

Parking Management

Experience indicates that parking management is often one of the most effective ways to manage transportation [Litman 1999, The Town of Whistler 1999]. As a result, pay parking or limiting parking (supply management) are typically key components of any comprehensive TDM package. Based on current public perception in town, it may also be one of the more difficult components of a TDM package to implement. However, it should be recognised that experience from other communities suggests that the most effective TDM programs impose some charge on the use of parking, as well as have restrictions on parking. Revenues derived from the fees are generally used to support other TDM programs.

Car Free Tourism

Car free tourism is emerging as an innovative response to increased traffic congestion in a number of parks and resorts in Europe and the United States. The goal of the program is to provide potential visitors with enough travel choices that they do not need a car to travel to Banff, and once they get to Banff, they don't need a car to get around the town or the park. Examples of car free tourism are limited⁹, and would require extensive partnering with Parks Canada, other communities in the parks, visitor operators, private bus lines and rail operators.

⁹ See for example, Litman, T., "First Resort, Resort Community Transportation Demand Management", www.vtpi.org

AGENDA ITEM: 9.4	Council Resolution to join FCM's Partners for Climate Protection programme
Department:	Planning & Engineering
Presented by:	Councillor Wheeler
Support Staff:	Danette Moulé, Sustainability Coordinator

BACKGROUND:

The Partners for Climate Protection (PCP) programme is a network of Canadian municipal governments that have committed to reducing greenhouse gases (GHG) and to acting on climate change. Since the programme's inception in 1994, over 250 municipalities have joined PCP, making a public commitment to reduce emissions. PCP membership covers all provinces and territories and accounts for more than 80% of the Canadian population.

PCP is the Canadian component of ICLEI's Cities for Climate Protection (CCP) network, which involves more than 1,100 communities worldwide. PCP is a partnership between the Federation of Canadian Municipalities (FCM) and ICLEI — Local Governments for Sustainability.

The programme empowers municipalities to take action against climate change through a five step process: 1) creating GHG inventories, 2) setting realistic and achievable GHG reduction targets, 3) developing local action plans, 4) implementing plans, and 5) measuring and reporting results.

"Reducing energy consumption by 30% in all municipal buildings" and "reducing total community GHG emissions" is part of the Community Sustainability Plan; therefore we need to create a plan to achieve these milestones regardless. The FCM programme will force us to do it, in addition to motivating us to move quickly. There is no cost to join; we just need a Council resolution (see attachment). *Funding is available to help with implementation if the first three steps are taken within two years.* This will not be a problem either way. If we are successful in being chosen as a GTI Pilot Community (see item "Community Energy Reduction Plan"), this will be even easier to do quickly.

For more information, please see attachments:

1. Council resolution to join the FCM-ICLEI (Local Governments for Sustainability) Partners for Climate Protection Program; and
2. List of Alberta communities that are already part of the PCP programme.

MOTION:

I move that Council authorize Administration to communicate to FCM the Town of Drayton Valley's participation in the PCP program and its commitment to achieve the milestones set in the PCP five-milestone framework.

I move the Council appoint the Sustainability Committee to oversee implementation of the PCP milestones and be the points of contact for the PCP program within the Town of Drayton Valley.

Council Resolution to Join the FCM–ICLEI (Local Governments for Sustainability) Partners for Climate Protection Program

WHEREAS the International Panel on Climate Change (IPCC) concludes in its 2007 *Fourth Assessment Report* that “there is new and stronger evidence that most of the warming observed over the last 50 years is attributable to human activities”;

WHEREAS the IPCC concludes that human influences on the climate have likely contributed to a rise in the sea level during the latter half of the 20th century, changed wind and temperature patterns, and likely increased the risk of heat waves, the area of land affected by drought since the 1970s, and the frequency of heavy precipitation;

WHEREAS the *IPCC Special Report on Emission Scenarios* (SRES, 2000) projects an increase in global greenhouse gas (GHG) emissions of 25 to 90 per cent between 2000 and 2030;

WHEREAS the IPCC observes that warming resulting from human influences could lead to some abrupt or irreversible impacts, depending on the rate and magnitude of climate change;

WHEREAS the IPCC anticipates the following impacts from climate change over the next century for North America:

- Decreased snow pack, more winter flooding, and reduced summer flows resulting from warming in western mountains, exacerbating competition for over-allocated water resources;
- Increased aggregate yields of rain-fed agriculture by five to 20 per cent, but with important variability among regions; and major challenges for crops that are grown close to their highest suitable temperature or that depend on highly used water resources;
- Increased number, intensity and duration of heat waves for cities that currently experience them, creating potential for adverse health impacts; and
- Increased stress on coastal communities and habitats as a result of the interaction of climate change impacts and development and pollution;

WHEREAS GHGs (e.g. carbon dioxide, methane, nitrous oxide), released from burning coal, oil and natural gas and from cutting trees and clearing land for agriculture and development, are the primary cause of climate change;

WHEREAS the *World Mayors and Municipal Leaders Declaration on Climate Change 2005* asserts the need for joint authority and global action on climate change;

WHEREAS municipal investments in building retrofits, community energy systems, water conservation, renewable energy technologies, waste reduction, landfill gas capture, fleet management, public transit and other sustainable measures reduce operating costs, help maintain community services, protect public health and contribute to sustainable community development while cutting GHG emissions contributing to climate change;

WHEREAS the Federation of Canadian Municipalities (FCM) and ICLEI–Local Governments for Sustainability have established the Partners for Climate Protection (PCP) program to provide a forum for municipal governments to share their knowledge and experience with other municipal governments on how to reduce GHG emissions;

WHEREAS over 200 municipal governments across Canada representing more than 75 per cent of the population have already committed to reducing corporate and community GHG emissions through the PCP program;

WHEREAS PCP participants commit to working toward reducing GHG emissions in municipal operations by a suggested target of 20 per cent below 2000 levels, and a suggested target of six per cent below 2000 levels in the community within 10 years of joining the PCP program;

WHEREAS the PCP program is based on a five-milestone framework that involves completing a GHG inventory and forecast, setting a GHG reduction target and vision, developing a local action plan, implementing the plan, and monitoring progress and reporting results;

BE IT RESOLVED that the municipality of _____ communicate to FCM its participation in the PCP program and its commitment to achieve the milestones set in the PCP five-milestone framework;

BE IT FURTHER RESOLVED that the municipality of _____ appoint the following:

- a) Corporate staff person (Name) _____
(Contact number) _____
- b) Elected official (Name) _____
(Contact number) _____

to oversee implementation of the PCP milestones and be the points of contact for the PCP program within the municipality.

_____ Signature

_____ Date



FEDERATION
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CANADIENNE DES
MUNICIPALITÉS



Next steps

1. Send this resolution to pcp@fcm.ca to confirm your municipality's participation in the PCP program.
2. Contact a PCP program officer at 613-907-6346 or pcp@fcm.ca to discuss how you can get started, request an orientation package, and connect with communities that are already involved.
3. Consider applying to FCM's Green Municipal Fund (GMF) to secure a 50 per cent grant toward the completion of milestones 1, 2 and 3.
4. Visit the FCM website at [<www.fcm.ca/pcp>](http://www.fcm.ca/pcp) for more information on the PCP program, and on municipal sustainability.
5. Create a joint council–staff committee to facilitate the implementation of the PCP milestones and to build commitment within the municipal corporation and the community.
6. Identify existing municipal staff and fiscal resources, as well as potential community or business partnerships, that can be used to support the achievement of the PCP milestones.



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OF CANADIAN
MUNICIPALITIES

FÉDÉRATION
CANADIENNE DES
MUNICIPALITÉS



Partners for Climate Protection

Alberta member communities

Municipality	Population	Joined	Milestones		Documentation
			Corporate	Community	
Banff	7,135	1999	3	3	Action plan
Black Diamond	2,373	2012	0	0	-
Beaumont (Town)	13,284	March 2015	0	0	
Calgary	956,078	1994	5	4	Inventory — community Action plan — corporate (2004) Action plan — corporate and community (2006) Emissions reduction report — corporate
Canmore	11,590	1997	3	3	
Cochrane	12,074	2004	3	3	Action plan
Cold Lake	12,128	1997	0	0	
Edmonton	937,845	1995	5	4	Action plan — corporate Emissions reduction report — corporate
Grand Prairie	35,962	2002	0	0	
Jasper	4,511	2006	1	1	
Lethbridge	78,713	2007	0	0	
Okotoks	11,664	2000	0	0	
Olds (Town)	7,500	2008	0	0	

Municipality	Population	Joined	Milestones		Documentation
			Corporate	Community	
Parkland County	30,568	2013	2	2	Reduction Targets
Rimbey	2,118	2002	0	0	
St. Albert (City)	60,138	2010	3	3	Inventory and Targets Action Plan
Spruce Grove	15,963	2003	4	4	Action plan
Stony Plain	10,544	2006	4	4	Action plan
Strathcona County	71,966	1994	0	0	
Turner Valley	1,908	2012	0	0	

		SECTION:	9
AGENDA ITEM: 9.5	Extension of Subdivision of DV/14/06 5076-43 Street, Within SW 16-49-7-W5M		
Department:	Development & Planning		
Presented by:	Councillor Long		
Support Staff:	Jennifer Martin, Planning & Development Officer		

BACKGROUND:

On August 7, 2014, Council approved a subdivision of a residential subdivision located within the SW 16-49-7-W5M. Said approval expired on August 7, 2015, and consequently, the applicants are seeking an extension for an additional year.

The applicant is still working to meet all condition including registration. Therefore the applicants are requesting a one year extension until August 7, 2016, in order to complete the conditions and register the subdivision.

In order for the extension to proceed, Council must approve the request.

The Extension of Subdivision file DV/14/06 is hereby presented to Council for decision.

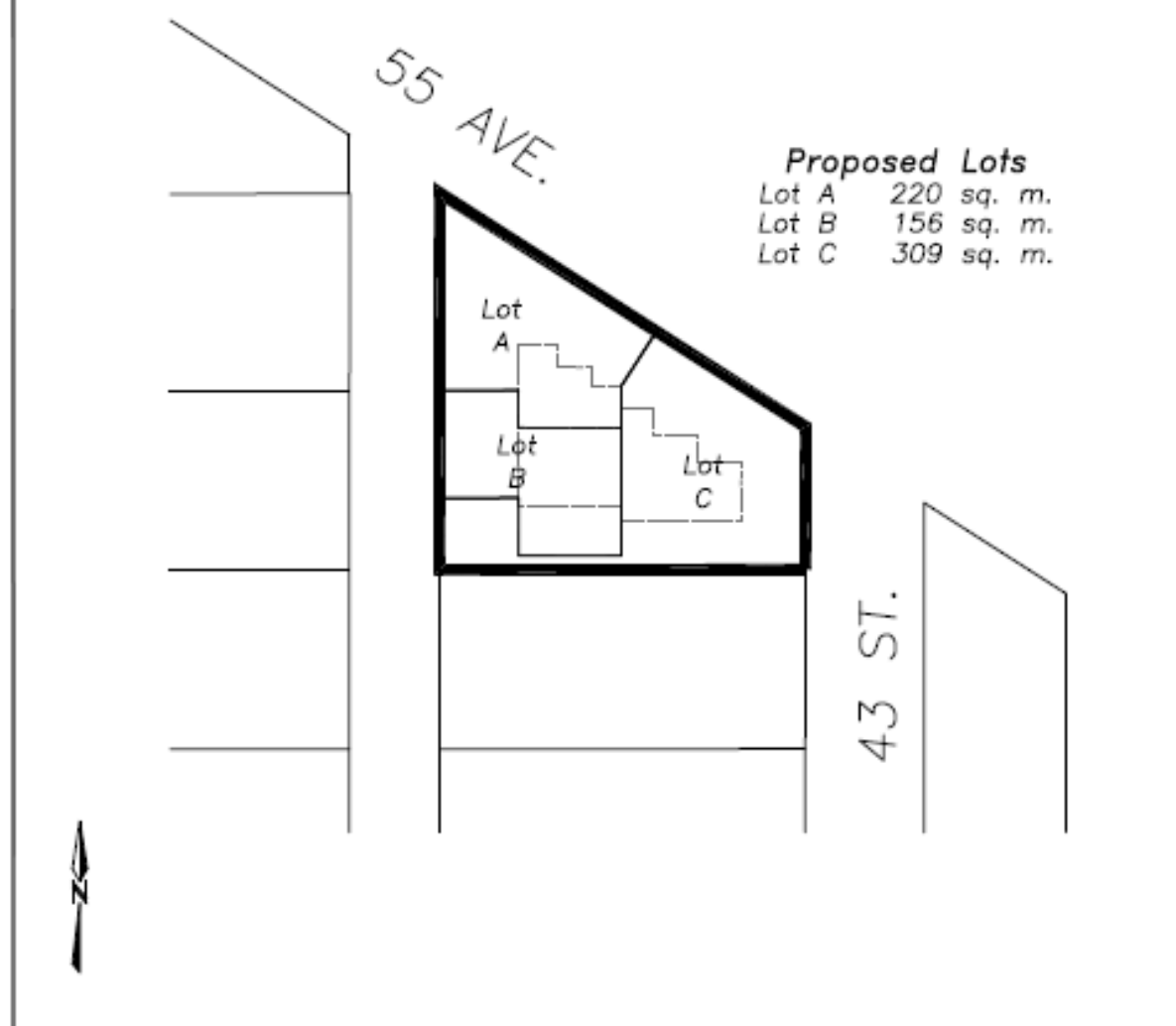
RECOMMENDATION

As the subdivision conforms to the Municipal Development Plan, administration recommends approving the extension of Subdivision Application DV/14/06 a one year extension to August 7, 2016.

MOTION:

I move that Council _____ the one year extension for Subdivision Application DV/14/06 to August 7, 2016.

Proposed Subdivision in the
Town of Drayton Valley
 Lot 17C Block 37 Plan 4539TR



Registered Owner(s): Alex Budanov

— denotes titled area

File: DV/14/06

Drawn: May 20, 2014

Revised:

WEST CENTRAL PLANNING AGENCY

Suite 101, 5111 — 50th Avenue Wetaskiwin, AB T9A 0S5
 Phone 780-352-2215 Fax 780-352-2211 Email admin@westcentralplanning.ca Web Site: www.WestCentralPlanning.ca



		SECTION	9
AGENDA ITEM: 9.6	Zombie Run Insurance		
Department:	Community Services		
Presented by:	Councillor Wheeler		
Support Staff:	Annette Driessen, Director of Community Services		

BACKGROUND:

Every year for the past 3 years on or about September 26th a Committee comprised of the Community Services Department, River Valley Players Association and community volunteers, host the Drayton Valley Zombie Run.

In hosting the event, 200 to 300 community residents of all ages can participate in a 5km run for a nominal fee.

The Drayton Valley Zombie Run provides a unique event combining culture and physical activity in an outdoor community setting.

The following services are planned for this year's event:

- Bussing to and from the site;
- Boston Pizza refreshments; and
- Photo Booth ("I survived the 2015 Zombie Run" participant souvenir).

The Town's insurer has indicated that activities or events endorsed by a resolution of Council will be recognized as an insured event, thereby minimizing the need for Special Event Insurance. Administration is therefore recommending that the Zombie Run event be endorsed by Town Council as an insured activity of the municipality.

RECOMMENDATION:

That Town Council endorses the Zombie Run to be covered under the Town of Drayton Valley's General Liability Insurance.

10.0 Information Items

Page No. 109-171

10.1	Brazeau Seniors Foundation – June Board Minutes	110-113
10.2	July RCMP Stats	114-120
10.3	FCM Annual Conference Mayor & Councillor Reports	121-145
10.4	Drayton Valley Health Services Foundation Annual Report	146-171

MOTION:

I move that Town Council accept the above items as information.



Brazeau
Seniors Foundation

5208 – 47 Ave Drayton Valley, AB T7A 1N7
Phone: (780) 542 – 2712
Fax: (780) 542 – 2765
E-mail: bsf@telusplanet.net

MEETING OF THE BOARD OF DIRECTORS
Shangri-La Lodge, Drayton Valley
June 18, 2015
1:00 pm

ATTENDANCE:

Directors Present:

Jeannette Vatter, Chairperson
Dean Shular, Vice-Chairperson
Janet Young
Francine Fairfield
Marc Gressler

Member at Large – Drayton Valley
Town of Drayton Valley
Village of Breton
Member at Large – Brazeau County
Brazeau County

Administration Present:

Stella Keller
Cindy Trudgian

Chief Administrative Officer
Administrative Assistant

1.0 CALL TO ORDER

J. Vatter called the meeting to order at 1:00pm

2.0 AGENDA

2.1 ADDITIONS TO THE AGENDA

7.1 - Meet the Press

7.2 - ASCHA Regional Meeting

2.2 APPROVAL OF AGENDA

Resolution #15-06-01: Moved by D. Shular to approve the agenda with additions.

Motion ...Carried Unanimously

3.0 APPROVAL OF MINUTES

3.1 MINUTES FROM THE MAY 29, 2015 REGULAR BOARD MEETING

Resolution #15-06-02: Moved by J. Young to approve the minutes of the May 29, 2015 Regular Board Meeting as presented.



Motion ...Carried Unanimously

3.2 BUSINESS RISING OUT OF THE MINUTES

None at this time

4.0 FINANCIAL

4.1 FINANCIAL REPORTS - Foundation

4.1.1 Foundation Payable Disbursements for Month of May 2015.

Resolution #15-06-03: Moved by D. Shular to accept the Payable Disbursements as information.

Motion ...Carried Unanimously

4.2 FINANCIAL REPORTS – Urban Housing

4.2.1 Urban Housing Payable Disbursements for Month of May 2015.

Resolution #15-06-04: Moved by J. Young to accept the Urban Housing Payable Disbursements as information.

Motion ...Carried Unanimously

4.3 BOARD MEMBER EXPENSE

4.3.1 Board Member Expenses for May 2015

Resolution #15-06-05: Moved by M. Gressler to approve the Board Member Expenses, for May 2015 in the amount of \$1013.56.

5.0 OLD BUSINESS

None at this time

6.0 REPORTS

6.1 OPERATIONS REPORT

6.1.1 Operation's Report

Operations Report was verbally reviewed by S. Keller.

Resolution #15-06-06: Moved by D. Shular to approve all buildings managed by Brazeau Seniors Foundation, will become nonsmoking effective January 1, 2016.

6.1.1.1 Policy Review

Defer till next meeting



6.1.2 Vacancy Report

Resolution #15-06-07: Moved by F. Fairfield to accept the Vacancy Report as information.

Motion ...Carried Unanimously

6.1.3 Housing Monthly Profile

None at this time

6.1.4 In-Private Session

Resolution #15-06-08: Moved by F. Fairfield to go in-private to discuss personnel matters at 2:20pm.

Motion ...Carried Unanimously

Resolution #15-06-09: Moved by J. Young to come out of private at 2:40pm.

Motion ...Carried Unanimously

Resolution #15-06-10: Moved by M. Gressler to approve the appropriately rate of pay for Brazeau Seniors Foundation's CAO.

Motion ...Carried Unanimously

Resolution #15-06-11: Moved by M. Gressler to accept the Operations Report as information.

Motion ...Carried Unanimously

7.0 NEW BUSINESS

7.1 Meet the Press

D. Shular met with the reporter who wrote an article regarding the recent article that referenced the Foundation requisitions. He informed the reporter of some misunderstandings in the article and she will make the necessary corrections. The requisitions that the Foundation produces is NOT Brazeau County funds or funds from their budget. The Foundation utilizes the Municipalities tax roll process, to collect the Lodge Requisition (similar to how the School Requisitions are done).

7.2 ASCHA Regional Zone Meeting

J. Vatter and S. Keller reported on the ASCHA Zone meeting they attended June 17, 2015. In the past they attended the Northern Zone, we are now part of the Central Zone. Overall it was a good meeting.



8.0 CORRESPONDENCE

- 8.1 To: Christopher Zalasky, Director, Human Services – 2015
Assessment & Tax Notice from Brazeau County for Rocky Rapids
properties (June 2, 2015)

Resolution #15-06-20: Moved by J. Young to accept the correspondence as
information.

Motion ...Carried Unanimously

9.0 FUTURE MEETING DATES

- 9.1 NEXT BSF REGULAR BOARD MEETINGS – Thursday, July 30, 2015 at
the Shangri-La Lodge @ 1:00pm.

10.0 ADJOURNMENT

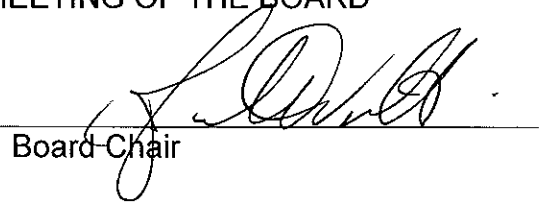
Resolution #15-06-21: Moved by D. Shular to adjourn the meeting at 3:15pm.

Motion ...Carried Unanimously

APPROVED AT THE July 30, 2015 MEETING OF THE BOARD



Chief Administrative Officer



Board Chair

Drayton Valley Municipal Detachment

Statistical Comparison

January to July: 2011 - 2015







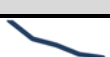
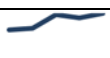


















Tuesday, August 04, 2015

CATEGORY	Trend	2011	2012	2013	2014	2015
Offences Related to Death		0	0	0	0	0
Robbery		1	1	2	6	2
Sexual Assaults		3	12	2	5	6
Other Sexual Offences		0	2	2	3	3
Assault		90	110	90	88	66
Kidnapping/Hostage/Abduction		1	9	2	1	1
Extortion		1	0	0	1	0
Criminal Harassment		12	18	12	8	11
Uttering Threats		49	37	24	23	22
Other Persons		0	0	0	0	1
TOTAL PERSONS		157	189	134	135	112
Break & Enter		67	68	40	46	39
Theft of Motor Vehicle		43	62	40	64	35
Theft Over \$5,000		7	8	4	7	6
Theft Under \$5,000		157	147	202	224	145
Possn Stn Goods		20	28	16	32	11
Fraud		20	27	32	30	25
Arson		0	2	1	1	1
Mischief To Property		166	160	160	198	172
TOTAL PROPERTY		480	502	495	602	434
Offensive Weapons		2	10	9	16	9
Disturbing the peace		63	91	74	54	49
OTHER CRIMINAL CODE		168	219	191	195	194
TOTAL OTHER CRIMINAL CODE		171	230	201	211	203
TOTAL CRIMINAL CODE		808	921	830	948	749




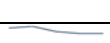

Drayton Valley Municipal Detachment

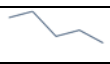
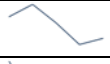





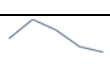

Statistical Comparison

January to July: 2011 - 2015

CATEGORY	Trend	2011	2012	2013	2014	2015
Drug Enforcement - Production		0	1	0	0	0
Drug Enforcement - Possession		24	33	27	42	21
Drug Enforcement - Trafficking		12	7	9	9	10
Drug Enforcement - Other		0	0	0	1	0
Total Drugs		36	41	36	52	31
Federal - General		7	12	6	2	3
TOTAL FEDERAL		43	53	42	54	34
Liquor Act		45	27	21	12	9
Other Provincial Stats		38	40	57	53	59
Total Provincial Stats		83	67	78	65	68
Municipal By-laws Traffic		7	2	5	7	8
Municipal By-laws		59	93	73	47	55
Total Municipal		66	95	78	54	63
Fatals		0	2	1	0	0
Injury MVC		3	5	4	4	4
Property Damage MVC (Reportable)		204	214	166	205	160
Property Damage MVC (Non Reportable)		25	26	23	22	22
TOTAL MVC		232	247	194	231	186
Provincial Traffic		515	496	319	311	242
Other Traffic		11	15	9	2	4
Criminal Code Traffic		72	92	61	62	46
Common Police Activities						
False Alarms		190	181	154	171	185
False/Abandoned 911 Call and 911 Act		81	49	60	54	65
Suspicious Person/Vehicle/Property		109	142	112	20	64
Persons Reported Missing		5	1	10	6	6
Spousal Abuse - Survey Code		N/A	105	84	80	112

Drayton Valley Municipal Detachment 5 Year Traffic Summary - January to July

January to July	Trend	2011	2012	2013	2014	2015
Fatals		0	2	1	0	0
Injury MVAS		3	5	4	4	4
Property Damage MVAS (Reportable)		204	214	166	205	160
Property Damage MVAS (Non Reportable)		25	26	23	22	22
Total MVC		232	247	194	231	186

January to July	Trend	2011	2012	2013	2014	2015
Impaired Operation*		32	37	17	22	12
Roadside Suspensions - alcohol related - No charge**		11	15	9	2	4
Occupant Restraint/Seatbelt Violations**		43	4	4	3	1
Speeding Violations**		18	21	18	13	10
Intersection Related Violations**		21	19	10	6	8
Driving without Due Care or Attention*		8	7	2	2	1
Other Moving Traffic*		162	191	99	86	58
Other Non-Moving Violation**		157	115	59	54	40
Other CC Traffic***		10	17	13	7	5

*include "Cleared by Charge" and "Cleared Other" ***Actual" ****"Reported"

Drayton Valley Municipal Detachment

Statistical Comparison

July: 2011 - 2015

Tuesday, August 04, 2015

CATEGORY	Trend	2011	2012	2013	2014	2015
Offences Related to Death		0	0	0	0	0
Robbery		0	0	0	1	0
Sexual Assaults		0	1	1	0	0
Other Sexual Offences		0	1	0	0	0
Assault		11	13	9	16	6
Kidnapping/Hostage/Abduction		0	1	1	0	0
Extortion		0	0	0	0	0
Criminal Harassment		2	2	2	1	0
Uttering Threats		7	5	1	3	1
Other Persons		0	0	0	0	0
TOTAL PERSONS		20	23	14	21	7
Break & Enter		9	8	4	6	5
Theft of Motor Vehicle		10	8	6	10	10
Theft Over \$5,000		3	2	2	2	0
Theft Under \$5,000		35	22	28	36	24
Possn Stn Goods		4	3	2	6	3
Fraud		7	4	6	5	2
Arson		0	0	0	0	0
Mischief To Property		39	27	34	43	23
TOTAL PROPERTY		107	74	82	108	67
Offensive Weapons		0	1	1	3	0
Disturbing the peace		8	19	10	9	7
OTHER CRIMINAL CODE		23	40	24	41	22
TOTAL OTHER CRIMINAL CODE		23	42	25	44	22
TOTAL CRIMINAL CODE		150	139	121	173	96

Drayton Valley Municipal Detachment

Statistical Comparison

July: 2011 - 2015

CATEGORY	Trend	2011	2012	2013	2014	2015
Drug Enforcement - Production		0	1	0	0	0
Drug Enforcement - Possession		2	5	5	13	3
Drug Enforcement - Trafficking		1	1	2	0	0
Drug Enforcement - Other		0	0	0	0	0
Total Drugs		3	7	7	13	3
Federal - General		0	3	1	0	0
TOTAL FEDERAL		3	10	8	13	3
Liquor Act		8	4	6	4	1
Other Provincial Stats		5	6	12	5	11
Total Provincial Stats		13	10	18	9	12
Municipal By-laws Traffic		0	0	0	2	3
Municipal By-laws		13	15	14	6	10
Total Municipal		13	15	14	8	13
Fatals		0	0	0	0	0
Injury MCS		0	0	0	0	1
Property Damage MVC (Reportable)		9	29	19	16	20
Property Damage MVC (Non Reportable)		6	4	3	2	2
TOTAL MVC		15	33	22	18	23
Provincial Traffic		51	59	47	29	43
Other Traffic		2	2	1	0	0
Criminal Code Traffic		10	15	12	4	4
Common Police Activities						
False Alarms		37	35	29	54	38
False/Abandoned 911 Call and 911 Act		15	8	10	15	11
Suspicious Person/Vehicle/Property		15	39	5	3	12
Persons Reported Missing		0	0	1	2	0
Spousal Abuse - Survey Code		N/A	16	11	11	16

Drayton Valley Municipal Detachment 5 Year Traffic Summary - Month of July

July	Trend	2011	2012	2013	2014	2015
Fatals		0	0	0	0	0
Injury MVAS		0	0	0	0	1
Property Damage MVAS (Reportable)		9	29	19	16	20
Property Damage MVAS (Non Reportable)		6	4	3	2	2
Total MVC		15	33	22	18	23

July	Trend	2011	2012	2013	2014	2015
Impaired Operation*		4	6	4	1	0
Roadside Suspensions - alcohol related - No charge**		2	2	1	0	0
Occupant Restraint/Seatbelt Violations**		0	0	0	0	0
Speeding Violations**		2	2	1	1	1
Intersection Related Violations**		2	1	2	0	1
Driving without Due Care or Attention*		0	0	0	0	0
Other Moving Traffic*		27	21	14	8	10
Other Non-Moving Violation**		6	9	15	6	8
Other CC Traffic***		1	4	3	1	0

*include "Cleared by Charge" and "Cleared Other" ***Actual" ****"Reported"

Drayton Valley Municipal Detachment

January to July: 2011 - 2015

Category	Trend	2011	2012	2013	2014	2015		Mean	Std Deviation	Mean + 1 Std Dev	FLAG	Slope
Theft Motor Vehicle (Total)		43	62	40	64	35		48.8	11.9	60.7	Within Norm	-1.4
Auto		5	2	6	3	1		3.4	1.9	5.3	Within Norm	-0.7
Truck/SUV/Van		13	38	14	41	26		26.4	11.7	38.1	Within Norm	2.9
Motorcycle		0	0	0	0	0		0.0	0.0	0.0	Within Norm	0
Other		19	16	16	8	7		13.2	4.8	18.0	Within Norm	-3.2
Take Auto without Consent		6	6	4	12	1		5.8	3.6	9.4	Within Norm	-0.4
Break and Enter (Total)		67	68	40	46	39		52.0	12.9	64.9	Within Norm	-7.8
Business		28	14	20	21	18		20.2	4.6	24.8	Within Norm	-1.3
Residence		23	34	11	14	13		19.0	8.6	27.6	Within Norm	-4
Cottage or Seasonal Residence		0	0	0	0	0		0.0	0.0	0.0	Within Norm	0
Other		7	17	4	8	6		8.4	4.5	12.9	Within Norm	-1.1
Spousal Abuse		N/A	105	84	80	112		95.3	13.6	108.8	Issue	1.7
Robbery		1	1	2	6	2		2.4	1.9	4.3	Within Norm	0.7
Assault		90	110	90	88	66		88.8	13.9	102.7	Within Norm	-7
Sexual Assaults		3	12	2	5	6		5.6	3.5	9.1	Within Norm	-0.1
Traffic	Trend	2011	2012	2013	2014	2015		Mean	Std Deviation	Mean + 1 Std Dev	FLAG	Slope
Impaired Operation*		32	37	17	22	12		24.0	9.3	33.3	Within Norm	-5.5
Roadside Suspensions - alcohol related - No grounds to charge**		11	15	9	2	4		8.2	4.7	12.9	Within Norm	-2.7
Occupant Restraint/Seatbelt Violations**		43	4	4	3	1		11.0	16.0	27.0	Within Norm	-8.5
Speeding Violations**		18	21	18	13	10		16.0	3.9	19.9	Within Norm	-2.4
Intersection Related Violations**		21	19	10	6	8		12.8	6.0	18.8	Within Norm	-3.9
Driving without Due Care or Attention*		8	7	2	2	1		4.0	2.9	6.9	Within Norm	-1.9
Other Moving Traffic*		162	191	99	86	58		119.2	49.5	168.7	Within Norm	-31.3
Other Non-Moving Violation**		157	115	59	54	40		85.0	44.1	129.1	Within Norm	-29.5
Other CC Traffic***		10	17	13	7	5		10.4	4.3	14.7	Within Norm	-2

*Include "Cleared by Charge" and "Cleared Other" **"Actual" ***"Reported"



Town of Drayton Valley

MAYOR REPORT

Conference/Workshop Attended: FCM Annual Conference

G&P Presentation Date: **June 24, 2015**

Date: Saturday/Sunday, June 6-7, 2015

Session Title: Policy Forum on Increasing Women's Participation in Local Government / Taking our Place at our Table/Breakfast Fundraiser

Information Presented:

Statistical information was presented on the current level of women involvement in municipal government. The Study showed that municipal councils across the country have a demographic of 26% women. FCM stated its goal of increasing that figure to 30%. The reason being that studies have indicated 30% is the minimum threshold to ensure that decisions reflect the concerns of the other gender. One means that was discussed to facilitate this was a challenge to every Councillor to find a woman under 35 years of age to mentor.

Correlation to Approved Town Plans/Policies:

The goals of FCM are consistent with our Women In Government program which is currently being revamped to become a more inclusive "Women in Leadership" initiative.

Department(s): Community Services

Recommended Action:

- Each Councillor reaches out to a woman under the age of 35 from the community and mentor the individual.
- Conclude the Women in Leadership Program Criteria restructuring in time to relaunch in the Fall (September) of 2015

Identify Partners/Resources:

- Business Community - Partner
- Town Staff - Resource and Partner
- Community Agencies - Partner

Date: Saturday, June 7, 2015

Session Title: Study Tour - Championing Edmonton's Entrepreneurial Spirit

Information Presented:

This session was designed to profile Edmonton's key business incubator initiatives (especially *Start Up Edmonton*). Start Up Edmonton provides workspace as well as meeting space for business start ups. One of the key things it offers is the opportunity to network with other businesses at a similar developmental stage. It also serves to coordinate meetings and brainstorming sessions for interested parties to share ideas and work on matters of the mutual benefit. Start Up Edmonton facilitates this process by providing space, scheduling (and even pizza).

Correlation to Approved Town Plans/Policies:

- Directly relevant to the business incubator services we are planning on offering as part of the CETC.

Department(s): CAO/CETC/Economic Development Officer

Recommended Action:

- Have Administration explore the organization of Start Up Edmonton with a view to incorporating relevant principles into the CETC Business Plan/operations.

Identify Partners/Resources:

- Start Up Edmonton - Resource
- Clean Energy Technology Centre

Date: Sunday, June 7, 2015

Session Title: Study Tour – Home Suite Home

Information Presented:

This Study Tour involved two stops and presentations by city planning officials and private sector participants.

The first stop was Legacy Park, where the City of Edmonton partnered with Park Royal Homes and Encore Master Builder to develop a neighbourhood (62 lots currently developed) in which the homes have purpose-built rental suites included in the construction. All homes are constructed to a *BuiltGreen Energy Efficient Standard* and include a fully developed lower rental suite. Builders pay market price for the lots but buyers are eligible for a city grant of \$20,000.00 towards the cost of their secondary suite. This grant is conditional on the suite being rented out to a third party for a minimum of five years at pre-determined rents. An additional benefit is that CMHC will recognize 50% of the rental revenue as part of the mortgage qualification process.

The second stop was a townhouse style bare land condominium development on repurposed school/municipal reserve land. What makes it affordable? The development of the land is done

by the developer. When the developer sells the home the payment for the value of the land is deferred for five (5) years at no interest. At the end of the five years the unit owner is responsible for paying out the value of the land to the city, \$36,500.00 – value at point of sale. This is a way to defer a significant piece of the purchase price with little financial strain on the City so the lands had been previously not utilized for municipal purposes.

Correlation to Approved Town Plans/Policies:

- Concepts are directly relevant to the RFP for housing in relation to the Deby Lands
- Consistent with Councils' stated desire to increase affordable housing options in our community

Department(s): Planning and Development / Community Services

Recommended Action:

- Obtain further details from the City of Edmonton Planning Department in relation to these and other affordable housing options.
- Explore incentive programs to encourage develop of rental accommodation.

Identify Partners/Resources:

- Town Staff – Resources
- Private Homeowners and/or Developers – Partners



Town of Drayton Valley
COUNCILLOR REPORT

Councillor: Fayrell Wheeler

Conference/Workshop Attended: FCM 2015

G&P Presentation Date:

Date: June 6th 2015

Session Title: Smart Cities, it's just the beginning

Information Presented: Everything is going to be connected in the future; from community services like street lights, traffic cameras, and buses to personal connectivity in homes, and cars. Communities need to be thinking of the future and build the grid so people can connect on their own. Being connected makes Drayton Valley a great place to live and to work. It creates a competitive edge when competing for business and residents. What is important to the citizen is public safety, and connectivity enhances that. Canada is ranked as the most social country in the world; 86% of Canadians are using FB, Twitter or some form of social media. Technology advancements are happening faster in Canada because of it.

Smart cities are starting to add analytics to things like lights, as sunlight increases during the day the lights automatically dim. They have ambulances that have control over the traffic lights to turn the intersection red as they pass through, reducing in accidents.

Work is something you do, and not somewhere you go. We should be creating spaces people want to work in. Stats show people that don't have to commute are happier and therefore more productive. Connectivity allows us to create the work environment anywhere; we need to be taking advantage of that.

There are huge benefits to community groups leading the charge in local projects versus the municipality, it not only gives the municipal employee's and council face to face time with engaged citizens, it's creates a culture of the global community working together to create unique solutions. Bottom up solutions. Communities have been look at things like health, arts and culture accelerators, energy, supply chain, and start-up projects, through many different lenses, but through the average citizen will help to create a better buy in amongst the rest of the citizens.

Look at an open data city policy. Share the data we are collecting to help drive development in the future. Spark local interest and use the power of the human network.

Correlation to Approved Town Plans/Policies: *CSP/Governance/Communication/Host public forums on significant issues facing residents*

Department(s): Information Technologies/ CETC/Legislative

Recommended Action:

- a) We should host a forum/brain trust group, for “techies” to get together at the CETC a few times a year.
- b) Look at creating an Open Data Policy. (we might not have much data but as we grow we want to say that from the very beginning we were open to the public)

Identify Partners/Resources:

Date: June 5th, 2015

Session Title: Engaging the Youth

Information Presented: We should establish a youth voter booth at the next election. In the lobby to help break voter apathy. Youth should have a say and be involved in policy to make connections to politicians and help increase participation in voting. We need to empower the youth to take charge of their lives and get involved.

Correlation to Approved Town Plans/Policies: *CSP/Governance/Civic Leaders/Engage the youth of our community.*

Department(s): Council

Recommended Action: We should establish a youth voter booth at the next election.

Identify Partners/Resources:

Date: June 6th, 2015

Session Title: Ted Talks- Polling, Effective Advocacy and the Permanent Campaign

Information Presented: Every day in Canada is election day, the next campaign starts the day after your elected. You need to understand how your issues affect your voters in order to continually connect with them. Look at how decisions affect people’s daily lives, like the mom stuck in traffic that needs to get home to her family. Would she be in favor of a new bridge to increase road service? At what cost? We need to look at how we present the information and connect it to citizens on an individual level. One way to find this information is through polls, there are many companies that provide services in polling and data, which is neutral.

We need to lobby other governments that a small town agenda is not specifically linked to a Liberal, NDP, Green, Wildrose or conservative agenda; it’s an agenda for everyone, including

the people that belong to the Federal or Provincial party that happen to be in power, because they live here too. On a poll done about topics related to infrastructure and municipal responsibilities, there was almost no difference in what citizens support no matter which of the 4 main parties they came from. The polls show that they are within a 5% range of how important these items rank. When you get into topics like child care and drugs, they have much bigger discrepancies. Therefore when lobbying you need to know the importance of the issue amongst the general public. For most municipal issues the topic is equally important, no matter which party the citizen belongs to.

People are dependent on a natural and healthy environment. The David Suzuki Foundation is partnering very closely with municipalities now (due to lack of response from the Federal government) to make sure “Every Canadian deserves to breathe fresh air, drink clean water, and eat healthy food”. The Suzuki Foundation is approaching municipalities to pass municipal declarations on sustainability. This might be something our sustainability coordinator is interested in looking into. The Blue Dot Movement <http://bluedot.ca/join-us/>

“Things are only impossible, until we decide they’re not”-David Suzuki

Earth Rangers is a website designed to educate and empower children to bring back the wild. Picture every person you know working to protect biodiversity. Picture all of these people acknowledging the impacts of their small, daily actions. Picture our planet thriving because a new generation of leaders is mindful about its health. At Earth Rangers we imagine this every day. We believe children can make it a reality.

We all get busy and forget how our daily actions affect the world around us. We forget that, while important, we’re just one part of a huge ecosystem. Children don’t – they’re passionate about protecting life on earth. When they learn how their behaviors can help, they don’t ignore them, they act. Earth Rangers provides children with the opportunity to protect animals, to improve the environment and to make a difference. We are the Kids’ Conservation Organization.

This would make a great resource for sustainability engagement in schools and for teachers. <http://www.earthrangers.org/about/>

Saskatchewan shares 1/5 of the PST directly with municipalities.

Municipalities in Saskatchewan don’t, ask/lobby the province for money at budget time, because they work together as partners to show the province how the municipalities can spend the money to increase benefits to the province. We need to educate the provincial government on the work we do; the services we deliver also enhance the province and have a benefit for them. What benefit does the province get from investing in us? With that set amount, (20% of the PST). It’s automatic; they know exactly what the funding coming next year is, whether it’s up or down. They can plan for it. Municipalities in turn help create economic activity, if there’s construction or the creation of more jobs, and then more income goes towards retail. It’s an investment that gets put back into the system. Everyone wins when they work together.

Correlation to Approved Town Plans/Policies:
Department(s): Sustainability
Recommended Action: None, sustainability coordinator check out the links in the information.
Identify Partners/Resources:

Date: June 6 th , 2015
Session Title: Building Resilience in the Age of Climate Change
<p>Information Presented: Between now and 2030 there will be another 1.5 billion people on the planet, the use of fossil fuels will increase. We are currently at 14 million barrels a day and its predicted we will be at 17 million barrels a day by 2030. As we have more event that are happening on a catastrophic loss level we need to be preparing ourselves for the future. We are using more energy every year, how we provide the petroleum supply for that energy is up to us to prepare for.</p> <p>When looking at disasters, there are many different angles to think about. Commonly municipalities will say “it’s not our responsibility as a municipality for communications” but you can help facilitate the preparedness for it and your citizens will be upset at you if don’t, even if its not your responsibility.</p> <p>Look at Recommendations from the report Compare to our emergency response plan. Can citizens de-risk their own homes? (Like citizens installing backwater valves) How do we help make citizens more resilient to climate change?</p> <p>Dealing with insurance during the Calgary floods- if the water backed up through the sewer lines, you got insurance coverage; if the water came in through a window most people didn’t have flood specific insurance and weren’t covered. People need to be better educated on how to handle emergencies and how to be prepared.</p>
Correlation to Approved Town Plans/Policies: CSP/Health& Social/The Town is a community of resilience/Establish an integrated Emergency Plan
Department(s): Emergency Planning/Sustainability
Recommended Action: Do an education Campaign to better educated people on how to handle emergencies and how to be prepared. Also teaching them what’s included on their insurance, what should they be asking for based on our area, what is high risk?
Identify Partners/Resources: Fayrell Wheeler has the whole presentation if admin wants it.

Recommendations (Slide from presentation)

Facilitate Flood Preparedness Regarding Critical Functions

- *“it’s not the city’s responsibility”* – a common response regarding telecommunications, food supply, financial services, petroleum supply, electricity supply, commercial real estate
- e.g., Telecommunications – facilitate flood preparedness by working with Rogers, Bell, Telus, etc.

Create Position of Chief Resiliency Officer (or equivalent)

- need for someone should lead flood preparedness
- need to address compartmentalization – many cities have “silos” regarding knowledge of flood preparedness (a difficulty encountered with survey)

Identify Priority Concerns and De-Risk Accordingly

- interviewees often referenced *“the meaningless pursuit of relentless perfection”* as a barrier to advancing flood preparedness

Better Informed Citizenry

- citizens often not informed of resources available to them to de-risk their property (e.g., backwater valve subsidies)

Date: June 7th, 2015

Session Title: City Hall School/ Edmonton Youth Council

Information Presented: City Hall School is one of the Inquiring Minds sites in Edmonton. It is a week long, inquiry based, hands on learning experience for Grade 1 - 9 students. Teachers apply to bring their class so students can gain an understanding of municipal government through simulated City Council sessions, a visit to the Mayor’s office and by working with Councillors, social workers, Edmonton Police Service, historians and other City employees. Citizenship, the environment and social responsibility are topics which are an integral part of City Hall School. Students, teachers and parent volunteers come away with not only an increased sense of civic pride but also a richer understanding of the services that the City provides to meet the needs of Edmontonians.

EDMONTON YOUTH COUNCIL:

Applications are online for youth ages 13-23. 1 Edmonton councillor and 1 administration sit on it as guides. Edmonton Community Services reviews the applications (they get around 50/year) 16 members are chosen to be on council. Then within themselves they elect 1 chair and 2 vice to help with recruitment, social media, agendas and a secretary to take notes. Meetings are once a month for 3 hours, and open to the public.

Their Mandate is:

Provides feedback and input to City Council, municipal government, and other various civic committees on issues affecting youth.

Works on projects that deal with issues which are important to youth around the city, and this is accomplished by establishing ad-hoc committees.

They empower youth to be active students (Compost drive), take a stance on bills provincially and municipally. Write letters to other levels of government. Invite community groups to do presentations, do policy reviews for Edmonton. They created a video on Through Our Eyes of Homeless Youth(captured their voice), create health session, they do information swap while walking! Make models of small art project that youth would like in the city, to give ideas to Edmonton city planners.

Youth find sustainability every interesting; they have a strong connection to it. They have no lights on during meetings unless they really need it. It's an easy topic for youth to get engaged on.

Correlation to Approved Town Plans/Policies: SDP/A Caring and Inclusive Community/Provide opportunities for youth to be leaders

Department(s): Council/Admin

Recommended Action: a) I recommend that Drayton do a 1 day Town School. To help connect kids the different things we offer as a Town, start with grade 6 as they learn about government.

- **Citizenship** -Warming Hearts, Mat Program, Food Bank, FCSS Volunteers
- **Media (how we use it)**- Press release etc, Western Review/Radio how they report
- **Emergency Management**-Fire Hall, Police
- **Building the City**- Town Planners, Park Planners
- **Governance**-Council Meeting/Duties, Mayor (read a story)
- **Sustainability** -Programs we have and why, Landfill Tour
- **Jobs**- All the jobs that are done by the city-
HR/Clerk/Accounting/planning/media/legislative/pool/library/omnplex/fitness center/Inspector
- **Other things as well**- History walk, Aboriginal relations, Chamber Tour

- b) I recommend that we look into the Youth Empowerment club in Drayton and maybe the Rotary Entrac Youth group to see if we can enhance their clubs with a more official role in policy and youth connection to government.

Identify Partners/Resources: www.edmonton.ca/cityhall



Town of Drayton Valley
COUNCILLOR REPORT

Councillor: Graham Long

Date: June 2015
Event: Federation of Canadian Municipalities Conference, Edmonton
Session Titles:
<p>Comments & Value:</p> <p>This study tour was split into two parts. First we visited the site of Edmonton's new downtown arena which is currently under construction. The project is jointly funded by the Katz Group, which owns the Edmonton Oilers, and the City of Edmonton. We heard from representatives of both parties about how an agreement was reached on ownership and funding of the project. Of most interest to me was the degree to which the City is expecting the new facility to play a key role in the revitalization of a large part of its downtown core. Obviously we are not about to build an new arena in downtown Drayton Valley, but it does underscore the extent to which new or improved facilities can be expected to boost the surrounding area.</p> <p>The second part of the tour took in the former site of the Edmonton downtown airport which has now been given over to accommodate a major housing development. This is an extremely ambitious project which will see the creation of thousands of homes relatively close to the city centre. A number of those home will be specifically designed to feature a full range of sustainability initiatives. There's a distinct similarity in this project to what we are looking at doing with the Deby lands. It was particularly interesting the Edmonton seems quite comfortable taking a very active role in the development of housing.</p>
<p>Recommended Action:</p> <p>No recommended action at this time, but it's worth keeping an eye on both of these projects as they proceed to see if they deliver in the way the City of Edmonton expects. Obviously they both far exceed in scale anything we could do here but I think the underlying principle is the same.</p> <p>It might also be worth taking a look at some of the sustainability initiatives involved in the housing project to see if they are transferrable to Drayton Valley.</p>

Date: June 2015
Event: FCM Conference
Session Title: Finding new monies without increasing taxes
<p>Comments & Value:</p> <p>This workshop focussed on ways of finding (mostly corporate) sponsorship for municipal facilities and programs. The speakers came from a variety of backgrounds and together laid out the steps to creating a successful sponsorship program. The first step is to identify what we have that might be of interest to a corporate partner. That's more than just naming rights to buildings or other facilities. Sponsors may also be interested in supporting specific programs, as we have found with free swims at the pool etc.</p> <p>The second step is to try to match those opportunities with an appropriate business. Obviously a technology company would be more interested in providing free computers to the library than it would be in installing playground equipment. The first place to look for potential partners is in the list of companies we already work with. Simply put it is much easier to persuade an existing vendor to supply us with free or reduced price goods or services than it is to start an entirely new relationship. It's also important to have a good sense of the value of what we have to offer. That can be very hard to determine, essentially, as with everything, things are worth exactly what they highest bidder is prepared to offer, no more and no less. But having said that, it's also true that the value will be different to different companies. The example given was Coca Cola which is so big and so well recognized that the brand would gain nothing from association even with a major project such as the new Edmonton arena. Sponsorship of that project would actually be worth more to a smaller company with greater room to grow (Mountain Dew?) than it would to Coke.</p> <p>The larger the company involved, the longer and more drawn out the process is likely to be.</p>
<p>Recommended Action:</p> <p>I think it would be worthwhile carrying out an inventory of what facilities and programs we have that might be attractive to potential sponsorships. That's not just the obvious things like selling naming rights to the Omniplex, it's things like sponsored swims at the pool, children's sessions at the library ... we've already had some success in those areas, but there may be value in trying a concerted push. This isn't necessarily about hitting a home run and landing a million bucks. I think that even in the current economy there's an opportunity to access some corporate dollars to support any one of a number of small projects we are working on.</p> <p>There seems to be significant potential here if we are able to bring proper focus. I know</p>

we have tried hiring a corporate sponsorship consultant in the past, with results that left a lot to be desired but I'd hate to see that one failure put us off this idea permanently. I'd be interested in hearing from administration on how we might proceed in this area.

Date: June 2015

Event: FCM Conference

Session Title: Media 101 challenges and opportunities

Comments & Value:

This workshop contained a good deal of information on effectively dealing with the media. It's important to remember that the media represent the best and most effective way of communicating with a large portion of our residents and other stakeholders at the same time. As such they should be seen as our partners in communication and wherever, possible and practical, we should cooperate with them to the greatest extent we can.

The panel also touched on social media. That portion of the discussion provided one of my favourite quotes ever from Global Television's Tom Clarke.

"I believe in citizen journalists as much as I believe in citizen cardiologists."

Nevertheless Clarke did concede that citizen journalists, that's those who set themselves up on social media without qualifications, experience or, most importantly, accountability, cannot always be ignored.

Opinion writing has a fine tradition dating back to the very earliest newspapers, but it is absolutely vital that the reader understands the difference between news and opinion.

On many of today's internet sites, and especially on social media, that crucial distinction is not made as clearly as it should be.

Recommended Action:

I hope and expect our new communications professional will have some ideas to help us get a better handle on media related issues. I don't think any action is required until that person is in place and we have a better sense of where we stand.

Date: June 2015
Event: _FCM Conference
Session Title: Neighbourhood Renewal
Comments & Value: <p>This study tour looked at the benefits which can be derived from introducing a Community Revitalization Levy as was done in downtown Edmonton.</p> <p>The philosophy is as follows:</p> <p>Revitalization projects attract investment and development</p> <p>Economic growth creates additional tax revenue</p> <p>That additional tax revenue is used to fund the original revitalization project</p> <p>This works by the city borrowing money to pay for projects in the CRL zone. The additional municipal and provincial tax revenue will be set aside and dedicated to further funding CRL projects. Tax rates in the CRL zone are the same as elsewhere in the city. That base amount will continue to support regular city programming and facilities.</p> <p>Only the increase in municipal and provincial property tax revenue created by the new development will be dedicated to the CRL. At the time when the CRL is first set up the base tax rate will be determined.</p> <p>The use of CRLs is regulated by the province. The province also contributes by dedicating the education portion of property taxes for approved projects within the CRL Plan. As with municipal taxes, a pre-CRL base rate is established and only the increase due to higher assessment is considered part of the CRL.</p> <p>The CRL is established for 20 years, after which time taxes from the area return to general revenues.</p>
Recommended Action: <p>This is complicated stuff. Or at least it's complicated to put on paper. I will try to give a clearer verbal report and an upcoming meeting.</p>

Date:
Event:
Session title:
Comments & Value:



Town of Drayton Valley
COUNCILLOR REPORT

Councillor: Debra Bossert

Conference/Workshop Attended: FCM 2015

G&P Presentation Date:

Date: June 5, 2015

Session Title: Building a Culture of Civic and Political Engagement

Information Presented:

Municipal councils are challenged by the diversity of needs of our communities and earning the trust of the citizens. Having an “Equity and Inclusion” view, and the goal of “consulting with the public” rather than just “informing” the public are key concepts in community engagement.

Some of the barriers to active community engagement are:

- Lack of trust or faith in local government
- Perceived inaccessibility to local officials
- Perception that their opinion doesn’t matter
- Perception that only the “Squeaky wheel (loudest voices) gets the grease”.

Research indicates that although the “average” Canadian citizen does not participate in civic or political activities, the youth of our communities are very likely to engage. They often have the time, focus and incentive to be engaged because they believe they DO have a voice, and a strong one at that! In the next 5-10 years this younger demographic will overtake the Babyboomers as decision makers in our country, and they will be the catalyst and driving force behind change at all social and political levels.

In order to “harness” the passion of this generational force, as well as that of all the people groups in community, local councils must be willing to move away from old methods of citizen engagement and move towards innovative ideas for civic engagement.

www.samaracanada.com is a website that features numerous ideas and initiatives focused on re-connecting our citizens with government. Such initiatives include Pop-up Councils, social media campaigns, and Council in the Classroom.

To engage the people, we must GO TO the people. Don’t ask them to come to you...we’ve seen how successful that idea has been. People feel they deserve to be consulted with; it is their tax dollars that support the operation of the community.

Correlation to Approved Town Plans/Policies:

Social Development Plan- Community Engagement

<p>Department(s): Council, Community services, Communications Officer and possible Ec. Dec Officer</p>
<p>Recommended Action: Review some of the concepts from www.samaracanada.com, Select four or five ideas to action, and identify team to carry out the action items Evaluate our Budget Consultation process (engage, draft, public consult, final draft)</p>
<p>Identify Partners/Resources: Youth agencies and community service agencies/groups Restaurants Business sector Volunteer base</p>



Town of Drayton Valley
COUNCILLOR REPORT

Councillor: Debra Bossert

Conference/Workshop Attended: FCM 2015

G&P Presentation Date:

Date: June 7, 2015

Session Title: Home Suite Home Tour

Information Presented:

This Study Tour included site visits of several housing projects in and around the Edmonton area. I will list the project name and any key points from each location.

1) Legacy Pointe in LePerle/Oxford Park, NW Edmonton

- Full sized homes with fully functioning secondary suites with independent entry, high ceilings and full sized windows
- Area zoning allowed secondary suites as permitted use
- Secondary suites provide revenue stream for property owner, which allows for homeownership to a wider demographic
- Homes built with a number of Green Initiatives
- www.legacypointe.ca

2) Cornerstone Grant Program

- All homes built with sizable secondary suites
- Program incorporates a \$20,000.00 forgivable loan if the landowner keeps the rent for the secondary suite at a less than market price for 5 years. (Didn't quite get how that "under-market rate" would be established)
- Homeowner is allowed to use 50% of the rent revenue when qualifying for mortgage
- Properties all utilized the Green Builders Incentive which was up to \$7000.00 in incentives for LEED measures, such as on demand hot water systems, high quality windows and insulations, dual furnaces (one for each suite) and LED lighting systems
- Bill Covey at the City of Edmonton and John Hrynkow from the Canadian Home Builders Assoc are key contacts

3) First Place Program

- An old school site was turned back over to development
- Townhome style houses built as entry level homes
- Very spacious and nicely designed for young families but not suitable for those with mobility issues as all bedrooms are on an upper level

- Very high Green standard (83-86)
- Units were priced at \$280,000.00, lots were just \$36,000.00
- Agreement with the developer/homeowner that price would remain below market for a period of 5 years
- Rohit Corp was developer on this project

Key take-aways:

- Encourage secondary suite development: it can provide increased revenue to homeowners and enable homeownership to a broader demographic
- CMHC can be a key player in under-market developments
- Develop policies for development that incents high-density growth

Correlation to Approved Town Plans/Policies:

Drayton Valley Housing Index Report

Social Development Plan

Policies under review regarding development/developer incentives

Department(s): Planning and Development, Council, Housing Committee

Recommended Action:

Continue to work on our development/developer policies

Continue looking for solutions that fit our community and our unique conditions (one size does not fit all)

Continue to seek out developers who can provide "out of the box" solutions in partnership with municipality

Continue to lobby provincial and federal government for support to housing solutions in rural communities

Identify Partners/Resources:

Local and non-local developers/builders

Area housing foundations (for models and possible partnerships)

G.O.A. and G.O. C. for funding support

CMHC



Town of Drayton Valley
COUNCILLOR REPORT

Councillor: Debra Bossert

Conference/Workshop Attended: FCM 2015

G&P Presentation Date:

Date: June 6, 2015

Session Title: Media 101

Information Presented:

Presenters: Tom Clark (Global), Shawna Randolph (Media Strategist) and Jason Vance

As a councillor, I have long struggled with dealing with the media. In an effort to strengthen my personal comfort level with said media, I attended this workshop. I was not disappointed!

Key Take-aways:

- I control the media - they do not control me
- Do not be intimidated
- Keep on top of any interview by seeing them (the media) as the audience not the opponent
- Answer question when I am prepared and ready...not necessarily when put on the spot by a microphone or camera
-

My reputation as a councillor is shaped by what people see and hear about me so I must be SMART, PREPARED and in CONTROL as much as possible when dealing with the media (and the public).

When dealing with a community crisis, handle the news by:

- Being honest
- Being clear
- Being concise
- Being consistent with messaging
- Being available (multiple press conferences/ media updates if necessary)

To have well informed media, I have to be a well-informed councillor. This will involve the assistance of our Communications Officer to provide "pocket statements" and strong talking notes for various events and situations.

When dealing with media, it is sometimes advisable to communicate only by written form (email for example) so that there is proof, a paper trail of sorts, of conversations. We are also allowed to record verbal conversations. (Interception Law).

Correlation to Approved Town Plans/Policies:
Media Policy

Department(s): Communications Officer

Recommended Action:

Provide accurate, concise talking notes to councillors as the need arises

Keep on top of our communication strategies when dealing with complex community issues or events (CETC, Bus Hub or EPAC)

Focus on positive messaging and limit reactive or retaliatory responses

Identify Partners/Resources:

Local traditional media (newspaper reporters and radio reporters)

Social media (especially FaceBook and our Website)



Town of Drayton Valley
COUNCILLOR REPORT

Councillor: Debra Bossert

Conference/Workshop Attended: Creating Rural Connections

G&P Presentation Date:

Date: May 26, 2015

Session Title: Creating Rural Connections (Rural Homelessness)

There were a number of presenters at this conference including:

Annie Makitrich, new MLA for Sherwood Park; Dr. Yale Belanger, University of Lethbridge; Outi Kite, Red Deer Housing Authority; Denis Beesley, Bethany Group, Edmonton; Susan McGee, Homeward Trust, Edmonton; Doug Griffiths, 13Ways.Inc; Emily Hickman, Homelessness and Poverty Team, Drayton Valley

There were so much material presented at this workshop, some of it very applicable to our community, some of it was more geared to large communities, but the underlying theme was that homelessness is NO LONGER an urban only problem and this conference is the first of its kind to focus on rural homelessness in Alberta.

Alberta is a leader in the field of policy setting in regards to Rural Homelessness research, our own community of Drayton Valley recently played an active role in data gathering for the purposes of understanding rural homelessness.

Three barriers in overcoming rural homelessness:

Social Conditioning: Homelessness is seen primarily as an urban issue of large cities

Rural Ideology: Historically rural lifestyle was more tightknit and if a family fell on hard times, neighbours would lend a hand. Homelessness was not a factor in rural living in generations past.

Location of Decision Makers: the perception is that many policy makers have never been exposed to any form of rural homelessness. Most “decision makers” come from urban settings, are well educated and have seldom been touched by homelessness, therefore there is a disconnect between those who set policy and those who benefit (or not) from those policies.

Rural areas have a greater per capita homelessness percentage than large cities with far fewer resources to combat the issue. However rural homelessness is less visible the urban homelessness as those without safe shelter will retreat to forested areas and backwoods to seek shelter, whereas the urban homeless person seek shelter in public spaces and are very visible.

So what are some solutions? Clearly “one size does not fit all” when it comes to finding solutions for rural homelessness but a number of successful projects from around the province presented

their local solutions.

- Dr. Yale Belanger, University of Lethbridge- Reflecting on Rural Homelessness in Alberta and How We Understand It. (Lethbridge and Medicine Hat Models)
- Outi Kite, Red Deer Housing Authority Model
- Denis Beesley, Bethany Project, Camrose 2013, www.thebethanygroup.ca
- Susan McGee, 7 Cities of Alberta (Research Project) www.7cities.ca
- Karen Poffenroth and Steve Gasper- The Alex Homebase, Calgary, Ab, implementing the Housing First model coupled with intensive case management for high risk clients
- Emily Hickman, How to Develop a Community Action Plan- Drayton Valley Housing Index and Research model

We are very fortunate in Drayton Valley that we were part of the research that is now being used nation-wide for communities to develop action plans to address homelessness. Although we still have a long road ahead of us to conquer homelessness in our area, we are definitely on the right track and other communities are watching us!

Doug Griffiths, former MLA and now rural homelessness advocate, stated that homelessness needs a community solution, and that other orders of government will not be our saviour. Local leaders must engage their local community members to be part of the solution. You need to ask someone something 7 TIMES before they take you seriously! Solutions need to come from the community for the community. Then share best practices and celebrate successes. But remember things that are done quickly can unravel quickly.

Correlation to Approved Town Plans/Policies:

Social Development Plan

Drayton Valley Housing Condition Index Study

Department(s): Community services, communications, planning and development, council

Recommended Action:

Examine the successes thus far in our housing situation, and clearly set the next goals for the Housing Committee

Keep the recommendations of our housing index study front and centre when planning for housing solutions....we have done the hard work of research, let's not lose sight of its value.

Develop a strategy to engage the community in providing solutions...government is not always our saviour

Continue to support the local MAT program

Continue to work towards the creation of a community hostel

Identify Partners/Resources:

Industry and business sector

Homelessness and Poverty Reduction Team

MAT Program

Social Justice Committee

Healthy Community Coalition

Other regional housing authorities (for models, sharing of experiences, partnerships?)



Town of Drayton Valley
COUNCILLOR REPORT

Councillor: Dean Shular

Conference/Workshop Attended: FCM 2015

G&P Presentation Date:

Date: June 6, 2015

Session Title: Investing in the Future – Financing Municipal Infrastructure

Information Presented By:

CUPE

Bonnie Lysyk (Auditor General of Ontario)

Talked about her findings of the P3s in Ontario, stating that they do not work, cost more than other projects and she recommended that they should not be done.

David Thompson (Economist)

Spoke about the need for more and better revenues for municipalities. Stated that municipalities need to focus on progressive revenues based on ability to pay. Municipalities need stable and long term Federal infrastructure funding that is not conditional on privatization through P3s

Mayor Eric Irwin – City of Dauphin

Spoke about the importance of Arts & Culture, Public Spaces & Facilities for a vibrant & prosperous community. Detailed how an increase in these areas transformed the City of Dauphin and created economic development and prosperity.

Correlation to Approved Town Plans/Policies: Sustainability, Economic Development, Social Plan

Department(s): Council, Economic Development, Sustainability, Social Development

Recommended Action: Continue with the various plans that have been developed.



Town of Drayton Valley
COUNCILLOR REPORT

Councillor: Dean Shular

Conference/Workshop Attended: FCM 2015

G&P Presentation Date:

Date: June 5, 2015
Session Title: Leaders of Change – How Can Municipalities Advance Global Democracy
Information Presented By: FCM This Session was not what it appeared to be. This was a report on various programs FCM had in 3 rd world countries to advance democracy. It had no value to our municipality, I left part way through and visited the trade show.
Correlation to Approved Town Plans/Policies: SNoneustainability Plan
Department(s): None
Recommended Action: ApNone



Town of Drayton Valley
COUNCILLOR REPORT

Councillor: Dean Shular

Conference/Workshop Attended: FCM 2015

G&P Presentation Date:

Date: June 5, 2015

Session Title: Smart Cities – Don't Get Left Behind

Information Presented By:

Cisco

Cisco spoke about how fast the internet is growing and the need for communities to become a smart city. They presented the following stats:

	2014	2019
Internet users	2.8 Billion	3.9 Billion
Connected Devices	14.2 Billion	24.4 Billion
Broadband Speeds	20.3 Mbps	42.5 Mbps
Video	67% of Traffic	80% of Traffic

They stated that every company will be technology company due to customer requirements. Companies will fail or succeed based on their ability to connect to the internet.

Spoke about smart buildings and the savings compared to traditional buildings. The showed that smart buildings will save: 1- 3 %of construction costs

7 - 10 % in operational costs

22 - 33 % in energy costs

Presentations by Shelley Rinehart (City of St John) and Barry Avis (Town of Qualicum Beach) on their communities and what they are doing to become a smart city.

Found the Town of Drayton Valley is way ahead of both of these communities and we should have been presenting.

Correlation to Approved Town Plans/Policies:

Sustainability Plan

Department(s): Council, Community services, Communications Officer Ec. Dec Officer, Sustainability Coordinator

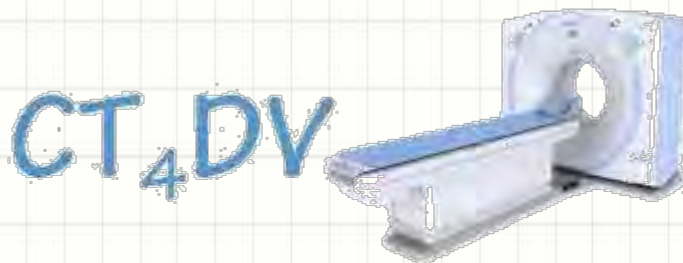
Recommended Action:

Apply to FCM to present if this session is offered at future conferences.

2014-2015 ANNUAL REPORT

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ANNUAL REPORT from the CHAIR

It is with pleasure I present my report as the Chair of the Drayton Valley Health Services Foundation (DVHSF) Board for 2014-2015, and wish the DVHSF a HAPPY 20th ANNIVERSARY!

The Foundation has had a very busy year, and I am proud to say the Board has accomplished many things, but I'd like to highlight the following:

- A recognition event for our long term donors, in celebration of our 20th Anniversary
- Participating in tons of fundraising activities for the CT4DV project – with many more to come
- In December we were proudly able to give Alberta Health Services the go ahead to purchase the CT scanner as we had raised enough money for this. Hopefully we will soon be able to complete our commitment for the renovation process.
- Complete review of our governance, operational, and policies
- Approval of the hiring of an administrative assistant for the Fund Development Officer

This year we saw the retirement of two long serving Board Members – Rosemarie Mayan and Janet Young. Thank you so much to both of them for their hard work and inspiration over the years. And thank you to Theresa Wakeham and Pat Monteith who joined us for a short time but still provided good service to the Board.

Thank you to the Board of Directors for their commitment and inspiration to the health services community.

Thank you to Colleen Sekura for the amazing work she does. She is an energizer bunny and her dedication to the Foundation is second to none.

And last but not least, thank you to the staff and physicians at the Breton Health Centre, Drayton Valley Hospital & Care Centre, and Drayton Valley Community Health Centre.

You help keep our community strong and healthy.

We found out last year that if every person living within the boundaries of Brazeau County donated \$20.00 to the CT4DV scanner, we would have it paid for in a minute.

Have you donated your \$20.00 yet?

Michelle Koebernick

Chair, Drayton Valley Health Services Foundation





Message from the Fund Development Officer

Let's think back to 1995, Bill Clinton was President, 150 million people watched as OJ Simpson was found not guilty, and 5000 people were killed in the Japanese earthquake. Babe and Braveheart hit the theatres while Forest Gump received the Academy Award for Best picture. Scores were killed as a terrorist's car bomb blew up the Oklahoma City Federal Building, Quebec narrowly rejected becoming independent from the rest of Canada and in Alberta, the Drayton Valley Health Services Foundation was established.

Over the past 20 years, the Foundation has seen a change of board members, changes in staff, changes to the facilities we fund and most certainly changing times.

As we complete our 2014 year end, we can celebrate the successes of our Foundation, measured exclusively by the equipment and patient comfort items that we have been able to provide for our health care facilities.

I am thankful for the donors of our community who give so generously to the Foundation. This year we recognized those sustaining donors who have faithfully donated to our Foundation for each of the 20 years we have been established. It is our donor's commitment to improving local health care that allows the success Drayton Valley Health Services Foundation

It has been my pleasure to have the opportunity to experience and witness the many acts of generosity, human kindness and caring day after day. I look forward to the ongoing efforts of the Foundation that we may continue to play an integral part in supporting the highest quality of health care that our community has come to expect.

*Sincerely,
Colleen Sekura*

2014 – 2015 Board of Directors



Back row; left to right Sharon Bierkos, Jo-Ann Cloutier, Colleen Sekura, Paul Bullock, Marie Cornelson, Rosemarie Mayan, Robyn Fong,
Front Row: Mitzi Koebernick, Darcy Nekurak, Astrid Mitchell, Janie Kupsch
Missing from photo: Maureen Schwab, Arne Bratland, Nancy Jacobs

Celebrating 20 Years Connecting Your Generosity for a Healthy Community

Mission

- Connecting Your Generosity for a Healthy Community

Vision

- Gather & manage supplementary funding to enhance and support community services

Principles

- Govern & operate in an ethical manner
- Be honest & transparent
- Be accountable & committed



CT4DV Campaign

The Foundation launched the CT4DV Campaign in June of 2014. The community has been extremely supportive of our efforts contributing in cash, commitment and hosting third party fundraisers to support us. Our largest single donation was received from the Drayton Valley Hospital Auxiliary

Tree of Love



Each year at Christmas, the Drayton Valley Health Services Foundation places our 'Tree of Love' in the lobby of the Drayton Valley and Breton Health care Centres and accepts donations in memory or celebration.

Breton Dinner Theatre

The Drayton Valley Health Foundation is proud to partner with the Breton High School Drama Club to host Dinner Theatre in Breton to raise funds for the Breton Care Centre.



Foundation Festival



The Drayton Valley Health Services Foundation has been hosting the Festival of Trees and Gala Dinner for the past 5 years. The 2014 event raised funds for the CT4DV Campaign.



The Foundation was pleased to host the RCMP Musical Ride in Drayton Valley as a fund raiser for the CT4DV Campaign



Page 153 of 171

The Foundation is grateful for the many third party fundraisers that are hosted in our community that benefit our fund raising efforts.



In Memory

Tributes, memorial donations and Bequests continue to assist us in improving local health services. Donations in the past year were made In Memory of the following people:

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 Vern Beckett
 Clark Brooks
 Barbara Cable
 Ruth Conway
 Mary Cornelson
 Dorothy Cropley
 Keith Davis
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DRAYTON VALLEY HEALTH SERVICES FOUNDATION
FINANCIAL STATEMENTS
MARCH 31 2015

DRAYTON VALLEY HEALTH SERVICES FOUNDATION

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P.O. Box 6927
5508 Jubilee Avenue
Drayton Valley, AB
Canada T7A 1S3

Phone: (780) 542-4468
Fax: (780) 542-5275
Toll Free: (888) 542-4468
Email: office@crsllp.ca

NOTICE TO READER

To the Board of Directors of
Drayton Valley Health Services Foundation

On the basis of information provided by management, we have compiled financial statements of Drayton Valley Health Services Foundation, which comprise the combined statement of financial position as at March 31, 2015, the cash flow statement, the combined statements of revenues and expenditures and changes in net assets for the year then ended, and a summary of significant accounting policies and other explanatory information.

We have not performed an audit or a review engagement in respect of these financial statements and, accordingly, we express no assurance thereon.

Readers are cautioned that these statements may not be appropriate for their purposes.

Drayton Valley, Alberta
June-04-15

Carlson Roberts Seely LLP.

CHARTERED ACCOUNTANTS

DRAYTON VALLEY HEALTH SERVICES FOUNDATION
Statement of Financial Position
March 31, 2015

(Unaudited - See Notice to Reader)

	General Fund	Restricted Fund	2015 Total	2014 Total
ASSETS				
CURRENT				
Cash	\$ 684,275	\$ 12,968	\$ 697,243	\$ 207,529
Investment	-	205,401	205,401	203,644
GST receivable	1,782	-	1,782	-
	<u>686,057</u>	<u>218,369</u>	<u>904,426</u>	<u>411,173</u>
DUE FROM GENERAL FUND	<u>-</u>	<u>650,801</u>	<u>650,801</u>	<u>167,045</u>
	<u>\$ 686,057</u>	<u>\$ 869,170</u>	<u>\$ 1,555,227</u>	<u>\$ 578,218</u>
LIABILITIES AND NET ASSETS				
CURRENT LIABILITIES				
Accounts payable	\$ 1,500	\$ -	\$ 1,500	\$ 3,000
DUE TO RESTRICTED FUND	<u>650,801</u>	<u>-</u>	<u>650,801</u>	<u>167,045</u>
	<u>652,301</u>	<u>-</u>	<u>652,301</u>	<u>170,045</u>
NET ASSETS				
General fund	33,756	-	33,756	24,506
Restricted Fund (Note 2)	-	869,170	869,170	383,667
	<u>33,756</u>	<u>869,170</u>	<u>902,926</u>	<u>408,173</u>
	<u>\$ 686,057</u>	<u>\$ 869,170</u>	<u>\$ 1,555,227</u>	<u>\$ 578,218</u>

ON BEHALF OF THE SOCIETY

Director

Director

The accompanying notes are an integral part of this statement

DRAYTON VALLEY HEALTH SERVICES FOUNDATION

Statement of Revenues and Expenses

Year Ended March 31, 2015

(Unaudited - See Notice to Reader)

	General Fund	Restricted Fund	2015 Total	2014 Total
REVENUE				
Donations	\$ 52,162	\$ 730,295	\$ 782,457	\$ 201,730
	<u>52,162</u>	<u>730,295</u>	<u>782,457</u>	<u>201,730</u>
EXPENSES				
Advertising and promotion	324	-	324	2,162
Equipment purchase	-	172,557	172,557	140,383
FDO expenses	279	-	279	-
Funding events expenses	-	58,895	58,895	167
GST expense	1,782	-	1,782	1,525
Interest and bank charges	1,394	-	1,394	1,526
Meals and entertainment	657	-	657	442
Office	5,301	-	5,301	18,127
Professional fees	1,600	-	1,600	3,000
Program expenses	-	13,340	13,340	33,480
Salaries and wages	47,264	-	47,264	42,409
Utilities	-	-	-	-
	<u>58,601</u>	<u>244,792</u>	<u>303,393</u>	<u>243,221</u>
EXCESS (DEFICIENCY) OF PROGRAM REVENUES OVER EXPENSES	(6,439)	485,503	479,064	(41,491)
OTHER INCOME				
GST refund	2,829	-	2,829	-
Grant income	9,000	-	9,000	9,700
Interest income	3,860	-	3,860	4,723
EXTRAORDINARY ITEM				
Theft loss and reimbursement (Note 5)	-	-	-	15,400
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENSES	\$ 9,250	\$ 485,503	\$ 494,753	\$ (11,668)

The accompanying notes are an integral part of this statement

DRAYTON VALLEY HEALTH SERVICES FOUNDATION
Statement of Changes in Net Assets
Year Ended March 31, 2015
(Unaudited - See Notice to Reader)

	General Funds	Restricted Fund	2015 Total	2014 Total
Balance, beginning of year	\$ 24,506	\$ 383,667	\$ 408,173	\$ 419,841
Excess (deficiency) of revenues over expenses	9,250	485,503	494,753	(11,668)
Balance, end of year	\$ 33,756	\$ 869,170	\$ 902,926	\$ 408,173

The accompanying notes are an integral part of this statement

DRAYTON VALLEY HEALTH SERVICES FOUNDATION
Notes to the Financial Statements
Year Ended March 31, 2015
(Unaudited - See Notice to Reader)

1. ORGANIZATION DESCRIPTION

The goal of the Drayton Valley Health Services Foundation is to generate donations and other revenues for funding of capital equipment and special programs of local community and the David Thompson Regional Health Authority. The Foundation accumulates donations for capital equipment until adequate funds are available to acquire the equipment outright. The Foundation is a registered charity as defined by the Income Tax Act.

2. EXTERNALLY RESTRICTED NET ASSETS

Major categories of externally imposed restrictions on net assets are as follows

	2015	2014
	Total	Total
Equipment	\$ 521,523	\$ 51,660
Long-Term Care - Drayton Valley	89,991	93,876
Cancer clinic	83,624	71,571
Emergency project	58,550	58,550
Palliative care	52,534	48,381
Long-Term Care - Breton	27,184	26,664
Serenity house	19,193	14,420
Unger Trust	12,902	12,902
Pediatrics	3,538	3,527
Wheelchair	1,404	1,404
Community health	(608)	304
FCSS	(665)	408
	\$ 869,170	\$ 383,667