



TOWN OF CLARESHOLM
PROVINCE OF ALBERTA
REGULAR COUNCIL MEETING
SEPTEMBER 12, 2011
AGENDA

Time: 7:00 P.M.
Place: Council Chambers

CALL TO ORDER

- AGENDA:** ADOPTION OF AGENDA
- MINUTES:** REGULAR MEETING MINUTES AUGUST 15, 2011
- FINANCES:** AUGUST 2011 BANK STATEMENT
- DELEGATIONS:** SKYLINE RESIDENTS
RE: Snow Removal on Sidewalks
- ACTION ITEMS:**
1. BYLAW #1566 – Municipal Emergency Management Bylaw
RE: 1st Reading
 2. BYLAW #1568 – Golf Course Debt Bylaw
RE: 1st Reading
 3. BYLAW #1550 – Traffic Bylaw
RE: 1st Reading
 4. CORRES: Alberta Environment
RE: Fall 2011 AUMA Convention
 5. Alberta Emergency Management Agency – Training
 6. CORRES: Southwest Alberta Energy from Waste Alliance
RE: Information Meeting Information – October 14, 2011
 7. CORRES: Claresholm & District Health Foundation
RE: 5th Annual Gala
 8. CORRES: Claresholm Farmers Market Society
RE: Rent of the Arena
 9. CORRES: Roy Johnson
RE: 8th Street West
 10. CORRES: Fortis Alberta
RE: Electric Distribution Franchise Fee
 11. CORRES: Claresholm & District FCSS
RE: Letter of Support
 12. MEMO: Derochie Drive Storm Drainage
 13. MEMO: Development Concerns – Jordan & Green
 14. ADOPTION OF INFORMATION ITEMS
 15. IN CAMERA: DEVELOPMENT / PERSONNEL

INFORMATION ITEMS:

1. Cheque Listing for Accounts Payable – August 2011
2. Claresholm & District Museum Board Meeting Minutes – July 27, 2011
3. Claresholm & District Museum Board Meeting Minutes – August 24, 2011
4. Oldman River Regional Services Commission Annual General Meeting Minutes – June 2, 2011
5. Schools Cannot Do It Alone: Build Better Schools Together – August 29, 2011
6. Porcupine Hills Lodge Board Meeting Minutes – June 28, 2011
7. Claresholm Animal Rescue Society (CAREs) Meeting Minutes – August 18, 2011

ADJOURNMENT:



**TOWN OF CLARESHOLM
PROVINCE OF ALBERTA
REGULAR COUNCIL MEETING MINUTES
AUGUST 15, 2011**

CALL TO ORDER: The meeting was called to order at 7:00pm by Mayor David Moore

PRESENT: Mayor David Moore; Councillors: Betty Fieguth, David Hubka, Connie Quayle and Judy Van Amerongen; Chief Administrative Officer: Kris Holbeck; Secretary-Treasurer: Karine Wilhauk

ABSENT: Councillors Doug MacPherson and Daryl Sutter

AGENDA: Moved by Councillor Hubka that the Agenda be accepted as presented.

CARRIED

MINUTES: **REGULAR MEETING – JULY 18, 2011**

Moved by Councillor Quayle that the Regular Meeting Minutes of July 18, 2011 be accepted as presented.

CARRIED

FINANCES: **JULY 2011 BANK STATEMENT**

Moved by Councillor Fieguth to accept the July 2011 bank statement as presented.

CARRIED

DELEGATIONS: **WEST MEADOW ELEMENTARY SCHOOL PARENT COUNCIL**
RE: Toboggan Hill

No one was present as a delegation.

ACTION ITEMS:

1. **CORRES: Hon. Cindy Ady, Minister of Tourism, Parks & Recreation**
RE: 2014 Alberta Summer Games

Received for information.

2. **CORRES: Hon. Hector Goudreau, Minister of Municipal Affairs**
RE: 2011/12 Regional Collaboration Program

Received for information.

3. **CORRES: Alberta Transportation**
RE: Fall 2011 AUMA Convention

Received for information.

4. **CORRES: Evan Berger, MLA, Livingstone-Macleod**
RE: Claresholm Elementary School

Received for information.

5. **CORRES: Claresholm & District FCSS**
RE: Resource & Registration Fair

Moved by Councillor Hubka to cover the cost of the Claresholm Community Centre rental for Claresholm & District FCSS's Resource and Registration Fair on September 8, 2011.

CARRIED

6. **CORRES: Meals on Wheels**
RE: Financial Assistance

Referred to administration.

7. **DRAFT LEASE AGREEMENT: Claresholm Animal Rescue Society**

Referred to administration.

8. **PROPERTY TAX EXEMPTION APPLICATION: Appaloosa Horse Club of Canada**

Moved by Councillor Fieguth to accept the Property Tax Exemption Application from the Appaloosa Horse Club of Canada as presented for the tax years 2011 through 2013.

CARRIED

9. **STAFF REPORT: Tax Recovery Property Sale Reserve Bid**

Moved by Councillor Van Amerongen to lower the reserve bid on the property located at 410 – 56th Avenue West from \$45,000 to \$40,000.

CARRIED

10. STAFF REPORT: Tax Recovery Sale 2011 Update

Received for information.

11. STAFF REPORT – Frog Creek Drainage Corridor Agreement

Received for information.

12. POLICY #GA 08-11: Personal Use of Vehicle

Moved by Councillor Fieguth to adopt Policy #GA 08-11 regarding Personal Use of Vehicle effective August 15, 2011.

CARRIED

13. POLICY #CEDC 08-11: Municipal Sustainability Initiative (MSI) Operating Grant

Moved by Councillor Quayle to adopt Policy #CEDC 08-11 regarding the MSI Operating Grant effective August 15, 2011 as amended.

CARRIED

14. CORRES: Grant Jordan

RE: Resignation from Community Standards Committee

Moved by Councillor Van Amerongen to accept Grant Jordan's resignation from the Community Standards Committee.

CARRIED

15. ADOPTION OF INFORMATION ITEMS

Moved by Councillor Hubka to accept the information items as presented.

CARRIED

ADJOURNMENT: Moved by Councillor Quayle that this meeting adjourn at 7:55pm.

CARRIED

Mayor – David Moore

Chief Administrative Officer – Kris Holbeck, CA

**TOWN OF CLARESHOLM
AUGUST 2011 BANK STATEMENT**

| | | |
|---|-----------------------|-----------------------|
| RECONCILED BALANCE JULY 31, 2011 | | \$440,385.70 |
| DEPOSITS TO BANK | DEBITS | CREDITS |
| RECEIPTS FOR MONTH | \$2,906,849.75 | |
| REVOLVING LOAN RECEIVED | 0.00 | |
| CURRENT ACCOUNT INTEREST | 178.63 | |
| GIC REDEEMED | 500,000.00 | |
| INTEREST ON GICS | 53.42 | |
| TRANSFERS FROM T-BILLS | 127,989.75 | |
| SUBTOTAL | \$3,535,071.55 | |
| CHARGES TO ACCOUNT | | |
| ACCOUNTS PAYABLE | | \$533,767.48 |
| PAYROLL CHARGES | | 104,455.40 |
| INTEREST ON REVOLVING LOAN | | 0.00 |
| REVOLVING LOAN PAID | | 0.00 |
| LOAN PAYMENTS | | 0.00 |
| MASTERCARD PAYMENT | | 5,078.37 |
| TRANSFERS TO T-BILLS / GIC PURCHASE | | 2,354,253.00 |
| NSF CHEQUES | | 7,105.17 |
| SERVICE CHARGES | | 317.63 |
| SCHOOL FOUNDATION PAYMENT | | 0.00 |
| | SUBTOTAL | \$3,004,977.05 |
| NET BALANCE AT END OF MONTH | | \$970,480.20 |

BANK RECONCILIATION

| | | | |
|---------------------------|--------------|------------|--|
| BALANCE PER BANK | 1,035,211.52 | | |
| PLUS OUTSTANDING DEPOSITS | 9,372.39 | | |
| LESS OUTSTANDING CHEQUES | | -74,103.71 | |

| | |
|---|---------------------|
| RECONCILED BALANCE AUGUST 31, 2011 | \$970,480.20 |
|---|---------------------|

OTHER BALANCES:

| | | |
|------------------------------------|----------------|--------|
| EXTERNALLY RESTRICTED T-BILLS | \$1,500,810.75 | |
| EXTERNALLY RESTRICTED GIC'S (FCSS) | \$20,000.00 | |
| NON-RESTRICTED GIC'S | \$2,000,000.00 | |
| PARKING RESERVE | \$3,563.50 | |
| WALKING PATHS RESERVE | \$1,946.68 | |
| OFFSITE LEVY RESERVE | \$58,782.23 | |
| SUBDIVISION RESERVE | \$35,606.43 | |
| REVOLVING LOAN BALANCE | | \$0.00 |

SUBMITTED TO TOWN COUNCIL THIS 12th DAY OF SEPTEMBER 2011

MAYOR

SECRETARY-TREASURER

DELEGATIONS

August 15, 2011

*Chief Administrative Officer
Town Of Claresholm
Box 1000
Claresholm, Alberta T0L 0T0*

Dear Sirs;

*Re: Request to Make a Presentation to Council
regarding snow removal on public walkways.*

During the last year some town residents(from 46th Ave West) requested information from the town administration staff as to the possibility of having, at homeowners costs, town sidewalk snow removal for residents who are away for extended periods during the winter. Staff advised that this was not possible due to limitations of staff time to do the work.

Later during early summer 2010 a small group of residents from the Skyline area (46th Ave West) again talked to town office staff regarding the possibility of making a short verbal presentation to Council to focus some of the pros and cons of this issue. At least a few of the residents of 46th Ave. West are prepared to make some comments on the topic and are hopeful that council would consider taking perhaps ½ hour at a regular council meeting to hear the case. If possible we would like to do this at the first council meeting in September or the first meeting in October.

Yours very truly,

*Gordon Dunn 403 625 1504
Lois Dunn
Douglas Eves 403 625 5352
Evelyn Eves*

ACTION ITEMS



**TOWN OF CLARESHOLM
PROVINCE OF ALBERTA
BYLAW #1566**

A Bylaw of the **Town of Claresholm** to **establish Municipal Emergency Advisory Committee.**

WHEREAS, under the authority of the *Municipal Government Act* of Alberta, being Chapter M-26 of the Revised Statutes of Alberta, R.S.A. 2000 and amendments thereto, the Council of a municipality may pass bylaws for the direction and control of its emergency response;

AND WHEREAS the Council is required, under the Emergency Management Act, R.S.A. 2000, Chapter E-6.8 to appoint an Emergency Advisory Committee and to establish and maintain a Municipal Emergency Management Agency; and

AND WHEREAS it is desirable in the public interest, and in the interests of public safety, that such a committee be appointed and such an agency be established and maintained to carry out Council's statutory powers and obligations under the said Emergency Management Act;

AND WHEREAS the Council deems it necessary and appropriate to repeal and replace the existing Municipal Emergency Management Agency Bylaw No. 1537;

NOW THEREFORE, THE COUNCIL OF THE TOWN OF CLARESHOLM, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

SECTION 1 TITLE OF BYLAW

- 1.1 This Bylaw may be cited as the “**Municipal Emergency Management Bylaw.**”

SECTION 2 DEFINITIONS

- 2.1 In this Bylaw, unless the context otherwise requires:
- a) “**Act**” means the *Emergency Management Act*, R.S.A. 2000, Chapter E-6.8;
 - b) “**Council**” means the Council of the Town of Claresholm;
 - c) “**Director**” means the Director of Emergency Management;
 - d) “**Disaster**” means an event that has resulted or may result in serious harm to the safety, health or welfare of people, or in widespread damage to property;
 - e) “**Emergency**” means a present or imminent event that requires prompt coordination of action or special regulation of persons or property to protect the health, safety or welfare of people or to limit damage to property;
 - f) “**Emergency Advisory Committee**” means means a committee of Council appointed by resolution;
 - g) “**Minister**” means the Minister charged with administration of the Act;
 - h) “**Municipal Emergency Management Agency**” means the agency established under this Bylaw;
 - i) “**Municipal Emergency Plan**” means the emergency plan prepared by the Director of Emergency Management to coordinate response to any emergency or disaster; and
 - j) “**Municipal Government Act**” means the *Municipal Government Act*, RSA 2000, Chapter M-26, as amended or replaced from time to time;
 - k) “**Town**” means the municipal corporation of the Town of Claresholm in the Province of Alberta, or the area located within the Town of Claresholm's corporate limits, as the context so requires.

SECTION 3 ESTABLISHMENT OF COMMITTEE AND AGENCY

- 3.1 There is hereby established an Emergency Advisory Committee to advise Council on the development of emergency plans and programs. This committee will comprise of two (2) members of Council and the Chief Administrative Officer to be appointed by resolution.
- 3.2 There is hereby established a Municipal Emergency Management Agency to act as the agent of the Council to carry out its statutory powers and obligations under the Act. This does not include the power to declare, renew, or terminate a state of local emergency, nor the powers contained in Section 4.2 of this Bylaw.

- 3.3 Council shall:
- a) by resolution, appoint two (2) of its members to serve on the Emergency Advisory Committee;
 - b) provide for the payment of expenses of the members of the Emergency Advisory Committee;
 - c) by resolution, on the recommendation of the Emergency Advisory Committee, appoint a Director of Emergency Management (see attached Schedule "A") and a Deputy Director of Emergency Management who shall carry out the duties and responsibilities required of the Director of Emergency Management in that person's absence;
 - d) ensure that emergency plans and programs are prepared to address potential emergencies or disasters in the Town;
 - e) approve the Town of Claresholm's emergency plans and programs; and
 - f) review the status of the Municipal Emergency Plan and related plans and programs at least once a year.
- 3.4 Council may:
- a) by Bylaw, borrow, levy, appropriate and expend, without the consent of the electors, all sums required for the operation of the Municipal Emergency Management Agency; and
 - b) enter into agreements with and make payments or grants, or both, to persons or organizations for the provision of services in the development or implementation of emergency plans or programs, including mutual aid plans and programs according to the provisions of the Municipal Government Act.
- 3.5 The Emergency Advisory Committee shall:
- a) review the Municipal Emergency Management Plan and related plans and programs on a regular basis;
 - b) advise Council, duly assembled, on the status of the Municipal Emergency Plan and related plans and programs at least once a year; and
 - c) recommend to Council any change to the Municipal Emergency Plan if appropriate.
- 3.6 The Municipal Emergency Management Agency shall be comprised of those people or positions as outlined in Schedule "A" hereto or their designates.
- 3.7 The Director of Emergency Management shall:
- a) prepare and coordinate the Municipal Emergency Plan and related plans and programs for the Town of Claresholm;
 - b) act as Director of Emergency Management or ensure that someone is designated under the Municipal Emergency Plan to so act on behalf of the Municipal Emergency Management Agency;
 - c) coordinate all emergency services and other resources used in an emergency;
 - d) ensure that someone is designated to discharge the responsibilities specified in 3.7(a)(b) and (c).

SECTION 4 STATE OF LOCAL EMERGENCY

- 4.1 The power to declare or renew a state of local emergency under the Act, the powers specified in Section 4.2 of this Bylaw, and the requirement specified in Section 4.5 of this Bylaw are hereby delegated to the Mayor or Deputy Mayor, or two Councillors acting jointly.
- 4.2 When a state of local emergency is declared, the person or persons making the declaration shall:
- a) ensure that the declaration identifies the nature of the emergency;
 - b) cause the details of the declaration to be published immediately by such means of communication considered most likely to notify the population of the Town; and
 - c) forward a copy of the declaration to the Minister forthwith.
- 4.3 Subject to Section 4.5, when a state of local emergency is declared, the person or persons making the declaration may:
- a) cause the Municipal Emergency Plan or any related plans or programs to be put into operation;
 - b) acquire or utilize any real or personal property considered necessary to prevent, combat or alleviate the effects of an emergency or disaster;
 - c) authorize or require any qualified person to render aid of a type he or she is qualified to provide;
 - d) control or prohibit travel to or from any area of Town;
 - e) provide for the restoration of essential facilities and the distribution of essential supplies;

SCHEDULE “A”

| | |
|---|---|
| Director of Emergency Management | Chief Administrative Officer |
| Deputy Director of Emergency Management | Town Superintendent |
| Municipal Emergency Management Agency | <p>Director of Emergency Management Deputy Director of Emergency Management Town of Claresholm Fire Chief Claresholm & District FCSS Director RCMP Sergeant Livingstone Range School Division, one representative Alberta Health Services, four representatives</p> <ul style="list-style-type: none"> ● Site Manager, Claresholm General Hospital ● Site Manager, Willow Creek Continuing Care Centre ● Site Manager, Claresholm Centre for Mental Health and Addictions ● Manager, Ambulance Services <p>Porcupine Hills Lodge, one representative Cottonwood Village, one representative Municipal District of Willow Creek rep (invitation) Alberta Infrastructure and Transportation (invitation)</p> |



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**TOWN OF CLARESHOLM
PROVINCE OF ALBERTA
BYLAW #1537**

A Bylaw of the Town of Claresholm to establish a Municipal Emergency Management Agency.

WHEREAS, under the authority of the Municipal Government of Alberta, being Chapter M-26 of the Revised Statutes of Alberta, R.S.A. 2000 and amendments thereto, the Council of a municipality may pass bylaws for the direction and control of its emergency response;

AND WHEREAS the Council is required, under the Emergency Management Act, R.S.A. 2000, Chapter E-6.8 to appoint an Emergency Management Committee and to establish and maintain a Municipal Emergency Management Agency; and

AND WHEREAS it is desirable in the public interest, and in the interests of public safety, that such a committee be appointed and such an agency be established and maintained to carry out Council's statutory powers and obligations under the said Emergency Management Act;

AND WHEREAS the Council deems it necessary and appropriate to repeal and replace the existing Municipal Disaster Services Agency Bylaw No. 1478;

NOW THEREFORE, THE COUNCIL OF THE TOWN OF CLARESHOLM, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

SECTION 1 TITLE OF BYLAW

1.1 This Bylaw may be cited as the "Municipal Emergency Management Agency Bylaw."

SECTION 2 DEFINITIONS

2.1 In this Bylaw, unless the context otherwise requires:

- a) "Act" means the Emergency Management Act, R.S.A. 2000, Chapter E-6.8;
- b) "Council" means the Council of the Town of Claresholm;
- c) "Director" means the Director of Emergency Management;
- d) "Disaster" means an event that has resulted or may result in serious harm to the safety, health or welfare of people, or in widespread damage to property;
- e) "Emergency" means a present or imminent event that requires prompt coordination of action or special regulation of persons or property to protect the health, safety or welfare of people or to limit damage to property;
- f) "Emergency Management Committee" means means a committee of Council appointed by resolution;
- g) "Minister" means the Minister charged with administration of the Act;
- h) "Municipal Emergency Management Agency" means the agency established under this Bylaw;
- i) "Municipal Emergency Plan" means the emergency plan prepared by the Director of Emergency Management to coordinate response to any emergency or disaster; and
- j) "Municipal Government Act" means the *Municipal Government Act*, RSA 2000, Chapter M-26, as amended or replaced from time to time;
- k) "Town" means the municipal corporation of the Town of Claresholm in the Province of Alberta, or the area located within the Town of Claresholm's corporate limits, as the context so requires.

D.

SECTION 3 ESTABLISHMENT OF COMMITTEE AND AGENCY

- 3.1 There is hereby established an Emergency Management Committee to advise Council on the development of emergency plans and programs. This committee will comprise of two (2) members of Council and the Chief Administrative Officer to be appointed by resolution.
- 3.2 There is hereby established a Municipal Emergency Management Agency to act as the agent of the Council to carry out its statutory powers and obligations under the Act. This does not include the power to declare, renew, or terminate a state of local emergency, nor the power contained in Section 4.3 of this Bylaw.
- 3.3 Council shall:
- a) provide for the payment of expenses of the members of the Emergency Management Committee;
 - b) by resolution, on the recommendation of the Emergency Management Committee, appoint a Director of Emergency Management (see attached Schedule "A");
 - c) ensure that emergency plans and programs are prepared to address potential emergencies or disasters in the Town;
 - d) approve the Town of Claresholm's emergency plans and programs; and
 - e) review the status of the Municipal Emergency Plan and related plans and programs at least once a year.
- 3.4 Council may:
- a) by Bylaw, borrow, levy, appropriate and expend, without the consent of the electors, all sums required for the operation of the Municipal Emergency Management Agency;
 - b) enter into agreements with and make payments or grants, or both, to persons or organizations for the provision of services in the development or implementation of emergency plans or programs, including mutual aid plans and programs according to the provisions of the Municipal Government Act; and
 - c) by resolution on the recommendation of the Emergency Management Committee, appoint one or more Deputy Directors of Emergency Services.
- 3.5 The Emergency Management Committee shall:
- a) review the Municipal Emergency Management Plan and related plans and programs on a regular basis;
 - b) advise Council, duly assembled, on the status of the Municipal Emergency Plan and related plans and programs at least once a year; and
 - c) recommend to Council any change to the Municipal Emergency Plan if appropriate.
- 3.6 The Municipal Emergency Management Agency shall be comprised of those people or positions as outlined in Schedule "A" hereto.
- 3.7 The Director of Emergency Management shall:
- a) prepare and coordinate the Municipal Emergency Plan and related plans and programs for the Town of Claresholm;
 - b) act as director of emergency operations or ensure that someone is designated under the Municipal Emergency Plan to so act on behalf of the Municipal Emergency Management Agency;
 - c) coordinate all emergency services and other resources used in an emergency.

SECTION 4 STATE OF LOCAL EMERGENCY

- 4.1 The power to declare or renew a state of local emergency under the Act, the powers specified in Section 4.3 of this Bylaw, and the requirement specified in Section 4.5 of this Bylaw are hereby delegated to the Mayor or Deputy Mayor, or two Councillors acting jointly.

- R2
- 4.2 When a state of local emergency is declared, the person or persons making the declaration shall:
- a) ensure that the declaration identifies the nature of the emergency;
 - b) cause the details of the declaration to be published immediately by such means of communication considered most likely to notify the population of the Town; and
 - c) forward a copy of the declaration to the Minister forthwith.
- 4.3 Subject to Section 4.4, when a state of local emergency is declared, the person or persons making the declaration may:
- a) cause the Municipal Emergency Plan or any related plans or programs to be put into operation;
 - b) acquire or utilize any real or personal property considered necessary to prevent, combat or alleviate the effects of an emergency or disaster;
 - c) authorize or require any qualified person to render aid of a type he or she is qualified to provide;
 - d) control or prohibit travel to or from any area of Town;
 - e) provide for the restoration of essential facilities and the distribution of essential supplies;
 - f) cause the evacuation of persons and the removal of personal property from any area of the Town that is or may be affected by a disaster and make arrangements for the adequate care and protection of those persons and personal property;
 - g) authorize the entry into any building or on any land, without warrant, by any person in the course of implementing an emergency plan or program;
 - h) cause the demolition or removal of any trees or structures if the demolition or removal is necessary or appropriate in order to reach the scene of a disaster or to attempt to forestall its occurrence or to combat its progress;
 - i) procure or fix prices for food, clothing, fuel, equipment, medical supplies, or other essential supplies and the use of any property, services, resources or equipment within the Town for the duration of the state of emergency;
 - j) authorize the conscription of person needed to meet an emergency; and
 - k) authorize any persons at any time to exercise, in the operation of the Municipal Emergency Plan and related plans or programs, any power specified in paragraphs (b) through (j) in relation to any part of the Town affected by a declaration of a state of local emergency.
- 4.4 When, in the opinion of the person or persons declaring the state of local emergency, an emergency no longer exists in relation to which the declaration was made, they shall terminate the declaration.
- 4.5 When a declaration of a state of local emergency has been terminated, the person or persons who made the declaration shall cause the details of the termination to be published immediately by such means of communication considered most likely to notify the Town.

SECTION 5 REPEAL OF PREVIOUS BYLAW

- 5.1 Bylaw No. 1478, the "Municipal Disaster Services Agency Bylaw" and any amendments thereto, are hereby repealed.

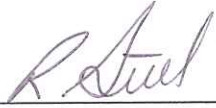
SECTION 6 PASSAGE OF BYLAW

6.1 This Bylaw shall come into effect upon passage of Third Reading.

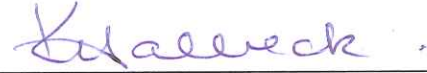
Read a first time in Council this 11th day of **January** 2010 A.D.

Read a second time in Council this 25th day of **January** 2010 A.D.

Read a third time in Council and finally passed in Council this 25th day of **January**
2010 A.D.



Rob Steel, Mayor



Kris Holbeck, CAO

A

SCHEDULE "A"

| | |
|---------------------------------------|--|
| Director of Emergency Management | Chief Administrative Officer |
| Municipal Emergency Management Agency | Chief Administrative Officer Town of Claresholm Fire Chief Town of Claresholm Superintendent Claresholm & District FCSS Director RCMP Sergeant Chinook Emergency Services Livingstone Range School Division, one representative Alberta Health Services, four representatives <ul style="list-style-type: none">● Senior Manager, rural south● Claresholm General Hospital● Willow Creek Continuing Care Centre● Claresholm Care Centre Porcupine Hills Lodge, one representative Cottonwood Village, one representative Municipal District of Willow Creek rep (invitation) Alberta Infrastructure and Transportation (invitation) |



**TOWN OF CLARESHOLM
PROVINCE OF ALBERTA
BYLAW #1568**

This Bylaw authorizes the Council of the Town of Claresholm to incur indebtedness by the issuance of debenture(s) in the amount of \$ **970,000** for the purpose of **repayment of loan for construction of Claresholm Golf Course Phase II (“Golf Course debt”)**.

WHEREAS Section 258 of the *Municipal Government Act* allows a Council to pass a bylaw to authorize financing the Golf Course Debt;

AND WHEREAS the outstanding debt has been verified and the Town of Claresholm estimates the following grants and contributions will be applied to the Project:

| | |
|-------------------|-------------------|
| Capital Reserves: | \$ nil |
| Provincial Grants | \$ nil |
| Debenture(s) | <u>\$ 970,000</u> |
| Total Cost | <u>\$ 970,000</u> |

In order to finance the outstanding **Golf Course debt**, it will be necessary for the Town to borrow the sum of \$ **970,000** for a period not to exceed **ten (10) years**, from the **Alberta Capital Finance Authority** or another authorized financial institution, by the issuance of debentures and on the terms and conditions referred to in this bylaw.

The estimated lifetime of the project financed under this bylaw is equal to, or in excess of **ten (10) years**.

The principal amount of the outstanding debt of the Town of Claresholm at December 31, 2010 is \$3,676,351.80 and no part of the principal or interest is in arrears.

All required approvals for the project have been obtained and the project is in compliance with all *Acts* and *Regulations* of the Province of Alberta.

NOW THEREFORE, under the authority and subject to the provisions of the *Municipal Government Act*, the Council of the Town of Claresholm duly assembled does hereby enact:

1. That for the purpose of financing the **Golf Course debt**, the sum of **Nine Hundred and Seventy Thousand Dollars (\$ 970,000)** be borrowed from the **Alberta Capital Finance Authority** or another authorized financial institution by way of debenture on the credit and security of the Town at large, of which amount the full sum of \$ **970,000** is to be paid by the Town at large.
2. The proper officers of the Town are hereby authorized to issue debenture(s) on behalf of the Town for the amount and purpose as authorized by this bylaw, namely the **Golf Course debt**.
3. The Town shall repay the indebtedness according to the repayment structure in effect, namely semi-annual or annual equal payments of combined principal and interest installments not to exceed **ten (10) years** calculated at a rate not exceeding the interest rate fixed by the **Alberta Capital Finance Authority** or another authorized financial institution on the date of borrowing, and not to exceed **eight (8) percent**.
4. The Town shall levy and raise in each year municipal taxes sufficient to pay the indebtedness.
5. The indebtedness shall be contracted on the credit and security of the Town.
6. The net amount borrowed under the bylaw shall be applied only to the project specified by this bylaw.

7. That this Bylaw shall come into effect on the date of the third reading.

Read a first time in Council this day of 2011 A.D.

Read a second time in Council this day of 2011 A.D.

Read a third time in Council and finally passed in Council this day of 2011 A.D.

David Moore, Mayor

Kris Holbeck, CAO



**TOWN OF CLARESHOLM
PROVINCE OF ALBERTA
BYLAW #1550**

A Bylaw of the Town of Claresholm to control and regulate the use of streets and highways within the Town and the traffic and pedestrians moving thereon and the parking of vehicles on streets and alleyways.

WHEREAS the *Traffic Safety Act*, authorizes that the Council of the Town of Claresholm shall issue a bylaw for the regulation and control of vehicles, animals and pedestrian traffic;

NOW THEREFORE, THE COUNCIL OF THE TOWN OF CLARESHOLM, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

PART I PURPOSE

- 1 The purpose of this bylaw is to regulate the use of highways under the direction, control and management of the Town of Claresholm and to regulate the parking of vehicles on such highways as well as on privately owned property. This Bylaw may be cited as the **“TRAFFIC BYLAW.”**

PART II DEFINITIONS

- 2 In this Bylaw, unless the context otherwise requires, the following definitions shall apply:
 - a) **“Act”** means the *Traffic Safety Act*, RSA 2000, Chapter T-6 and amendments thereto.
 - b) **“Alley”** means a narrow highway intended chiefly to give access to the rear of buildings and parcels of land.
 - c) **“Bicycle”** means a cycle propelled by human power on which a person can ride, regardless of the number of wheels it has, and includes a vehicle that:
 - i) may be propelled by muscular or mechanical power,
 - ii) is fitted with pedals that are continually operable to propel it,
 - iii) weighs not more than 35 kilograms,
 - iv) has a motor that produces not more than 750 watts and that is driven by electricity or has an engine displacement of not more than 50 cubic centimetres,
 - v) has no hand-operated or foot-operated clutch or gearbox driven by the motor that transfers power to the driven wheel, and
 - vi) does not have sufficient power to enable it to attain a speed greater than 35 kilometres per hour on level ground within a distance of 2 kilometres from a standing start.
 - d) **“Boulevard”** means, in an urban area, that part of a highway that
 - i) is not roadway; and
 - ii) is that part of the sidewalk that is not especially adapted to the use of or ordinarily used by pedestrians.
 - e) **“CAO”** means the Chief Administrative Officer of the Town of Claresholm.
 - f) **“Centre Line”** means, in an urban area, that part of a highway that:
 - i) the centre of a roadway measured from the curbs or, in the absence of curbs, from the edges of the roadway;
 - ii) in the case of a highway designated by traffic control devices,
 - (A) as an offset centre highway, or
 - (B) as a highway having a certain number of traffic lanes for traffic moving in a certain direction at all times or at specified times, the line dividing the lanes for traffic moving in opposite directions; or
 - iii) in the case of a divided highway, that portion of the highway separating the roadways for traffic moving in opposite directions.
 - g) **“Commercial Vehicle”** means a truck, trailer or semi-trailer, except
 - i) a truck, trailer or semi-trailer that is a public service vehicle, or

- ii) a truck, trailer or semi-trailer or any class of vehicle that by the regulations or by an order of the Alberta Motor Transport Board is exempted from being classified as a commercial vehicle, and includes:
 - (A) a motor vehicle from which sales are made of goods, wares, merchandise or commodity, and
 - (B) a motor vehicle by means of which delivery is made of goods, wares, merchandise or commodity to a purchaser or consignee thereof;
- h) **“Crosswalk”** means
 - i) that part of a roadway at an intersection included within the connection of the lateral line of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the roadway; or
 - ii) any part of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or by other markings on the road surface.
- i) **“Dealer”** means any person who buys or sells motor vehicles as a business, either as principal or agent.
- j) **“Driver” or “Operator”** means a person who drives or is in actual physical control of a vehicle;
- k) **“Emergency vehicle”** means
 - i) a vehicle operated by a police force;
 - ii) a fire fighting or other type of vehicle operated by the fire protection service of a municipality;
 - iii) an ambulance operated by a person or organization providing ambulance services;
 - iv) a vehicle operated by a public utility;
 - v) a vehicle designated as an emergency response unit;
 - vi) a vehicle operated by a Peace Officer, Community Peace Officer or Municipal Enforcement Officer.
- l) **“Gross Vehicle Weight”** shall mean the aggregate weight of the unloaded vehicle and the weight of the load that vehicle is licensed to carry or is carrying.
- m) **“Highway”** means any thoroughfare, street, road, trail, avenue, parkway, driveway, viaduct, lane, alley, square, bridge, causeway, trestleway or other place whether publicly or privately owned, any part of which the public is ordinarily entitled or permitted to use for the passage or parking of vehicles, and includes:
 - i) a sidewalk (including the boulevard portion of the pavement),
 - ii) if a ditch lies adjacent to and parallel with the roadway, the ditch, and
 - iii) if a highway right of way is contained between fences or between a fence and one side of the roadway, all the land between the fences, or all the land between the fence and the edge of the roadway, as the case may be;
 but does not include a place declared by the Lieutenant Governor in Council not to be a highway.
- n) **“Intersection”** means the area embraced within the prolongation or connection of:
 - i) the lateral curb lines, or, if none,
 - ii) the exterior edges of the roadways, or
 - iii) two (2) or more highways which join one another at an angle whether or not one highway crosses the other.
- o) **“Meridian”** means a physical barrier or area that separates traffic travelling in one direction from traffic travelling in the opposite direction on a highway.
- p) **“Moped”** means a vehicle, regardless of the number of wheels it has, that
 - i) weighs more than 35 kilograms but less than 55 kilograms;
 - ii) has a motor that is driven by electricity or has an engine displacement of not more than 50 cubic centimetres;
 - iii) has no hand-operated or foot-operated clutch or gearbox driven by the motor transferring power to the driven wheel; and
 - iv) does not have sufficient power to attain a speed greater than 50 kilometres per hour on level ground within a distance of two (2) kilometres from a standing start.
- q) **“Motor Cycle”** means a motor vehicle mounted on two (2) or three (3) wheels and includes those motor vehicles known to the trade as motor cycles and scooters but does not include an off-highway vehicle as defined in the *Off-Highway Vehicle Act*.
- r) **“Motor Home”** means a Recreational Vehicle.

- s) **“Motor Vehicle”** means
- i) a vehicle propelled by any power other than muscular power; or
 - ii) a moped;
- but does not include a bicycle, an aircraft, a tractor, whether equipped with rubber tires or not, an implement of husbandry or a motor vehicle that runs only on rails.
- t) **“Multi-purpose Passenger Vehicle”** means a vehicle that has a seating capacity of ten (10) or less and is constructed on a truck chassis or with special features for off-highway operation, but does not include an air cushion vehicle, an all terrain vehicle as defined in the *Off-Highway Vehicle Act*, a passenger car or a truck.
- u) **“Municipality”** means the Town of Claresholm.
- v) **“Owner”** includes any person renting a motor vehicle or having the exclusive use of it under a lease or otherwise for a period of more than thirty (30) days.
- w) **“Park”**, when prohibited, means allow a vehicle (whether occupied or not) to remain standing in one place, except
- i) when standing temporarily for the purpose of and while actually engaged in loading or unloading passengers, or
 - ii) when standing in obedience to a peace officer or traffic control device.
- x) **“Parking Lane”** means that portion of a primary highway between:
- i) the edge of the roadway to the right of the direction of traffic, and
 - ii) the nearest solid white line (not being the centre line) marked on the roadway.
- y) **“Passenger Car”** means a motor vehicle that has a seating capacity of ten (10) or less but does not include an off-highway vehicle as defined in the *Off-highway Vehicle Act*, a truck, or multi-purpose passenger vehicle, a chassis cab, a moped or motor cycle.
- z) **“Peace Officer”** means:
- i) a member of the Royal Canadian Mounted Police (RCMP);
 - ii) a member of a municipal police service;
 - iii) a Special Constable; or
 - iv) a park warden appointed pursuant to the *National Parks Act* (Canada), while he is in the exercise or discharge of his powers or duties in a national park established under that Act.
- aa) **“Pedestrian”** means a person afoot or a person in a wheel chair or motorized power scooter.
- bb) **“Primary Highway”** means a highway designated as a primary highway pursuant to the *Public Highways Development Act*.
- cc) **“Public Service Vehicle”**
- i) means a motor vehicle, trailer or semi-trailer operated on a highway by or on behalf of a person for compensation, whether that operation is regular or only occasional or for a single trip, and
 - ii) includes a motor vehicle kept by a person for the purpose, subject to regulations, of being rented without a driver, but
 - iii) does not include a motor vehicle used solely as an ambulance or hearse or for the transportation of the Royal Mail.
- dd) **“Recreational Vehicle”** means a vehicle or trailer or enclosure attached to a motor vehicle that is designed, constructed and equipped, either temporarily or permanently, as a dwelling place, living abode or sleeping place.
- ee) **“Red Light Traffic Enforcement Device”** means a device installed or erected at an intersection with a traffic control signal that is capable of photographing a vehicle and recording data related to the vehicle and the traffic control signal.
- ff) **“Roadway”** means that part of a highway intended for use by vehicular traffic.
- gg) **“Sidewalk”** means that part of a highway especially adapted to the use of or ordinarily used by pedestrians, and includes that part of a highway between the curb line (or the edge of the roadway, where there is no curb line) and the adjacent property line, whether or not paved or improved.
- hh) **“Stop”** means
- i) when required, a complete cessation from vehicular movement, and
 - ii) when prohibited, any halting even momentarily of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or traffic control device.
- ii) **“Street Furniture”** includes items such as poles, traffic control devices, waste

receptacles, benches, trees, plants, grass, utilities, planters, bicycle racks or any other similar property placed on a highway.

jj) **“Traffic Control Device”** means any sign, signal, marking or device placed, marked or erected under the authority of this Act for the purpose of regulating, warning or guiding traffic.

kk) **“Traffic Control Signal”** means a traffic control device, whether manually, electrically or mechanically operated, by which traffic is directed to stop and to proceed.

ll) **“Traffic Lane”** means

i) outside an urban area, a longitudinal division of a roadway into a strip of sufficient width to accommodate the passage of a single line of vehicles but does not mean a parking lane, and

ii) inside an urban area, a longitudinal division of a roadway into a strip of sufficient width to accommodate the passage of a single line of vehicles

whether or not the division is indicated by lines on the road surface.

mm) **“Trailer”** means a vehicle so designed that it may be attached to or drawn by a motor vehicle and intended to transport property or persons and includes any trailer that is designed, constructed and equipped as a dwelling place, living abode or sleeping place, either permanently or temporarily, but does not include machinery or equipment used in the construction or maintenance of highways.

nn) **“Truck”** means a vehicle designed primarily for the transportation of property or equipment but does not include a chassis-cab, crawler mounted vehicle, trailer, machinery or equipment used in the construction or maintenance of highways or an off-highway vehicle as defined in the *Off-highway Vehicle Act*.

oo) **“Truck Tractor”** means a truck that is designed primarily for drawing another vehicle and that is not designed to carry any load other than part of the weight of a vehicle drawn, and includes a vehicle that is designed to accommodate a 5th wheel coupling, but does not include a crane equipment breakdown vehicle.

pp) **“Urban Area”** means a city, town or village.

qq) **“Vehicle”** means a device in, on or by which a person or thing may be transported or drawn on a highway.

PART III TRAFFIC CONTROL DEVICE

3 The CAO or designate is hereby authorized to place, erect or mark traffic control devices at such locations as he/she may determine and shall place traffic control devices at such locations as Council may by resolution direct and may from time to time alter the location of such traffic control devices for the following purposes:

a) to divide the surface of a roadway into traffic lanes marked by solid or broken lines;

b) to prohibit U turns at any intersection;

c) to designate any intersection or other place on the highway as intersection or place at which no left hand turn or right hand turn shall be made;

d) to designate as one way street any roadway or portion thereof;

e) to designate school zones and playground zones;

f) to designate truck routes;

g) to set apart as through streets any highway or part of a highway and to control entry to any highway by means of a stop sign or yield sign.

h) to designate a crosswalk upon any highway;

i) to designate parking stands for use of any particular class of vehicle;

j) to close or restrict the use of any highway, subway, bridge or overpass or any part of any highway, subway, bridge or overpass either as to the full width thereof or as to part of the width thereof with respect to any class or classes of vehicles or with respect to any class or classes of pedestrians;

k) to prohibit, restrict or regulate the parking of vehicles or any particular class of vehicles on any highway or other public street or any portion thereof during such hours as he/she may determine;

l) to designate and mark guidelines for angle and parallel parking on any highway or other public place or any portion thereof.

4 The CAO shall keep record of all such locations which shall be open to public inspection during normal business hours.

- 5 No person shall post or exhibit or cause to be posted or exhibited any notice, placard, bill or printed material or other type of notice whatsoever upon any traffic control device.
- 6 Notwithstanding any provision of this Bylaw, all traffic control devices placed, erected or marked in the Town of Claresholm prior to the passing of this Bylaw shall be deemed to be duly authorized traffic control devices until altered pursuant by the provision of this Bylaw.

PART IV INFLAMMABLE AND EXPLOSIVE MATERIALS

- 7 No person shall park any vehicle used primarily for the conveying of fuel, oil, gasoline or other explosive or toxic materials upon any highway or upon any property having a building or buildings thereon unless the vehicle is parked upon the property at least fifteen (15) metres from the nearest building likely to contain persons or valuable goods. Provided that this prohibition shall not apply to the time during which any such vehicle is necessarily motionless while delivering gasoline or oil to garages or retail dealers in gas and oil.

PART V PARKING

- 8 No person shall allow any vehicle to remain parked for a period of time in excess of the maximum permitted time indicated on the parking signs pertaining to that space. A further offense shall be deemed to have occurred for each subsequent period of time in excess of that permitted by the parking signs that the vehicle remains so parked.
- 9 The CAO may designate or cause to be properly marked, portions of a highway for 10, 15, 20 or 30 minutes, 1, 2, 3 or 4 hours parking of vehicles. No person shall park a vehicle for any period of time exceeding the time limit so designated.
- 10 No person shall park a vehicle in a lane. Lanes, however, may be used for such a period of time as may be reasonably necessary for the loading or unloading of passengers or goods from a vehicle provided that the vehicle concerned in such loading or unloading of passengers or goods does not obstruct the lane as to prevent other vehicles or persons from passing along such lanes while the loading and unloading of passengers or goods is taking place.
- 11 The CAO may designate and cause to be properly marked by signs, portions of a highway as truck loading and unloading spaces and may cause such spaces to be marked with a sign designating the area as a loading zone.
- 12 No person shall park a vehicle in a truck loading or unloading space for a period of time longer than fifteen (15) minutes.
- 13 When actually taking on or discharging passengers, no person shall park or stand a vehicle for a period of time at a passenger loading zone, at a NO PARKING area, or in front of the main entrance or doorway of a public building.
- 14 (1) A recreation vehicle shall not be parked on a highway unless it is parked in a location completely adjoining the recreational vehicle owner's residence as shown in the records of the Motor Vehicle Registry.

(2) A recreational vehicle parked pursuant to this section:
 - a) shall not be parked for more than 72 consecutive hours; and
 - b) shall be removed to an off-highway location for at least 48 consecutive hours before it may be parked again on a highway.
- 15 Notwithstanding any other provision of this bylaw, a trailer shall not be parked on a highway unless the trailer is attached to a vehicle by which it may be drawn.
- 16 No owner or operator of a recreational vehicle shall park the recreational vehicle on

any highway in the Town in such a manner as to constitute a hazard to other persons using the highway.

- 17 (1) A vehicle , or a vehicle with a trailer attached, with a maximum gross weight exceeding 4,500 kilograms, shall not be parked on a highway:
- (a) in a location adjoining residential property at any time: or
 - (b) in a location not adjoin residential property at any time after 7:00 p.m. and before 7 a.m.
- (2) This section does not apply if the vehicle:
- (a) is a recreation vehicle; or
 - (b) is a commercial vehicle with the hazard warning lamps alight and in the process of loading or unloading goods.
- 18 Any commercial vehicle, bus, truck or truck tractor may be parked on private property as long as that vehicle does not block any sidewalk, laneway or alley. Said vehicle must not obstruct or hinder the normal flow of traffic; pedestrian or vehicular.
- 19 (1) A commercial vehicle shall not be parked on a highway unless it is parked in a location completely adjoining the commercial vehicle owner's residence as shown in the records of the Motor Vehicle Registry.
- (2) A commercial vehicle parked pursuant to this section:
- a) shall not be parked for more than 72 consecutive hours; and
 - b) shall be removed to an off-highway location for at least 48 consecutive hours before it may be parked again on a highway.
- 20 No person shall park any vehicle on any land owned by the Town of Claresholm which the Town uses or permits to be used as a playground, recreation area, public park or public lands except on such part thereof as may be designated by the CAO with a sign or signs for vehicle parking.
- 21 When parking on a roadway, a driver shall park his vehicle with the side thereof parallel to the curb or edge of the roadway, and:
- a) with the right hand wheel thereof not more than five hundred (500) millimetres from the right hand curb or edge of the roadway, or
 - b) in the case of a one way highway where parking on either side is permitted with the wheels closest to the curb or edge of the roadway not to be more than five hundred (500) millimetres from that curb or edge and with the vehicle facing the direction of travel authorized for that highway.
- 22 Where a sign indicates that angle parking is permitted or required and parking guidelines are visible on the roadway, a driver shall park his vehicle:
- a) with the sides thereof between and parallel to any two such lines, and
 - b) with one front wheel thereof not more than five hundred (500) millimetres from the curb or edge of the roadway.
- 23 Where a sign indicates that angle parking is permitted or required but no parking guidelines are visible on the roadway, a driver shall park his vehicle:
- a) with the sides thereof at an angle between thirty (30) and sixty (60) degrees to the curb or edge of the roadway, and
 - b) with one front wheel thereof not more than five hundred (500) millimetres from the curb or edge of the roadway.
- 24 No person shall angle park any vehicle which exceeds six (6) metres in overall length upon any highway of the Town except at such locations as have been designated by the CAO and have been marked provided, however that the person may park in such other locations and for such period of time as may be designated in writing by the CAO.
- 25 Where parking guidelines are visible on a roadway, no driver shall park a vehicle except within the limits of the lines designating a parking stall.

- 26 No person shall park his vehicle with the sides thereof parallel to the curb or edge of the roadway when angle parking is permitted or required.
- 27 (1) No person shall park or leave any vehicle on private land or property that has been clearly marked as such by a sign or signs erected by the owner or his agent unless such person has obtained the permission of the owner, tenant, occupant or person in charge or control of the said land or property.
(2) Any peace officer may cause a vehicle improperly parked on private property to be removed and taken to and stored in a suitable place and all cost for removal and storage are liened upon the vehicle which may be enforced in the manner provided by the *Possessory Liens Act* R.S.A. 1970 Chapter 279.
- 28 No person shall park any vehicle in that part of a driveway which lies between the curb or the travelled portion of the road and the property or lot boundary line which runs parallel to the said curb or travelled portion of roadway.
- 29 Any person who is empowered to enforce the provisions of this bylaw is hereby authorized to place an erasable chalk mark on the read face of the tire of a parked or stopped vehicle without that person or the municipality incurring liability for doing so.
- 30 In any case where by reason of an emergency or of any special circumstances which in the opinion of the CAO makes it desirable and in the public interest to do so, the CAO may:
a) temporarily close, in any area of the Town, any highway in whole or in part to traffic, or
b) temporarily suspend in any area of the Town parking privileges granted by the provisions of this or any other bylaw and the CAO may for such period of time as he/she deems necessary to meet such emergency or special circumstances take such measure for the temporary closing of such highway or suspension of parking privileges and place barricades or post appropriate notices on or near the highway concerned as he/she may consider it to be necessary in the circumstances.
- 31 When a vehicle exceeds the length of a single parking space, the operator may park such a vehicle so that it occupies two (2) but not more than two (2) parking spaces.
- 32 A person shall not park or stand a vehicle or permit such vehicle to remain parked in such a manner as to interfere with the proper operation of any vehicle used by the Fire Department of the Town or any other emergency vehicle.
- 33 Except as otherwise provided in this section where parking spaces have been marked on any roadway unless the act, another provision of this bylaw or a traffic control device otherwise permits the driver of any vehicle shall stop or park such vehicle only between the lines or markings indicating the limits of a single parking space.
- 34 (1) Except in the case of an emergency not allowing the vehicle to be moved a person shall not stand or park any vehicle on the street for the purpose of:
(a) washing or,
(b) change oil, or fluids or
(c) repair.
(2) A vehicle shall not be parked and left unattended on a highway if;
(a) the vehicle is on a jack or similar device, and
(b) one or more wheels have been removed from the vehicle or part of the vehicle raised.
(3) A vehicle shall not be abandoned on a highway.
(a) without restricting the generality of subsection 34(3) a vehicle that is left standing in one location on a highway for more than 72 consecutive hours is deemed to have been abandoned at that location.

- 35 No person shall leave parked on any street any self propelled type of vehicle incapable of being moved under its own power.
- 36 This section does not apply to a vehicle which has been left parked because of a breakdown or other emergency if the person in charge or control of the vehicle can establish that he has taken action to arrange for the removal of the vehicle forthwith.
- 37 A person being in charge or control of a garage or service station or other premises where repairs or installations are made to vehicles for compensation shall not leave or cause or suffer or permit to be left on any street or alley a vehicle which has been left in his possession for carrying out repairs or making installation or for any other purpose whatsoever.
- 38 (1) A vehicle shall not be parked on a highway in any location identified as a fire lane, an emergency access zone or otherwise being for the use of emergency vehicles.
- (2) A vehicle shall not be parked on a highway in any location as being for the use of person with disabilities unless the vehicle:
- (a) display a valid disabled placard or license plate issued or recognized by the Registrar; and
 - (b) is being used for the transportation of a person with a disability.
- 39 Where any type of motor vehicle has removable camping accommodations installed on it, the operator or owner of the vehicle or any person in charge of the vehicle either permanently or temporarily shall not leave the camping accommodation or other removable portion of the motor vehicle used for this purpose on any portion of a street after the same has been removed from the motor vehicle.
- 40 No person shall drive a vehicle on or over newly painted lines on any roadway when the same is indicated by signs, flags or other warning devices.
- 41 No person shall drive a vehicle on a roadway with more than one vehicle in tow.
- 42 Unless required or permitted by this bylaw or the *Highway Traffic Act* or by a traffic control device or in compliance with the directions of a Peace Officer or to avoid conflict with other traffic, a driver shall not stop or park his vehicle:
- a) on a sidewalk or boulevard,
 - b) on a crosswalk or any part of a crosswalk,
 - c) within an intersection,
 - d) at an intersection nearer than five (5) metres to be the projection of the corner property line immediately ahead or immediately to the rear except when a vehicle is parked in a space where other traffic control device indicates parking is permitted,
 - e) within five (5) metres upon the approach to any stop sign or yield sign,
 - f) within five (5) metres of any fire hydrant, or when the hydrant is not located at the curb, within five (5) metres of the point on the curb nearest the hydrant,
 - g) within one and a half (1½) metres of an access to a garage, private road or driveway or vehicle crossing over a sidewalk,
 - h) within five (5) metres of the near side of a marked crossway,
 - i) along or opposite any street excavation or construction when stopping or parking would obstruct traffic,
 - j) in the direction against the flow of traffic.

PART VI ACTIVITIES ON HIGHWAYS AND VEHICLE OPERATION

- 43 No person shall stand or be in any other position on a highway so as to obstruct the entrance to a building or to obstruct pedestrians or vehicles using the highway.
- a) This section does not apply to persons participating in or assembled to watch a parade for which has been approved by CAO or designate.
 - b) A person shall not crowd, jostle or harass and pedestrian on a highway.
- 44 No person shall place, cause or permit to be placed a sign of any type on a highway

unless it has been approved by CAO or designate.

- a) A person may place, cause or permit to be placed a free standing sign on a highway only if all terms and conditions for placement of such signs prescribed by the CAO are complied with.
 - b) For the purpose of this section any individual or corporation referred to on a sign, whether directly or indirectly, is presumed to have placed the sign or caused or permitted the sign to be placed.
- 45 No person shall place, cause or permit to be placed an obstruction of any kind on a highway unless it has been approved by CAO or designate.
- 46 No person shall operate a motor vehicle on any part of a highway other than a roadway.
- 47 No person shall operate a vehicle on a highway so as to track any earth, sand, gravel or other material on the highway.
- 48 No person shall drive, propel or move on any highway any vehicle having metal spikes, lugs, cleats or bands projecting from the surface of the wheel or tire of such vehicle, or any vehicle having a caterpillar tread, unless and until he or she has special permission, in writing, from the CAO.
- 49 (1) No person shall operate a vehicle on a highway with any loose materials on the exterior of the vehicle.
- (2) No person shall operate a vehicle containing any load on a highway unless the load has been secured to prevent any part of it from falling onto the highway.
- (3) Without limiting the generality of section (2), no person shall operate a vehicle containing a load of earth, sand, gravel or other loose materials on a highway unless:
 - a) all parts of the load are at least 75 millimetres below the top of the container; and
 - b) the container and load are completely covered at all times.
- (4) In the event any part of a load falls onto the a highway from a vehicle the person operating the vehicle shall forthwith:
 - a) take all reasonable steps to safely remove any materials from the highway.

PART VII SIDEWALKS AND BOULEVARDS

- 50 All persons within the Town of Claresholm shall remove and clean away, as soon as possible and in any case within 24 hours, any debris or obstructions from the sidewalk adjacent to the premises owned or occupied by them.
- 51 (1) A carrier of a newspaper, magazine or flyer may ride a bicycle on a sidewalk, footpath, walkway or boulevard if he is delivering copies of a newspaper, magazine or flyer at the time.
- (2) Subject to the other provisions of this Section, no person shall ride a bicycle on a sidewalk, footpath, walkway or boulevard.
- (3) Notwithstanding the provincial of Section 51(1), the Council may designate those portions of sidewalks, footpaths, walkways or boulevards where bicycles may be ridden by other persons who are not carriers of newspapers delivering copies thereof.
- (4) A person riding a bicycle subject to Sections 51(1) and 51(3) on any sidewalk, footpath or walkway where pedestrians are also allowed shall ride the bicycle in a manner which does not interfere with any pedestrian lawfully on or alighting from or entering onto a means of transportation who is lawfully using the sidewalk, footpath or walkway.

PART VIII FUNERALS

- 52 If any funeral procession is in process of formation or proceeding along any highway, any Peace Officer may regulate all traffic in the vicinity and all persons whether on foot or in vehicles shall obey the order and direction of the Peace Officer so regulating the traffic.
- 53 Before a funeral procession enters upon, crosses or turns into a highway designated and marked as a through traffic street by a stop sign the first vehicle in the funeral procession shall come to a complete stop in the manner required by this bylaw and shall not drive the vehicle in to the intersection until it is safe to do so. A vehicle that follows in the funeral procession may then enter into the intersection without stopping provided the headlamps are alight. The provisions of this Section shall not apply at intersections where traffic is controlled by a Peace Officer or by a traffic control signal.
- 54 No person driving any vehicle or riding a horse shall drive or ride through, nor shall any pedestrian walk through the ranks of any military or funeral procession (the vehicles of which have their lights on), nor through the ranks of any other authorized parade or procession, or in any way obstruct, impede or interfere with the same.

PART IX FIRES

- 55 In case of a fire within the Town, any Peace Officer or member of the Fire Department of the Town of Claresholm may designate in any manner a line or lines near the location of the fire beyond which no member of the public shall pass, and no unauthorized person, whether on foot, on horse or in a vehicle shall cross such line or lines.
- 56 The Chief Officer of the Fire Department of the Town of Claresholm or any person acting under his instructions shall have the right to move or cause to be moved any vehicle which he may deem necessary to move or have moved for the purpose of carrying out any duty, work or undertaking of the Fire Department of the Town of Claresholm.
- 57 Where an unprotected hose of the Fire department has been laid down on a roadway or driveway no person shall drive a vehicle over such hose unless the official of the Fire Department in charge at the scene has specifically allowed him to do so.

PART X ENGINE RETARDER BRAKES

- 58 No person shall operate a tractor trailer unit so as to cause noise by using engine retarder brakes within the limits of the Town of Claresholm. Engine retarder brakes shall not be used for either slowing or stopping their vehicle.

PART XI MISCELANEOUS

- 59 A person must not make, continue, or allow to be made or continued any objectionable noise from a motor vehicle. .
- 60 No person shall remove snow, ice, dirt, materials from town and/or private property onto town property.
- 61 No person shall place any type of material on a highway.
- 62 No person shall damage, climb or interfere with any:
 - a) traffic control device; or
 - b) item of street furniture.
- 63 No person shall break, tear up or remove any planking, pavement, sidewalk, curbing, macadamizing or other road surface or make excavation in or under any

sidewalk or street for the purpose of building or otherwise, without first having obtained permission from the CAO or his designate to do so and such permit being granted, the work shall be carried out under the direction of the CAO or any person appointed by him. CAO or his delegate shall inspect all such work being done and, upon termination of the work, all materials shall be replaced and any damages made good by the parties concerned. Such work shall be carried out as expediently as possible and without unnecessary delay. Furthermore, any person or party to whom permission has been granted to carry out any work of the foregoing nature, shall be liable for any or all accidents or damages that may occur to any person or property by reason thereof, and shall keep and maintain such lights, barricades or watchman or other precautions to safeguard and protect the public from injury or loss, and shall be responsible for costs incidental to the same.

- 64 Every person shall be guilty of an offense who:
- a) coasts on any highway on a sled, toboggan, or skis,
 - b) washes vehicle, drains the radiator of any vehicle upon a highway or washes a vehicle near a highway, or otherwise causes water, slush or ice to form upon a highway or public sidewalk.
- 65 The CAO or his/her designated authority may serve by registered mail a notice in writing upon any person required to comply with the provisions of Section 64.
- 66 No owner or occupant of private property in the Town shall allow anything to be erected, placed, planted or grown, whether planted or erected before or after the date of the passing of this bylaw, to grow or to remain at a greater height than 0.8 metres above the centre line grades of the intersecting streets in the area bounded by the property lines of such corner lots and a line joining points along the said property line 11.6 metres (or such other distance as required by the Municipal Planning Commission) from the point of intersections.

PART XII FINES AND PENALTIES

- 67 Any person violating any of the provisions of this bylaw or any other person responsible for such violation shall be liable on a summary conviction before a Provincial Judge or any Justice of the Peace having jurisdiction therein, to a fine in an amount not less than that established in this section, and not to exceeding \$10,000.00 and to imprisonment for not more than six months for non-payment of a fine.
- 68 (1) Where any Peace Officer believes that any person has committed a breach of any of the provisions of this bylaw as set out in Schedule "A" hereto he/she may serve upon such person a notice or tag as provided herein.
- (2) Where payment of the penalty for municipal tag issued for breach of any of the section described in Schedule "A" of this by-law is received within 14 days from the date of issued, may be reduced by twenty five dollars (\$25) and such reduced payment shall be accepted in lieu of prosecution.
- 69 Any peace officer may impound and remove from a highway, street, alley, parking lot or other public place, a vehicle in respect of which charges have not been paid or of a vehicle parked in violation of a provision of this bylaw and all costs of removal which may be enforced in the manner provided by the *Possessory Liens Act*.
- 70 If a vehicle is driven, used, parked or left in contravention of any provision of this bylaw the owner of the vehicle is guilty of an offense and liable for the contravention and the penalty provided herein unless he proves to the satisfaction of the Magistrate trying the case that at the time of the contravention the vehicle was not driven, used, parked or left by him or by any other person with his consent, expressed or implied.

- 71 Service of any such notice or tag shall be sufficient if it is:
- a) personally served,
 - b) served by double registered mail, or
 - c) attached to the vehicle in respect of which the offense is alleged to have been committed.
- 72 Upon production of any such notice or tag within seven (7) days from the date of service of such notice, together with the payment of the sum specified in Schedule "A" hereto to a person authorized by the CAO to receive such payment, an official receipt for such payment shall be issued, and subject to the provisions of this Section, such payment shall be accepted in lieu of prosecution.
- 73 If the person upon whom any such notice or tag is served fails to pay the said sum within the time allotted, the provisions of this Section shall no longer apply.

PART XIII GENERAL

- 74 Nothing in this Section shall prevent any person:
- a) From exercising his right to defend any charge of committing a breach of any of the Sections in Schedule "A" hereto,
 - b) From laying any information or complaint against any other person for committing a breach of any of the Sections in Schedule "A" hereto, or
 - c) from exercising any legal right such person may have to lay an information or complaint against any other person (whether such person has made a payment under the provisions of this bylaw or not), for breach of any of the Sections in Schedule "A" hereto).
- 75 Where any person has made a payment pursuant to the provisions of this Section and is prosecuted for the offense in respect of which such payment has been made, such payment shall be refunded.
- 76 No person other than the owner or driver of a vehicle shall remove any notice placed or fixed to such vehicle by a peace officer in the course of his duties.
- 77 If by reason of any contravention of any provision of this bylaw, the Town is authorized or required to move the motor vehicle from a place where it is parked in contravention of the bylaw and to impound the same, the amount of the expense so incurred shall be added to the amount of any fine or penalty which may be imposed by reason of the contravention or to the amount of payment to be made in lieu of prosecution as provided in Section 67 and the person concerned shall be required to pay the amount of such expense in addition to any fine, penalty or penalty in lieu of prosecution as the case may be.

PART XIV SEVERABILITY PROVISION

- 78 It is the intention of Council that each separate provision of this bylaw shall be deemed independent of all other provisions herein and it is further the intention of Council that if any provisions of this bylaw be declared invalid, all other provisions thereof shall remain valid and enforceable.

PART XV PASSAGE OF BYLAW

79 Bylaw #1429 and all amendments thereto are hereby repealed.

80 This Bylaw shall come into effect upon passage of Third Reading.

Read a first time in Council this day of 2011 A.D.

Read a second time in Council this day of 2011 A.D.

Read a third time in Council and finally passed in Council this day of 2011 A.D.

David Moore, Mayor

Kris Holbeck, CAO

SCHEDULE "A"

| SECTION | OFFENCE | PENALTY |
|----------|--|---------|
| 7 | Park gas trucks in a prohibited area | \$250 |
| 8 | Park longer than indicated on parking sign | \$75 |
| 10 | Park in a lane | \$75 |
| 12 | Park in loading or unloading zone longer than permitted | \$75 |
| 13 | Park in NO Parking area | \$75 |
| 14(1) | Recreation vehicle not parked adjacent to owner's property. | \$75 |
| 14(2)(a) | Recreation vehicle park longer than 72 Hrs. | \$75 |
| 14(2)(b) | Recreation vehicle park at same location within 48 Hrs. | \$75 |
| 15 | Unattached trailer | \$75 |
| 16 | Recreation vehicle Causing a hazard on highway | \$100 |
| 17 | Improper parking of vehicle exceeding 4500 kg | \$250 |
| 18 | Commercial vehicle Causing a hazard on highway | \$250 |
| 19(1) | Commercial vehicle not parked adjacent to owner's property. | \$100 |
| 19(2)(a) | Recreation vehicle park longer than 72 Hrs. | \$100 |
| 19(2)(b) | Recreation vehicle park at same location within 48 Hrs. | \$100 |
| 20 | Park on Town Property | \$100 |
| 21 | Improper parallel parking | \$75 |
| 22 | Improper angle parking | \$75 |
| 23 | Improper angle parking (no lines) | \$75 |
| 24 | Improper parking | \$75 |
| 25 | Parking outside of lines | \$75 |
| 26 | Failing to park in a proper manner | \$75 |
| 27(1) | Parking on private property | \$75 |
| 27(2) | Improperly park vehicle on private property | \$75 |
| 31 | Parking of unauthorized vehicles | \$75 |
| 32 | Parking as to obstruct emergency vehicle | \$250 |
| 33 | Parking outside lines | \$75 |
| 34(1)(a) | Washing vehicle on a highway | \$75 |
| 34(1)(b) | Change oil or fluids on a highway | \$100 |
| 34(1)(c) | Repairing vehicle on a highway | \$100 |
| 34(2) | Vehicle on jack | \$100 |
| 34(3) | Abandoned vehicle | \$100 |
| 35 | Parking of derelict vehicle | \$100 |
| 37 | Commercial business parking vehicles on highway | \$100 |
| 38(1) | Park in emergency access | \$100 |
| 38(2) | Park in disabled parking | \$100 |
| 39 | Parking of recreation vehicle | \$75 |
| 40 | Driving on painted lines | \$100 |
| 41 | Driving with more than one vehicle in tow | \$100 |
| 42(a) | Parking on sidewalk or boulevard | \$75 |
| 42(b) | Parking on crosswalk or part of | \$75 |
| 42(c) | Parking within intersection | \$75 |
| 42(d) | Parking too close to intersection | \$75 |
| 42(e) | Parking too close to stop or yield sign | \$75 |
| 42(f) | Parking too close to fire hydrant | \$75 |
| 42(g) | Parking too close to garage access, private road, driveway or vehicle crossway | \$75 |
| 42(h) | Parking too close to marked crosswalk | \$75 |
| 42(i) | Parking too close to street obstruction | \$75 |
| 42(j) | Parking on the wrong direction of traffic | \$75 |
| 43 | Person obstructing highway | \$100 |
| 43(b) | Harassing | \$100 |
| 44 | Illegal sign on highway | \$100 |
| 45 | Obstruction on highway | \$100 |
| 46 | Operate a motor vehicle off highway | \$100 |
| 47 | Tracking | \$100 |

| | | |
|-------|---|-------|
| 48 | Driving with spikes or lugs without permission | \$250 |
| 49 | Unsecure load | \$100 |
| 50 | Failure to clean sidewalks | \$100 |
| 51 | Riding a bike on a sidewalk | \$50 |
| 54 | Driving through funeral procession | \$75 |
| 57 | Driving over fire hose | \$250 |
| 58 | Use engine retarder brakes | \$250 |
| 59 | Objectionable noise from motor vehicle | \$100 |
| 60 | Placing obstruction on a highway | \$250 |
| 61 | Littering | \$100 |
| 62 | Damage, climbing or interfering with traffic control devise or street furniture | \$100 |
| 63 | Unlawful construction / damage highway | \$500 |
| 64(a) | Coast on highway with sled, etc. | \$75 |
| 66 | Vegetation or structure obstructing intersection. | \$75 |
| | All other section not listed above | \$50 |

TOWN OF CLARESHOLM
PROVINCE OF ALBERTA
BYLAW #1429

Amended by Bylaw # 1471 Kd
Amended by Bylaw # 1556 Kd

A Bylaw of the Town of Claresholm to control and regulate the use of streets and highways within the Town and the traffic and pedestrians moving thereon and the parking of vehicles on streets and alleyways.

WHEREAS it is expedient and proper pursuant to the provision of Section 14 to 16 of the *Highway Traffic Act* RSA 1980 that the Council of the Town of Claresholm shall issue a Bylaw for the regulation and control of vehicles, animals and pedestrian traffic;

NOW, THEREFORE, the Council of the Town of Claresholm duly assembled hereby enacts as follows:

100. This Bylaw shall be cited as the Town of Claresholm Traffic Bylaw.

101. In this Bylaw unless the context otherwise requires, the following definitions shall apply:

1. "Act" means the *Highway Traffic Act*, RSA 1980 Chapter H-7 and amendments thereto;
2. "Alley" means a narrow highway intended chiefly to give access to the rear of buildings and parcels of land;
3. "Bicycle" means a cycle propelled by human power on which a person can ride, regardless of the number of wheels it has, and includes a vehicle that
 - i) may be propelled by muscular or mechanical power,
 - ii) is fitted with pedals that are continually operable to propel it,
 - iii) weighs not more than 35 kilograms,
 - iv) has a motor that produces not more than 750 watts and that is driven by electricity or has an engine displacement of not more than 50 cubic centimetres,
 - v) has no hand-operated or foot-operated clutch or gearbox driven by the motor that transfers power to the driven wheel, and
 - vi) does not have sufficient power to enable it to attain a speed greater than 35 kilometres per hour on level ground within a distance of 2 kilometres from a standing start;
4. "Boulevard" means, in an urban area, that part of a highway that
 - i) is not roadway, and
 - ii) is that part of the sidewalk that is not especially adapted to the use of or ordinarily used by pedestrians;
5. "Centre line" means
 - i) the centre of a roadway measured from the curbs or, in the absence of curbs, from the edges of the roadway,
 - ii) in the case of a highway designated by traffic control devices,
 - (A) as an offset centre highway, or
 - (B) as a highway having a certain number of traffic lanes for traffic moving in a certain direction at all times or at specified times,the line dividing the lanes for traffic moving in opposite directions, or
 - iii) in the case of a divided highway, that portion of the highway separating the roadways for traffic moving in opposite directions;
6. "Commercial vehicle"
 - i) means a truck, trailer or semi-trailer, except
 - A) a truck, trailer or semi-trailer that is a public service vehicle, or
 - B) a truck, trailer or semi-trailer or any class of vehicle that by the regulations or by an order of the Alberta Motor Transport Board is exempted from being classified as a commercial vehicle, and
 - ii) includes
 - A) a motor vehicle from which sales are made of goods, wares, merchandise or commodity, and
 - B) a motor vehicle by means of which delivery is made of goods, wares, merchandise or commodity to a purchaser or consignee thereof;

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7. "Crosswalk" means
 - i) that part of a roadway at an intersection included within the connection of the lateral line of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the roadway, or
 - ii) any part of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or by other markings on the road surface;
8. "Dealer" means any person who buys or sells motor vehicles as a business, either as principal or agent;
9. "Driver" or "operator" means a person who drives or is in actual physical control of a vehicle;
10. "Emergency vehicle" means
 - i) a vehicle operated by a police force,
 - ii) a fire fighting or other type of vehicle operated by the fire protection service of a municipality,
 - iii) an ambulance operated by a person or organization providing ambulance services,
 - iv) a vehicle operated by a public utility, or
 - v) a vehicle designated as an emergency response unit;
11. "Gross vehicle weight" shall mean the aggregate weight of the unloaded vehicle and the weight of the load that vehicle is licensed to carry or is carrying;
12. "Highway" means any thoroughfare, street, road, trail, avenue, parkway, driveway, viaduct, lane, alley, square, bridge, causeway, trestleway or other place whether publicly or privately owned, any part of which the public is ordinarily entitled or permitted to use for the passage or parking of vehicles, and
 - i) includes
 - A) a sidewalk (including the boulevard portion of the sidewalk),
 - B) if a ditch lies adjacent to and parallel with the roadway, the ditch, and
 - C) if a highway right of way is contained between fences or between a fence and one side of the roadway, all the land between the fences, or all the land between the fence and the edge of the roadway, as the case may be,but
 - ii) does not include a place declared by the Lieutenant Governor in Council not to be a highway;
13. "Intersection" means the area embraced within the prolongation or connection of
 - i) the lateral curb lines or, if none,
 - ii) the exterior edges of the roadways,or 2 or more highways which join one another at an angle whether or not one highway crosses the other;
14. "Median" means a physical barrier or area that separates traffic travelling in one direction from traffic travelling in the opposite direction on a highway;
15. "Moped" means a vehicle, regardless of the number of wheels it has, that
 - i) weighs more than 35 kilograms but less than 55 kilograms,
 - ii) has a motor that is driven by electricity or has an engine displacement of not more than 50 cubic centimetres,
 - iii) has no hand-operated or foot-operated clutch or gearbox driven by the motor transferring power to the driven wheel, and
 - iv) does not have sufficient power to attain a speed greater than 50 kilometres per hour on level ground within a distance of 2 kilometres from a standing start;
16. "Motor cycle" means a motor vehicle mounted on 2 or 3 wheels and includes those motor vehicles known to the trade as motor cycles and scooters but does not include an off-highway vehicle as defined in the *Off-highway Vehicle Act*;

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17. "Motor vehicle" means
 - i) a vehicle propelled by any power other than muscular power, or
 - ii) a moped,but does not include a bicycle, an aircraft, a tractor, whether equipped with rubber tires or not, an implement of husbandry or a motor vehicle that runs only on rails;
18. "Multi-purpose" passenger vehicle means a vehicle that has a seating capacity of 10 or less and is constructed on a truck-chassis or with special features for off-highway operation, but does not include an air cushion vehicle, an all terrain vehicle as defined in the *Off-highway Vehicle Act*, a passenger car or a truck;
19. "Municipality" means the Town of Claresholm
20. "Owner" includes any person renting a motor vehicle or having the exclusive use of it under a lease or otherwise for a period of more than 30 days;
21. "Park", when prohibited, means allow a vehicle (whether occupied or not) to remain standing in one place, except
 - i) when standing temporarily for the purpose of and while actually engaged in loading or unloading passengers, or
 - ii) when standing in obedience to a peace officer or traffic control device;
22. "Parking lane" means that portion of a primary highway between
 - i) the edge of the roadway to the right of the direction of traffic, and
 - ii) the nearest solid white line (not being the centre line) marked on the roadway;
23. "Passenger car" means a motor vehicle that has a seating capacity of 10 or less but does not include an off-highway vehicle as defined in the *Off-highway Vehicle Act*, a truck, or multi-purpose passenger vehicle, a chassis cab, a moped or a motor cycle;
24. "Peace officer means
 - i) a member of the Royal Canadian Mounted Police,
 - ii) a member of a municipal police service
 - iii) a special constable, or
 - iv) a park warden appointed pursuant to the *National Parks Act* (Canada), while he is in the exercise or discharge of his powers or duties in a national park established under that Act;
25. "Pedestrian" means a person afoot or a person in a wheel chair;
26. "Primary highway" means a highway designated as a primary highway pursuant to the *Public Highways Development Act*;
27. "Public service vehicle"
 - i) means a motor vehicle, trailer or semi-trailer operated on a highway by or on behalf of a person for compensation, whether that operation is regular or only occasional or for a single trip, and
 - ii) includes a motor vehicle kept by a person for the purpose, subject to the regulations, of being rented without a driver, but
 - iii) does not include a motor vehicle used solely as an ambulance or hearse or for the transportation of the Royal Mail
28. "Recreational vehicle" means a vehicle or trailer that is designed, constructed and equipped, either temporarily or permanently, as a dwelling place, living abode or sleeping place.
29. "Red light traffic enforcement device" means a device installed or erected at an intersection with a traffic control signal that is capable of photographing a vehicle and recording data related to the vehicle and the traffic control signal;
30. "Roadway" means that part of a highway intended for use by vehicular traffic;

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31. "Sidewalk" means that part of a highway especially adapted to the use of or ordinarily used by pedestrians, and includes that part of a highway between the curb line (or the edge of the roadway, where there is no curb line) and the adjacent property line, whether or not paved or improved;
32. "Stop" means
 - i) when required, a complete cessation from vehicular movement, and
 - ii) when prohibited, any halting even momentarily of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or traffic control device;
33. "Traffic control device" means any sign, signal, marking or device placed, marked or erected under the authority of this Act for the purpose of regulating, warning or guiding traffic;
34. "Traffic control signal" means a traffic control device, whether manually, electrically or mechanically operated, by which traffic is directed to stop and to proceed;
35. "Traffic lane" means
 - i) outside an urban area, a longitudinal division of a roadway into a strip of sufficient width to accommodate the passage of a single line of vehicles but does not mean a parking lane, and
 - ii) inside an urban area, a longitudinal division of a roadway into a strip of sufficient width to accommodate the passage of a single line of vehicles,whether or not the division is indicated by lines on the road surface;
36. "Trailer" means a vehicle so designed that it may be attached to or drawn by a motor vehicle and intended to transport property or persons and includes any trailer that is designed, constructed and equipped as a dwelling place, living abode or sleeping place, either permanently or temporarily, but does not include machinery or equipment used in the construction or maintenance of highways;
37. "Truck" means a vehicle designed primarily for the transportation of property or equipment but does not include a chassis-cab, crawler mounted vehicle, trailer, machinery or equipment used in the construction or maintenance of highways or an off-highway vehicle as defined in the *Off-highway Vehicle Act*;
38. "Truck tractor" means a truck that is designed primarily for drawing another vehicle and that is not designed to carry any load other than part of the weight of a vehicle drawn, and includes a vehicle that is designed to accommodate a 5th wheel coupling, but does not include a crane equipment breakdown vehicle;
39. "Urban area" means a city, town or village;
40. "Vehicle" means a device in, on or by which a person or thing may be transported or drawn on a highway.

102. Traffic Control Device

- A. The Town Coordinator or designate is hereby authorized to place, erect or mark traffic control devices at such locations as he may determine and shall place traffic control devices at such locations as Council may by resolution direct and may from time to time alter the location of such traffic control devices for the following purposes:
 - (a) to divide the surface of a roadway into traffic lanes marked by solid or broken lines.
 - (b) to prohibit U turns at any intersection
 - (c) to designate any intersection or other place on the highway as intersection or place at which no left hand turn or right hand turn shall be made.
 - (d) to designate as one way street any roadway or portion thereof.
 - (e) to designate school zones and playground zones.
 - (f) to designate truck routes.
 - (g) to set apart as through streets any highway or part of a highway and to control entry to any highway by means of a stop sign or yield sign.

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- (h) to designate a crosswalk upon any highway.
 - (i) to designate parking stands for use of any particular class of vehicle.
 - (j) to close or restrict the use of any highway, subway, bridge or over pass or any part of any highway, subway, bridge or over pass either as to the full width thereof or as to part of the width thereof with respect to any class or classes of vehicles or with respect to any class or classes of pedestrians.
 - (k) to prohibit, restrict or regulate the parking of vehicles or any particular class of vehicles on any highway or other public street or any portion thereof during such hours as he may determine.
 - (l) to designate and mark guidelines for angle and parallel parking on any highway or other public place or any portion thereof.
- B. The Secretary-Treasurer shall keep record of all such locations which shall be open to public inspection during normal business hours.
- C. No person shall post or exhibit or cause to be posted or exhibited any notice, placard, bill or printed material or other type of notice whatsoever upon any traffic control device.
- D. Notwithstanding any provision of this Bylaw, all traffic control devices placed, erected or marked in the Town of Claresholm prior to the passing of this Bylaw shall be deemed to be duly authorized traffic control devices until altered pursuant by the provisions of this Bylaw.

103. Inflammable and Explosive Materials

- A. No person shall park any vehicle used primarily for the conveying of fuel, oil, gasoline, or other explosive or toxic materials upon any highway or upon any property having a building or buildings thereon unless the vehicle is parked upon the property at least 15 meters from the nearest building likely to contain persons or valuable goods. Provided that this prohibition shall not apply to the time during which any such vehicle is necessarily motionless while delivering gasoline or oil to garages or retail dealers in gas and oil.

104. Parking

1. No person shall allow any vehicle to remain parked for a period of time in excess of the maximum permitted time indicated on the parking signs pertaining to that space. A further offence shall be deemed to have occurred for each subsequent period of time in excess of that permitted by the parking signs that the vehicle remains so parked.
2. The Secretary-Treasurer may designate or cause to be properly marked, portions of a highway for 10 minute, 15 minute, 20 minute, 30 minute, 1 hour, 2 hour, 3 hour or 4 hour parking of vehicles. No person shall park a vehicle for any period of time exceeding the time limit so designated.
3. No person shall park a vehicle in a lane. Lanes, however, may be used for such a period of time as may be reasonably necessary for the loading or unloading of passengers or goods from a vehicle provided that the vehicle concerned in such loading or unloading of passengers or goods does not so obstruct the lane as to prevent other vehicles or persons from passing along such lanes while the loading or unloading of the passengers or goods is taking place.
4. The Secretary-Treasurer may designate and cause to be properly marked by signs, portions of a highway as truck loading or unloading spaces and may cause such spaces to be marked with a sign designating the area as a loading zone.
5. No person shall park a vehicle in a truck loading or unloading space for a period of time longer than 15 minutes.
6. When actually taking on or discharging passengers, no person shall park or stand a vehicle for a period of time at a passenger loading zone, at a no parking area, or in front of the main entrance or doorway of a public building.
7. No person shall park any trailer (whether designed for occupancy for persons or carrying of goods and equipment) upon any highway unless the said trailer is attached to a vehicle by which it may be propelled or drawn and when so attached the trailer shall be deemed part of the vehicle and subject to the regulations pertaining to the vehicles.

8. No person shall park any commercial vehicle, bus, truck or truck tractor and trailer with a gross vehicle weight of more than four thousand, five hundred kilograms (4,500 kg), or a length of more than twelve point five metres (12.5 m) except upon any highway where such parking is expressly permitted or except for the purpose of unloading and loading such vehicles.
9. Vehicles that exceed the restrictions in Section 104 (8) above are limited to travel in those areas designated as "Truck Routes" in Schedule "B" which is included in and forms a part of this bylaw.
10. No person shall park a trailer or recreational vehicle upon a highway unless the trailer or recreational vehicle is attached to the vehicle by which it may be drawn.
11. An owner or operator of a recreational vehicle shall not park the recreational vehicle on a highway in the Town, except in the area of the roadway immediately adjoining the owner or operator's place of residence and for no more than seventy-two (72) consecutive hours, following which the owner or operator shall move the recreational vehicle to an off-highway location for a period of not less than forty-eight (48) consecutive hours before the recreational vehicle may be parked again in the area of the roadway immediately adjoining the owner or operator's place of residence.
12. No person shall park any vehicle on any land owned by the Town of Claresholm which the Town uses or permits to be used as a playground or recreation area or public park except on such part thereof as may be designated by the Secretary-Treasurer with a sign or signs for vehicle parking.
13. When parking on a roadway, a driver shall park his vehicle with the side thereof parallel to the curb or edge of the roadway and:
 - (a) with the right hand wheel thereof not more than 500 millimeters from the right hand curb or edge of the roadway, or
 - (b) in the case of a one way highway where parking on either side is permitted with the wheels closest to the curb or edge of the roadway not to be more than 500 millimeters from that curb or edge and with the vehicle facing the direction of travel authorized for that highway.
14. Where a sign indicates that angle parking is permitted or required and parking guidelines are visible on the roadway a driver shall park his vehicle:
 - (a) with the sides thereof between and parallel to any two such lines and
 - (b) with one front wheel thereof not more than 500 millimeters from the curb or edge of the roadway.
15. Where a sign indicates that angle parking is permitted or required but no parking guidelines are visible on the roadway a driver shall park his vehicle:
 - (a) with the sides thereof at an angle between 30 and 60 degrees to the curb or edge of the roadway, and
 - (b) with one front wheel thereof not more than 500 millimeters from the curb or edge of the roadway.
16. No person shall angle park any vehicle which exceeds 6 meters in overall length upon any highway of the Town except at such locations as have been designated by the Secretary-Treasurer and have been marked provided however that the person may park in such other locations and for such period of time as may be designated in writing by the Secretary-Treasurer.
17. Where parking guidelines are visible on a roadway, no driver shall park a vehicle except within the limits of the lines designating a parking stall.
18. No person shall park his vehicle with the sides thereof parallel to the curb or edge of the roadway when angle parking is permitted or required.

Bylaw 1429
Streets & Traffic

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19. (A) No person shall park or leave any vehicle on private land or property that has been clearly marked as such by a sign or signs erected by the owner or his agent unless such person has obtained the permission of the owner, tenant, occupant or person in charge or control of the said land or property.
- (B) Any Peace Officer may cause a vehicle improperly parked on private property to be removed and taken to and stored in a suitable place and all cost for removal and storage are liened upon the vehicle which may be enforced in the manner provided by the *Possessory Liens Act* R.S.A. 1970 Chapter 279.
20. No person shall park any vehicle in that part of a driveway which lies between the curb or the traveled portion of the road and the property or lot boundary line which runs parallel to the said curb or traveled portion of roadway.
21. Any person who is empowered to enforce the provisions of this bylaw is hereby authorized to place an erasable chalk mark on the read face of the tire of a parked or stopped vehicle without that person or the municipality incurring liability for doing so.
22. In any case where by reason of an emergency or of any special circumstances which in the opinion of the Secretary-Treasurer make it desirable and in the public interest to do so the Secretary-Treasurer may:
 - (a) temporarily close, in any area of the Town, any highway in whole or in part to traffic, or
 - (b) temporarily suspend in any area of the Town parking privileges granted by the provisions of this or any other bylaw and the Secretary-Treasurer may for such period of time as he deems necessary to meet such emergency or special circumstances take such measure for the temporary closing of such highway or suspension of parking privileges and place barricades or post appropriate notices on or near the highway concerned as he may consider it to be necessary in the circumstances.
23. When a vehicle exceeds the length of a single parking space the operator may park such a vehicle so that it occupies two but not more than two parking spaces.
24. A person shall not park or stand a vehicle or permit such vehicle to remain parked in such a manner as to interfere with the proper operation of any vehicle used by the Fire Department of the Town or of any other emergency vehicle.
25. Except as otherwise provided in this section where parking spaces have been marked on any roadway unless the act, another provision of this bylaw or a traffic control device otherwise permits the driver of any vehicle shall stop or park such vehicle only between the lines or markings indicating the limits of a single parking space.
26. Except in the case of an emergency not allowing the vehicle to be moved a person shall not stand or park any vehicle on the street for the purpose of greasing, washing or repairing the vehicle.
27. No person shall leave parked on any street any self propelled type of vehicle incapable of being moved under its own power.
28. Subsection 104 does not apply to a vehicle which has been left parked because of a breakdown or other emergency if the person in charge or control of the vehicle can establish that he has taken action to arrange for the removal of the vehicle forthwith.
29. A person being in charge or control of a garage or service station or other premises where repairs or installations are made to vehicles for compensation shall not leave or cause or suffer or permit to be left on any street or alley a vehicle which has been left in his possession for carrying out repairs or making installation or for any other purpose whatsoever.
30. A person shall not leave parked on any street, a trailer, semi trailer, mobile drilling equipment or any vehicle which has been detached from the vehicle which is used to draw it.

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31. Where any type of motor vehicle has removable camping accommodations installed on it, the operator or owner of the vehicle or any person in charge of the vehicle either permanently or temporarily shall not leave the camping accommodation or other removable portion of the motor vehicle used for this purpose on any portion of a street after the same has been removed from the motor vehicle.
32. No person shall drive a vehicle on or over newly painted lines on any roadway when the same is indicated by signs, flags, or other warning devices.
33. No person shall drive a vehicle on a roadway with more than one vehicle in tow.

105. Other Offences:

Unless required or permitted by this bylaw or the *Highway Traffic Act* or by a traffic control device or in compliance with the directions of a Peace Officer or to avoid conflict with other traffic, a driver shall not stop or park his vehicle:

- (a) on a sidewalk or boulevard, or
- (b) on a crosswalk or any part of a crosswalk, or
- (c) within an intersection, or
- (d) at an intersection nearer than 5 meters to the projection of the corner property line immediately ahead or immediately to the rear except when a vehicle is parked in a space where other traffic control device indicates parking is permitted, or
- (e) within 5 meters upon the approach to any stop sign or yield sign, or
- (f) within 5 meters of any fire hydrant, or when the hydrant is not located at the curb, within 5 meters of the point on the curb nearest the hydrant, or
- (g) within 1-1/2 meters of an access to a garage, private road or driveway or vehicle crossing over a sidewalk, or
- (h) within 5 meters of the near side of a marked crossway, or
- (i) along or opposite any street excavation or construction when stopping or parking would obstruct traffic, or
- (j) on the roadway side of a vehicle parked or stopped at the curb or the edge of the roadway.

106. Bicycles:

- (a) A carrier of a newspaper, magazine or flyer may ride a bicycle on a sidewalk, footpath, walkway or boulevard if he is delivering copies of a newspaper, magazine or flyer at the time.
- (b) Subject to the other provisions of this Section, no person shall ride a bicycle on a sidewalk, footpath, walkway, or boulevard.
- (c) Notwithstanding the provision of Subsection (b) the Council may designate those portions of sidewalks, footpaths, walkways, or boulevards where bicycles may be ridden by other persons who are not carriers of newspapers delivering copies thereof.
- (d) A person riding a bicycle subject to subsection (a) and (c) on any sidewalk, footpath, or walkway where pedestrians are also allowed shall ride the bicycle in a manner which does not interfere with any pedestrian lawfully on or alighting from or entering onto a means of transportation who is lawfully using the sidewalk, footpath or walkway.

107. Funerals:

- (a) If any funeral procession is in process of formation or proceeding along any highway, any Peace Officer may regulate all traffic in the vicinity and all persons whether on foot or in vehicles shall obey the order and direction of the Peace Officer so regulating the traffic.
- (b) Before a funeral procession enters upon, crosses or turns into a highway designated and marked as a through traffic street by a stop sign the first vehicle in the funeral procession shall come to a complete stop in the manner required by this bylaw and shall not drive the vehicle in to the intersection until it is safe to do so. A vehicle that follows in the funeral procession may then enter into the intersection without stopping provided the headlamps are alight. The provisions of this Section shall not apply at intersections where traffic is controlled by a Peace Officer or by a traffic control signal.
- (c) No person driving any vehicle or riding a horse shall drive or ride through, nor shall any pedestrian walk through the ranks of any military or funeral procession (the vehicles of which have their lights on), nor through the ranks of any other authorized parade or procession, or in any way obstruct, impede or interfere with the same.

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108. Fires:

- (a) In case of a fire within the Town, any Peace Officer or member of the Fire brigade of the Town may designate in any manner a line or lines near the location of the fire beyond which no member of the public shall pass, and no unauthorized person, whether on foot, on horse or in a vehicle shall cross such line or lines.
- (b) The Chief Officer of the Fire Department of the Town of Claresholm or any person acting under his instructions shall have the right to move or cause to be moved any vehicle which he may deem necessary to move or have moved for the purpose of carrying out any duty, work or undertaking of the Fire Department of the Town of Claresholm.
- (c) Where an unprotected hose of the Fire department has been laid down on a roadway or driveway no person shall drive a vehicle over such hose unless the official of the Fire Department in charge at the scene has specifically allowed him to do so.

109. Vehicles with lugs:

No person shall drive, propel or move on any highway any vehicle having metal spikes, lugs, cleats or bands projecting from the surface of the wheel or tire of such vehicle, or any vehicle having a caterpillar tread, unless and until he or she has special permission, in writing, from the Secretary-Treasurer.

110. Engine Retarder Brakes

No person shall operate a tractor trailer unit so as to cause noise by using engine retarder brakes within the limits of the Town of Claresholm. Engine retarder brakes shall not be used for either slowing or stopping their vehicle.

111. Every person shall be guilty of an offence who:

- (1) coasts on any highway on a sled, toboggan, or skis.
- (2) washes a vehicle upon any highway or drains the radiator of any vehicle upon a highway or washes a vehicle near a highway, or otherwise causes water, slush or ice to form upon a highway or public sidewalk.

112. No owner or occupant of private property in the Town shall allow anything to be erected, placed, planted or grown, whether planted or erected before or after the date of the passing of this bylaw, to grow or to remain at a greater height than 0.8 metres above the centre line grades of the intersecting streets in the area bounded by the property lines of such corner lots and a line joining points along the said property line 11.6 metres (or such other distance as required by the Municipal Planning Commission) from the point of intersections.

113. The Secretary-Treasurer or his designated authority may serve by registered mail a notice in writing upon any person required to comply with the provisions of Section 111.

114. Penalties:

- (a) Any person violating any of the provisions of this bylaw or any other person responsible for such violation shall be liable on a summary conviction before a Provincial Judge or any Justice of the Peace having jurisdiction therein, to a penalty not exceeding \$500.00 exclusive of costs.
- (b) Any Peace Officer may impound and remove from a highway, street, alley, parking lot or other public place, a vehicle in respect of which charges have not been paid or of a vehicle parked in violation of a provision of this bylaw and all costs of removal which may be enforced in the manner provided by the *Possessory Liens Act*.
- (c) If a vehicle is driven, used, parked or left in contravention of any provision of this bylaw the owner of the vehicle is guilty of an offence and liable for the contravention and the penalty provided herein unless he proves to the satisfaction of the Magistrate trying the case that at the time of the contravention the vehicle was not driven, used, parked or left by him or by any other person with his consent, expressed or implied.

115. Police Tags:

- (a) Where any Peace Officer believes that any person has committed a breach of any of the provisions of this bylaw as set out in Schedule "A" hereto he may serve upon such person a notice or tag as provided herein.
- (b) Service of any such notice or tag shall be sufficient if it is:

dp.

- (1) personally served
 - (2) served by double registered mail
 - (3) attached to the vehicle in respect of which the offence is alleged to have been committed.
- (c) Upon production of any such notice or tag within seven days from the date of service of such notice, together with the payment of the sum specified in Schedule "A" hereto to a person authorized by the Secretary-Treasurer of the Town of Claresholm to receive such payment, an official receipt for such payment shall be issued, and subject to the provisions of this Section, such payment shall be accepted in lieu of prosecution.
- (d) If the person upon whom any such notice or tag is served fails to pay the said sum within the time allotted, the provisions of this Section shall no longer apply.

116. Nothing in this Section contained shall:

- (a) prevent any person from exercising his right to defend any charge of committing a breach of any of the Sections in Schedule "A" hereto.
- (b) prevent any person from laying any information or complaint against any other person for committing a breach of any of the Sections in Schedule "A" hereto, or
- (c) prevent any person from exercising any legal right such person may have to lay an information or complaint against any other person (whether such person has made a payment under the provisions of this bylaw or not), for breach of any of the Sections in Schedule "A" hereto).

117. Where any person has made a payment pursuant to the provisions of this Section and is prosecuted for the offence in respect of which such payment has been made, such payment shall be refunded.

118. No person other than the owner or driver of a vehicle shall remove any notice placed or fixed to such vehicle by a Peace Officer in the course of his duties.

119. It is the intention of Town Council that each separate provision of this bylaw shall be deemed independent of all other provisions herein and it is further the intention of Town Council that if any provisions of this bylaw be declared invalid all other provisions thereof shall remain valid and enforceable.

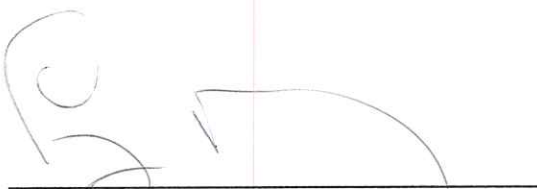
120. If by reason of any contravention of any provision of this bylaw, the Town is authorized or required to move the motor vehicle from a place where it is parked in contravention of the bylaw and to impound the same, the amount of the expense so incurred shall be added to the amount of any fine or penalty which may be imposed by reason of the contravention or to the amount of payment to be made in lieu of prosecution as provided in Section 114 (c) and the person concerned shall be required to pay the amount of such expense in addition to any fine, penalty or penalty in lieu of prosecution as the case may be.

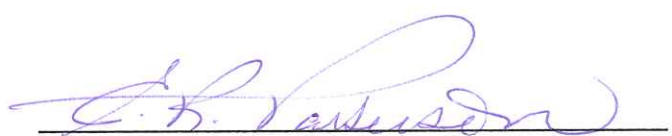
121. This Bylaw repeals bylaw 1114 and all amendments thereto.

READ a first time this 28 day of October, 2002.

READ a second time this 12 day of November, 2002.

READ a third time and finally passed this 12 day of November, 2002.


Larry Flexhaug, Town Coordinator


E. R. Patterson, Mayor

ap.

Schedule "A"

| <u>Parking Offences</u> | <u>Offence</u> | <u>Penalty</u> |
|-------------------------|---|----------------|
| 103. | Parking gas trucks in a prohibited area | 50.00 |
| 104. (1) (2) | Overparking | 50.00 |
| 104. (3) | Parking in a lane | 50.00 |
| 104. (5) | Overparking in truck loading space | 50.00 |
| 104. (6) | Parking in NO PARKING AREA | 50.00 |
| 104. (7)(10)(11) | Improper trailer & recreational vehicle parking | 50.00 |
| 104. (8) | Improper parking of heavy vehicles | 50.00 |
| 104. (12) | Parking in playground | 50.00 |
| 104. (13a) | Improper parallel parking | 50.00 |
| 104. (13b) | Improper parallel parking | 50.00 |
| 104. (14)(a)(b) | Improper angle parking | 50.00 |
| 104. | Improper angle parking | 50.00 |
| 104. (15)(a)(b) | Improper angle parking | 50.00 |
| 104. (16) | Improper parking | 50.00 |
| 104. (17) | Parking outside of space | 50.00 |
| 104. (18) | Failing to park in proper manner | 50.00 |
| 104. (19a) | Parking on private property | 50.00 |
| | Parking of unauthorized vehicle | 50.00 |
| 104. (23) | Parking of unauthorized vehicle | 50.00 |
| 104. (24) | Parking as to obstruct emergency vehicle | 50.00 |
| 104. (25) | Parking outside line | 50.00 |
| 104. (26) | Greasing, washing or repairing vehicle | 50.00 |
| 104. (27) | Parking of derelict vehicles | 50.00 |
| 104. (29) | Parking of vehicle on Highway for repairs | 50.00 |
| 104. (30) | Parking of Trailers, semi trailers | 50.00 |
| 104. (31) | Parking of Recreation Vehicle | 50.00 |
| 104. (32) | Driving on painted lines | 50.00 |
| 104. (33) | Driving with vehicle in Tow | 50.00 |
| 105. (a) | Parking on sidewalk or boulevard | 50.00 |
| 105. (b) | Parking on crosswalk or part of | 50.00 |
| 105. (c) | Parking within intersection | 50.00 |
| 105. (d) | Parking too close to intersection | 50.00 |
| 105. (e) | Parking too close to stop or yield sign | 50.00 |
| 105. (f) | Parking too close to fire hydrant | 50.00 |
| 105. (g) | Parking too close to garage access, private road, driveway or vehicle crossway | 50.00 |
| 105. (h) | Parking too close to marked crosswalk | 50.00 |
| 105. (i) | Parking too close to street obstruction | 50.00 |
| 105. (j) | Parking on the roadway side of a vehicle | 50.00 |
| 106. | Riding bicycle on sidewalk | 50.00 |
| 107. (b) | Funeral procession | 50.00 |
| 107. (c) | Driving through funeral procession | 50.00 |
| 108. (c) | Driving over fire hose | 50.00 |
| 109. | Driving on roadway with lugs | 50.00 |
| 110. | Use engine retarder brakes | 250.00 |
| 111. (1) | Coasting on highway with sled etc. | 50.00 |
| 111. (2) | Washing vehicle on highway | 50.00 |
| 112. | Planting or growing plants on corner lots | 50.00 |

Schedule "B" - Designated Truck Routes

1. 50th Avenue East, Highway #2 to 2nd Street East
2. 2nd Street East from 43rd Avenue north to Division Ave
3. 5th Street East
4. 8th Street West
5. 43rd Avenue (Secondary Highway #520)
6. Division Avenue

**TOWN OF CLARESHOLM
PROVINCE OF ALBERTA
BYLAW # 1471**

A Bylaw of the Town of Claresholm to amend Bylaw #1429 being a bylaw for the control and regulation of the use of streets and highways within the Town and the traffic and pedestrians moving thereon and the parking of vehicles on streets and alleyways; and

WHEREAS it is deemed necessary from time to time to make additions and amendments to existing bylaws;

NOW THEREFORE, under the authority and subject to the provisions of the Municipal Government Act the Council of the Town of Claresholm enacts as follows:

1. Change:

SECTION:

104. 9) Any commercial vehicle, bus, truck or truck tractor may be parked on private property as long as that vehicle does not block any sidewalk, laneway or alley. Said vehicle must not obstruct or hinder the normal flow of traffic; pedestrian or vehicular.

2. Delete:

Schedule "B" Designated Truck Routes

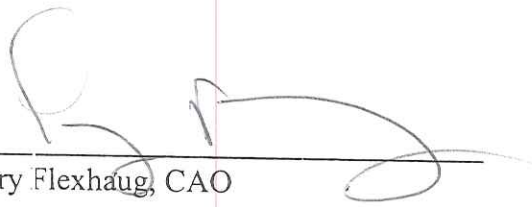
3. This Bylaw shall take effect on the date of final passage.

4. Bylaw #1429 is hereby amended

Read a first time in Council this 13th day of March 2006 A.D.

Read a second time in Council this 27th day of March 2006 A.D.

Read a third time and finally passed in Council this 27th day of March 2006 A.D.


Larry Flexhaug, CAO


Rob Steel, Mayor



TOWN OF CLARESHOLM
PROVINCE OF ALBERTA
BYLAW #1556

A Bylaw of the Town of Claresholm to amend Bylaw #1429, being the Traffic Bylaw.

WHEREAS pursuant to the provisions of the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26, as amended, Council of the Town of Claresholm (hereafter called Council) has adopted the Traffic Bylaw #1429; and

WHEREAS Council deems it necessary to amend the existing Bylaw #1429;

NOW THEREFORE under the authority and subject to the provisions of the *Municipal Government Act*, the Council of the Town of Claresholm, in the Province of Alberta, duly assembled does hereby enact the following:

1. The Town of Claresholm Traffic Bylaw #1429 shall be amended as follows:

101(1) "Act" means the *Traffic Safety Act* RSA 2000 Chapter T-6 and amendments thereto.

2. This bylaw comes into full force and effect upon third and final reading.

3. Bylaw #1429 is hereby amended.

Read a first time in Council this 12th day of October 2010 A.D.

Read a second time in Council this 12th day of October 2010 A.D.

Read a third time in Council and finally passed in Council this 12th day of October
2010 A.D.

Rob Steel, Mayor

Kris Holbeck, CAO

August 12, 2011

Ms. Kris Holbeck
Town of Claresholm
PO Box 1000
Claresholm, AB T0L 0T0

Dear Ms. Holbeck:

Reference: AUMA 2011 Annual Convention and Trade Show

The Southern Region Office of Alberta Environment is once again pleased to be part of the Alberta Urban Municipalities Association Convention (AUMA) and Trade Show being held at the Calgary TELUS Convention Centre* on September 28-30, 2011.

On behalf of Southern Region staff, I invite you and your delegates to meet with us at the Hyatt Regency, Herald/Doll conference rooms**, anytime between 8:30 am and 4:30 pm on September 29-30, 2011, to discuss any issues related to environmental legislation, programs, standards and guidelines or projects. You may phone Barb Sinclair at (403) 297-4878*** to schedule a meeting. As time is limited, please have your top three issue topics available for Ms. Sinclair to record at time of scheduling your meetings.

We look forward to working with you as part of another successful AUMA convention.

Sincerely,



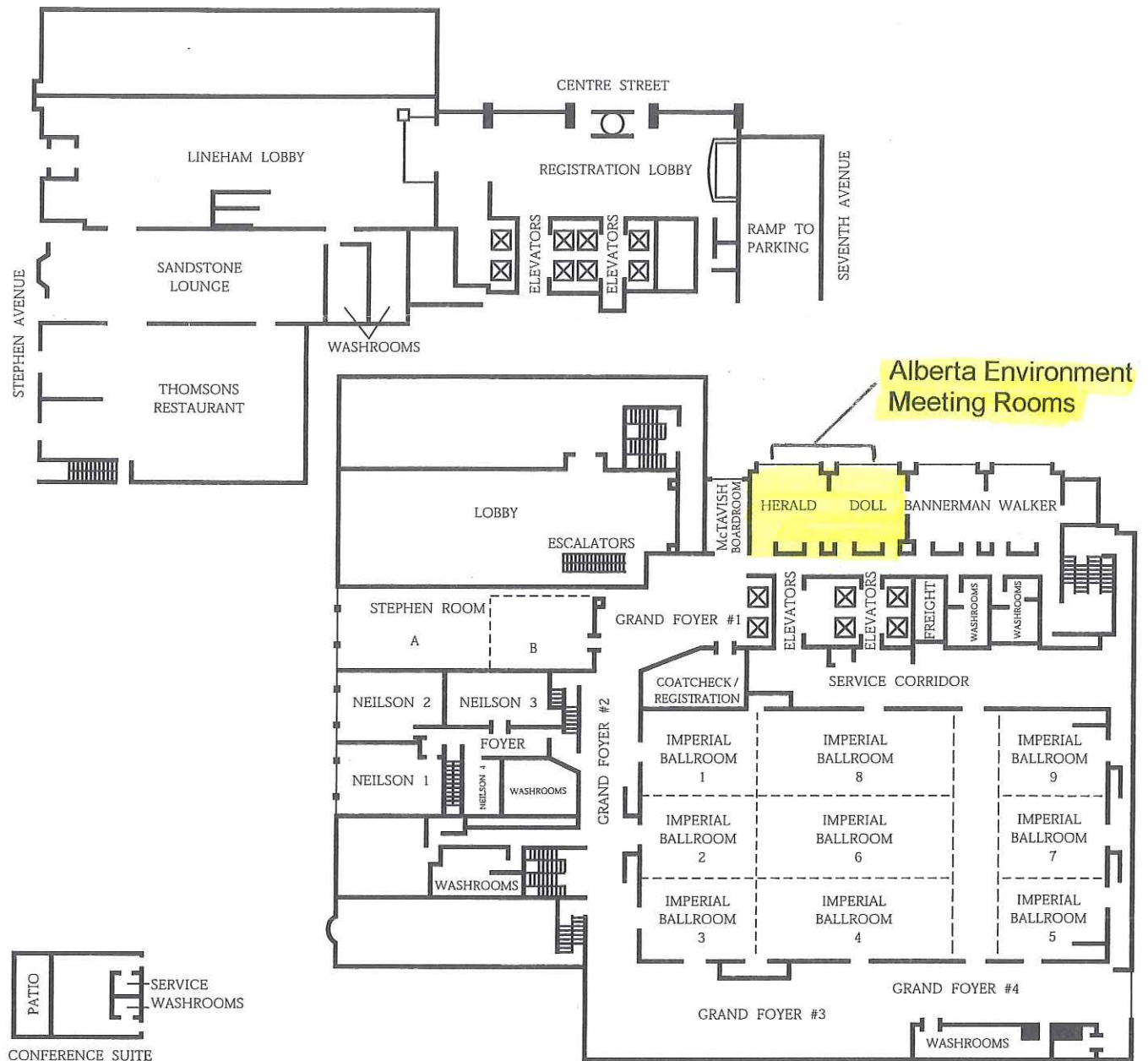
Martin Foy
Director
Southern Region

Enclosure

* Calgary TELUS Convention Centre, 120 9 Avenue SE, Calgary

** The Hyatt Regency is connected to the Telus Convention Centre via Plus 15 pedestrian walkway. Map included for directions to the Hyatt Regency Herald/ Doll conference room

**** To reach any Government of Alberta office toll free dial 310-0000 and then enter area code and phone number



HYATT REGENCY MEETING ROOMS FLOOR PLAN



Upcoming Emergency Management Training Sessions

Upcoming courses in September! There is no fee for these courses and are open to all. Please register with Mark Murphy via email at: mark.murphy@gov.ab.ca Last day to register is 22 September 2011.

| Item | Date | Course | Time | Location |
|------|--------|---|--------------------|--|
| 1 | 26 Sep | Disaster Social Services part 1 | 6:00 – 9:00 pm | Vauxhall Community Centre |
| 2 | 27 Sep | Disaster Social Services part 2 | 6:00 – 9:00 pm | Vauxhall Community Centre |
| 3 | 28 Sep | Municipal Elected Officials Course | 1:00 – 4:00 pm | Claresholm AB Provincial Government Building Main Board Room 109 – 46 th Ave West Claresholm |
| 4 | 29 Sep | Public Information Officer Course | 8:30 am – 4:00 pm | Claresholm AB Provincial Government Building Main Board Room 109 – 46 th Ave West Claresholm |
| 5 | 30 Sep | Alberta Emergency Alert Training Course | 8:30 am – 12:00 am | Claresholm AB Provincial Government Building Main Board Room 109 – 46 th Ave West Claresholm |

Information on these courses can be found at: <http://www.aema.alberta.ca/686.cfm>



The new AB Emergency Alert system is now up and running! For those who have completed the training, once you have received your password, don't forget to complete four practice messages to become fully qualified to operate the system. For more info, the web site is:
<http://www.emergencyalert.alberta.ca/>



Joint Emergency Preparedness Program (JEPP)

The JEPP season is fast approaching! This grant program is funded at an agreed cost sharing ratio of 50/50 between the local community and the federal government.

Deadline for applications for the FY 2012/2013 time period, are to be sent to your AEMA Field officer (Mark Murphy) no later than **15 October 2011**. For more information please go to:

http://www.aema.alberta.ca/ps_jepp.cfm or give Mark a

[Fire Services Emergency Preparedness Program \(FSEPP\)](#)

This program supports expanding and enhancing regional fire services training and emergency management training in preparation, response and recovery, enabling effective municipal emergency management systems.

Deadline for applications is not yet finalized, but likely to be the 15th of October 2011 for the FY 2012/2013 time frame. For more info please contact Mark Murphy or Jacen Abrey.

To Contact us:

Mark Murphy 403 -330 -7257 or
Mark.Murphy@gov.ab.ca

Jacen Abrey 403 – 308 – 5160
Jacen.Abrey@gov.ab.ca



c/o Vulcan County
P.O. Box 180, Vulcan, Alberta, T0L 2B0
403-485-2241 (Voice) - 403- 485-2920 - FAX
execassist@vulcancounty.ab.ca
www.saewa.ca

INFORMATION MEETING INVITATION

The Southern Alberta Energy from Waste Alliance hereby invites you to a general meeting for all Provincial and Municipal Elected Officials, Administrative Officers and members of the Press.

The Southern Alberta Energy from Waste Alliance is completing the engineering phase of its mandate and will be presenting its findings

WHEN: October 14, 2011
TIME: 10:00am-4:00pm
WHERE: Champion Community Hall
106 2nd Street, Champion Alberta
RSVP TO: Ea@vulcancounty.ab.ca

Please RSVP with Names and Titles of Attendees

Agenda:

1. Welcome from Chair Craig
2. Guest Speaker, Chair Anderson, Durham /York Regional Waste to Energy Project
3. Guest Speaker, Jim McKay, HDR Presentation of SAEWA Energy from Waste Project
4. Lunch-***Provided by SAEWA***
5. The Future of SAEWA, SAEWA Executive Committee

This project is made possible through funding provided by the Rural Alberta Development Fund and the members of the SAEWA. For more information, please contact:

Nadine Epp, Executive Assistant
403-485-3102
www.saewa.ca
ea@vulcancounty.ab.ca

SAEWA Speaker Bios

ROGER M. ANDERSON
REGIONAL CHAIR AND CEO
REGIONAL MUNICIPALITY OF DURHAM

Roger Anderson was born in Scarborough and has been a resident of Ajax since the age of 14. From 1978 until 1988, he served on the Durham Regional Police as a constable. In 1992, he formed his own real estate company, Re/Max Quality One, in Ajax, which now employs 40 people.

Roger was first elected as a Councillor in Ajax in 1985 and then from 1991 to 1997, he served as Regional Councillor and Deputy Mayor for the Town of Ajax. He has been Chair & CEO of the Region of Durham since December 1997, and Chair of the Durham Region Transit Commission since its inception January 1, 2006. He is the Chair of the Durham Regional Police Services Board. As Chair of Durham Region he is also a member of all Regional Standing Committees.

During Roger's tenure as Regional Chair, the Region-wide Durham Region Transit system was created, six ambulance services were amalgamated into the highly-respected Durham EMS, a new Regional Headquarters was built bringing together 1200 staff from 10 locations, and three of the Region's long term care facilities were rebuilt. As well, the Green Bin composting program and plastic bag recycling was introduced region-wide, making Durham Region a leader in Ontario, with more than 50% waste diversion.

Under Roger's leadership as President of the Association of Municipalities of Ontario from 2004 to 2006, Ontario municipalities gained access to federal gas tax funding for infrastructure and transit. Made permanent in 2008, gas tax funding now delivers \$16.5 million annually in federal funds to Durham Region.

Roger continues to serve on the AMO Board. With AMO, he is a member of the MOU Table that meets regularly with Cabinet Ministers at Queen's Park. He is also a Director of the Federation of Canadian Municipalities. He sits on the Board of Directors for the Durham Strategic Energy Alliance. He has served on the GO Transit Board and on the founding Board of Metrolinx.

Jim McKay, B.A.
HDR
Solid Waste Manager, Canada

Mr. McKay, HDR's Solid Waste Manager in Canada, has been extensively involved in a broad range of integrated waste management planning and permitting projects. He is currently involved in a wide range of alternative disposal technology evaluation processes including technology reviews, systems formulation and evaluation, regulatory interpretation and stakeholder consultation.

Jim is involved in all aspects of these studies, including approach planning, issues identification and mitigation, and coordination and implementation of Stakeholder and Agency involvement. In particular, Jim is involved in the development and implementation of extensive consultation and communications plans to convey to the public, agencies and stakeholders the importance of the study, key decision making points, and opportunities for interested parties and individuals to get involved and provide input.

Of particular note, Jim was the EA process, siting and consultation lead on the new Greenfield Durham/York Energy-from-Waste facility which recently broke ground as the first Greenfield EFW facility in North America in 15 years.

Konrad Fichtner, P.Eng.
Morrison Hershfield
Global Waste Practice Leader

Mr. Fichtner is a senior engineer with over 25 years of experience managing complex environmental projects. His technical focus is on solid waste management, with a special emphasis on waste treatment. He is a recognized specialist in the assessment and planning of energy from waste systems, including conventional combustion and advanced

thermal technologies. He has recently conducted technology assessments and feasibility analysis of thermal systems for Metro Vancouver, the City of Edmonton, the Greater Toronto Area, for regional districts on Vancouver Island and throughout Canada, and for clients in China, Japan, Turkey and India. In 2005 and 2007 he gave workshops in Toronto, Calgary and Vancouver on energy from waste and its role in an integrated waste management system. Most recently he was key speaker on waste to energy and landfills in a series of sustainability forums in BC.

Mr. Fichtner also has relevant experience in organics management and composting. He has recently conducted several projects involving various types of bio-fuel to energy. On the composting side, he was responsible for technical upgrades to North America's largest municipal in-vessel waste compost facility and the introduction to Canada of the innovative Gore Cover compost system from Germany. He has presented papers on composting in Canada, Europe and Asia, and most recently presented at the 2011 Pacific West Biomass Conference in Seattle, Wa. His broader expertise includes environmental planning, recycling, air pollution control, emerging technologies and waste transfer and disposal.

Mr. Fichtner lives and works in Vancouver, BC. His international experience includes projects in Germany, the USA, China, Indonesia, India, Singapore, Turkey and Thailand.

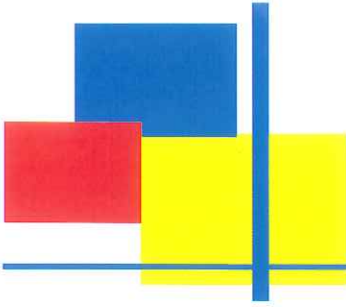
Neil MacDonald, P.Eng.

HDR

Senior Waste Engineer

Neil MacDonald, P.Eng., is a senior professional engineer with more than 25 years of experience in waste management. Mr. MacDonald has a wealth of in-depth expertise covering the full-range of waste management technologies with an area of specialization in energy recovery options. The majority of Neil's background is in facility design, approvals, monitoring, project management, and administration of capital and operating contracts throughout Canada.

Neil was York Region's project lead for the environmental assessment of the Durham York Energy Centre, a new world-class energy from waste facility recently approved for construction in Clarington, Ontario. In addition to involvement on numerous landfill and waste processing facility projects, Neil has been involved in many renewable energy projects to utilize landfill gas and digester gas. He was one of the found directors of a renewable energy industry stakeholder organization and was involved in the development and piloting of greenhouse gas emission reduction inventories and verification protocols for the Federal government. Neil participated in the *National Round Table on the Environment and the Economy's* workshop to define the needs, direction and future of waste management policy in Canada.



Claresholm & District Health Foundation

August 17, 2011

Town of Claresholm
Box 1000
Claresholm, Alberta T0L 0T0

Dear Mayor and Council Members,

The Claresholm & District Health Foundation is excited to host our **5th Annual Gala** on **Wednesday, September 28, 2011** at the **Claresholm Community Centre**. As you are aware, this event has proven itself to be a successful fundraiser and offers our communities something special. This year we are part of the **CMT HITLIST TOUR** featuring **DEAN BRODY, AARON LINES** and **DERIC RUTTAN**. We are so fortunate to have such a star studded line up come here, to Claresholm, in benefit of The Health Foundation. It will be an amazing show and **"An Evening Out On The Town, In Our Town"**. The format of the evening will be as you have come to expect. The wine and cheese reception will be followed by a delicious meal and the evening will be topped off by this stellar line up of entertainers!

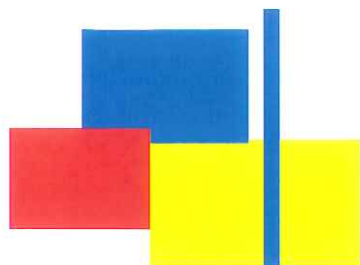
Funds raised from this event help to enhance local health care. Current projects The Foundation has committed to total over \$37,000.00 and include: a Portable Fetal Heart Monitor, Otoscope, Treatment Chairs, IV Poles, a Specialized Shower Chair, a Defibrillator and Fall Prevention Equipment. These equipment enhancements will help to provide better daily care in our hospitals.

This event receives excellent exposure and the nature of the talent creates a great deal of excitement and enthusiasm from communities in Southern Alberta. Our sponsors enjoy maximum exposure both at the event and through local media. Most of our sponsorship packages include event tickets. Association with this event will provide you with advertising opportunities and tickets that make excellent client or staff appreciation gifts. **Kindly consider becoming a sponsor of this fundraiser.** I have included sponsorship information for your review and I hope that you will find a fit for your organization.

Please join us to enjoy this wonderful evening in support of your local Health Foundation! Come prepared to kick up your heels, fill you tummies and simply enjoy yourself! Thank you in advance for considering this request for sponsorship. I look forward to discussing it further, please call me.

Sincerely,

Foundation Coordinator • (403) 682-3739 • tara.bishoff@albertahealthservices.ca



**Claresholm & District
Health Foundation**

**P r e s e n t s . . . the most talked about
Entertainment Event to hit Claresholm
and YOU can be part of it.**

CMT HITLIST TOUR



**DEAN
BRODY**



**AARON
LINES**



**DERIC
RUTTAN**

5th ANNUAL GALA

Claresholm Community Centre

WEDNESDAY, SEPTEMBER 28, 2011

Tickets: \$75.00

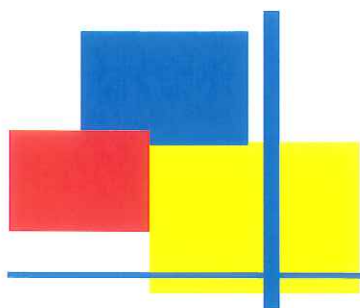
Ticket Price Includes:

Wine & Cheese Reception

Four Course Red Seal Chef Dinner

CMT HITLIST TOUR

**Call Tara @ 682-3739 TODAY to purchase your tickets!
Reserve YOUR Table of 8.**



Claresholm & District Health Foundation

5th ANNUAL GALA SPONSORSHIP OPPORTUNITIES

Double Platinum Sponsor \$3000.

16 Tickets + **VIP Plus Treatment**
Verbal Recognition at the Event
Signage with Logo at the Event
Logo Recognition in the Claresholm Local Press

VIP Plus Treatment
Reserved Priority Seating
Beverage Service
Meet & Greet the Artists

Platinum Sponsor \$2000.

8 Tickets + **VIP Treatment**
Verbal Recognition at the Event
Signage with Logo at the Event
Logo Recognition in the Claresholm Local Press

VIP Treatment
Reserved Seating
Beverage Service

Gold Sponsor \$1000.

4 Tickets
Signage with Logo at the Event
Recognition in the Claresholm Local Press

Silver Sponsor \$500.

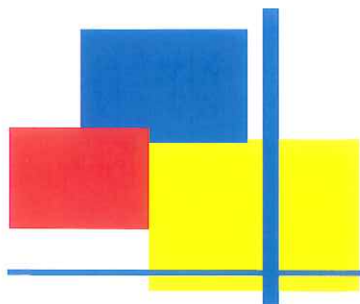
2 Tickets
Signage Recognition at the Event
Recognition in the Claresholm Local Press

Each year since the Health Foundation has held these concerts starting in 2007, the Town has been a silver sponsor for \$500.

KW

Bronze Sponsor \$300.

Signage Recognition at the Event
Recognition in the Claresholm Local Press



Claresholm & District Health Foundation

5th ANNUAL GALA

WEDNESDAY, SEPTEMBER 28, 2011

*Sponsors make ALL the difference
and I hope you find an option that fits your budget.*

Sponsorship Form

Company Name: _____

Contact: _____

Street/Box Address: _____

City: _____ Postal Code: _____

Phone: _____ Email: _____

CALL TO MAKE CREDIT CARD PAYMENT ARRANGEMENTS or MAIL A CHECK
PAYABLE TO **THE CLARESHOLM & DISTRICT HEALTH FOUNDATION**: Box 2638,
Claresholm, AB, T0L 0T0. Call if you have any questions 682-3739/625-1661.

Sponsorship Information (please check):

- Double Platinum Sponsorship \$3000.
- Platinum Sponsorship \$2000.
- Gold Sponsorship \$1000.
- Silver Sponsorship \$500.
- Bronze Sponsorship \$300.

Please call Tara @ 682-3739 with any questions.

PLEASE FORWARD YOUR COMPANY LOGO TO:
tara.bishoff@albertahealthservices.ca

Claresholm Farmers Market Society
Box 1363
Claresholm, Alberta
T0L 0T0

August 17, 2011

Town of Claresholm
Mayor and Council

On behalf of the Claresholm Farmers Market, executive and members, I am writing to you to ask you to either give us a complete remission of our rent, on the arena or at least a serious reduction in that rent.

As you know we are a non-profit organization, run by volunteers. For the last four years our revenue from the stalls has decreased and our expenses have increased. We are experiencing losses every year.

The Market provides a needed service in Claresholm, for town people who want fresh vegetables, access to the work of home businesses and local artisans. It is also a social occasion for seniors and others in our community. We also provide tables to other non profit organizations free of charge; this allows them greater access to the community and a chance for the community to take part in their services.

We appreciate your consideration and hope to meet with you soon.

Please contact either myself, Irene Gladstone at 625-3392 or Barb Uhl (Sec/tres) at 625-2298 for further consultation.

Yours truly,



Irene Gladstone, Manager

R01 JOHNSON
Box 994
CLARESHOLM

Mr Mayor & Council,

As a resident of 8th street, I understand that work has to be done as our town grows. But I am concerned on how the work is carried out.

I have watched the st torn up, lines repaired filled up, retorn up and refilled again and gravelled ready for pavement and possibly ^{to be} torn up again as weak spots are showing, mean while fast traffic is throwing up dust, into our homes while a water truck sits on the st idle.

Our patience is being tested we know as taxpayers we have to pay this bill.

Thank you for fixing the alley again but the mud hole still is there.

I thank you for the knowledge and being able to express our concerns, but I don't expect any action.

I am Srs

ROY JOHNSON



FortisAlberta Inc.
100 Chippewa Road
Sherwood Park, Alberta
(780) 464-8311 Direct Line
(780) 868-7040 Cellular
(780) 464-8398 Fax
(780) 235-8025 Truck
Dave.Hunka@FortisAlberta.com
www.FortisAlberta.com

September 6, 2011

Claresholm, Town of
Kris Holbeck
221 45 Ave West PO Box 1000
Claresholm, Alberta
T0L 0T0

Dear Kris Holbeck,

RE: Request confirmation of Electric Distribution Franchise Fee for 2012

FortisAlberta is requesting your municipality counsel to confirm their decisions to either keep the Franchise Fee percentage at current percentage, increase or decrease the percentage for 2012. Please review the enclosed document to be faxed back to our Sherwood Park office.

As per Article 5 of the Electric Distribution System Franchise Agreement, the municipality has the option to adjust the franchise fee percentage annually upon written notice to FortisAlberta Inc. The percentage increase must not go over your current Cap, which was determined by your council during negotiations of the FortisAlberta franchise agreement. *(Please refer to Article 5 of the Electric Distribution System Franchise Agreement for the cap percentage)*

Attached you will find the FortisAlberta tariff estimate spreadsheet specific to your municipality. The spreadsheet is intended to assist in determining the estimated revenue forecast from the Franchise Fee. By changing the Franchise Fee percentage (yellow box) on the first tab of the spreadsheet, you can view the impact to an average residential bill. By changing this field, the spreadsheet will update automatically to reflect the estimated revenue to be collected by the municipality.

(Please note: The Distribution Tariff revenues shown is an estimate only, and this is subject to change dependent on several factors, including but not limited to; fluctuations in the municipalities' population, businesses in operation, and/or changes to Transmission or Distribution rates. Also, FortisAlberta has applied to the Alberta Utilities Commission (AUC) for an 8.2% increase effective January 1, 2012 and 6.9% for 2013. We have supplied a calculator on the spreadsheet to assist you with the impact this increase will have on your Franchise fee should the increase be approved by the AUC).

The following timelines are important in order to ensure franchise fee changes become effective January 1, 2012:

- Prior to October 15th, 2011, your Council should review and approve the proposed 2012 fee percentage.
- Proposed fee and resulting impact to the customer's annual billings are required to be advertised in the newspaper having the widest circulation within your municipality **prior to October 15th, 2011**. (A sample advertisement is attached).
- By October 15th, 2011, a copy of the advertisement, the date and place of publication, along with your Council decision should be faxed to FortisAlberta at (780) 464-8398 or e-mailed to kayla.law@fortisalberta.com.
- FortisAlberta will insure the proposed changes are submitted to the AUC for review.
- If your franchise fee is to remain the same, please fax notification to FortisAlberta at (780) 464-8398, send an e-mail to kayla.law@fortisalberta.com or notify the undersigned.

Please note that any notification of changes to your municipal franchise fee percentage received after October 15th, 2011, may not be in effect for January 2012, and may impact your 2012 municipal access fees for the year.

Should you require further information, please contact me.

Sincerely,



Dave Hunka
Manager, Customer Relations
FortisAlberta
(780) 464-8311 Direct

Town began in 2002 with a 0.5% fee and has been at 2% since 2005.

Average franchise fee received over the first eight months in 2011 is \$2,681.24 per month. KW

| Franchise Contract | Municipality | Rate Category | 2011 Transmission January to June Actuals | 2011 Distribution January to June Actuals | 2011 Franchise Fee Revenue January to June Actual | 12 Months Transmission (Estimated) | 12 Months Distribution (Estimated) |
|--------------------|---------------------|---|---|---|---|------------------------------------|------------------------------------|
| 01-0200 | Claresholm, Town of | 11 - Residential Service | \$ 99,639 | \$ 277,038 | \$ 7,533 | \$ 199,277.14 | \$ 554,075.66 |
| 01-0200 | Claresholm, Town of | 21 - Farm Service | \$ 121 | \$ 802 | \$ 18 | \$ 241.40 | \$ 1,603.88 |
| 01-0200 | Claresholm, Town of | 26 - Irrigation Service | \$ - | \$ - | \$ - | \$ - | \$ - |
| 01-0200 | Claresholm, Town of | 31 - Street Lights | \$ 2,353 | \$ 44,520 | \$ 937 | \$ 4,706.52 | \$ 89,040.64 |
| 01-0200 | Claresholm, Town of | 33 - Street Lights | \$ 1,517 | \$ 4,559 | \$ 122 | \$ 3,033.26 | \$ 9,118.20 |
| 01-0200 | Claresholm, Town of | 38 - Yard Lighting Service | \$ 161 | \$ 1,973 | \$ 43 | \$ 322.36 | \$ 3,946.00 |
| 01-0200 | Claresholm, Town of | 41 - Small General Service | \$ 55,326 | \$ 116,256 | \$ 3,432 | \$ 110,651.46 | \$ 232,511.20 |
| 01-0200 | Claresholm, Town of | 41D - Small Gen. Service Flat Rate Only | \$ 406 | \$ 1,388 | \$ 36 | \$ 812.62 | \$ 2,776.16 |
| 01-0200 | Claresholm, Town of | 44- Oil & Gas (Capacity) Service | \$ - | \$ - | \$ - | \$ - | \$ - |
| 01-0200 | Claresholm, Town of | 44D - Oil & Gas Capacity Flat Rate Only | \$ - | \$ - | \$ - | \$ - | \$ - |
| 01-0200 | Claresholm, Town of | 45 - Oil and Gas (Energy) Service | \$ - | \$ - | \$ - | \$ - | \$ - |
| 01-0200 | Claresholm, Town of | 61 - General Service | \$ 113,327 | \$ 86,759 | \$ 4,002 | \$ 226,653.94 | \$ 173,517.42 |
| 01-0200 | Claresholm, Town of | 63 - Large General Service | \$ - | \$ - | \$ - | \$ - | \$ - |
| 01-0200 | Claresholm, Town of | 65- Transmission Connected service | \$ - | \$ - | \$ - | \$ - | \$ - |
| Totals | | | \$ 272,849 | \$ 533,295 | \$ 16,122 | \$ 545,699 | \$ 1,066,589 |

| IF FRANCHISE FEE PERCENTAGE REMAINS THE SAME | |
|---|---------------|
| 2011 Existing Franchise Fee Percentage | 2.00% |
| Total 2011 Franchise Fee Collected \$ | 32,245 |
| Total 2011 Franchise Percentage Including Distribution 8.2% Rate Increase \$ | 33,995 |
| Increase in Fees Collected Due to Distribution Rate Increases at the Existing Franchise Fee Percentage \$ | 1,750 |

| IF FRANCHISE FEE PERCENTAGE IS CHANGED | |
|---|-----------------|
| 2012 Proposed Franchise Percentage | 0.00% |
| Franchise Fee at New Proposed 2012 Percentage \$ | - |
| Difference in Franchise Fees Collected from 2011 to 2012, Includes New FortisAlberta Rates \$ | (32,245) |

This only includes the Distribution component of the rider proposed in the 2012/2013 DTA.
The percentage does not include riders, energy or retail charges or any Transmission increases.
THIS PERCENTAGE HAS NOT BEEN APPROVED BY THE ALBERTA UTILITIES COMMISSION.
At present time we do not know what the increase in rates for Transmission is going to be.
Yellow area is for municipal governments to enter different franchise fee percentage.

Only Enter in the Yellow Cell for your new 2012 Franchise Fee

| 12 Months Franchise Fee (Estimated) | 2012 Distribution Increase (Estimated) | 2012 Transmission (Estimated) | 2012 Distribution Including Increase (Estimated) | 2012 D&T Including Distribution Increase | 2012 Franchise Fee at Current Percentage | 2012 Franchise Fee at Proposed Percentage |
|-------------------------------------|--|-------------------------------|--|--|--|---|
| \$ 15,066 | 8.2% | \$ 199,277 | \$ 599,510 | \$ 798,787 | \$ 15,976 | \$ - |
| \$ 37 | 8.2% | \$ 241 | \$ 1,735 | \$ 1,977 | \$ 40 | \$ - |
| \$ - | 8.2% | \$ - | \$ - | \$ - | \$ - | \$ - |
| \$ 1,875 | 8.2% | \$ 4,707 | \$ 96,342 | \$ 101,048 | \$ 2,021 | \$ - |
| \$ 243 | 8.2% | \$ 3,033 | \$ 9,866 | \$ 12,899 | \$ 258 | \$ - |
| \$ 86 | 8.2% | \$ 322 | \$ 4,270 | \$ 4,592 | \$ 92 | \$ - |
| \$ 6,863 | 8.2% | \$ 110,651 | \$ 251,577 | \$ 362,229 | \$ 7,245 | \$ - |
| \$ 72 | 8.2% | \$ 813 | \$ 3,004 | \$ 3,816 | \$ 76 | \$ - |
| \$ - | 8.2% | \$ - | \$ - | \$ - | \$ - | \$ - |
| \$ - | 8.2% | \$ - | \$ - | \$ - | \$ - | \$ - |
| \$ - | 8.2% | \$ - | \$ - | \$ - | \$ - | \$ - |
| \$ 8,003 | 8.2% | \$ 226,654 | \$ 187,746 | \$ 414,400 | \$ 8,288 | \$ - |
| \$ - | 8.2% | \$ - | \$ - | \$ - | \$ - | \$ - |
| \$ - | 8.2% | \$ - | \$ - | \$ - | \$ - | \$ - |
| \$ 32,245 | | \$ 545,699 | \$ 1,154,049 | \$ 1,699,748 | \$ 33,995 | \$ - |

Sample Advertisement

FRANCHISE FEE INCREASE NOTICE

Please be advised that the (Town) (City) (Village) (Summer Village) of _____ is proposing to increase the local access fee, which is charged to FortisAlberta Inc. (FortisAlberta) for use of municipal lands for its power lines effective January 2012.

The fee is recovered by FortisAlberta from its customers as the local municipal access fee on electric billings of all customers that receive electric service in the (Town) (City) (Village) (Summer Village). This local access fee will be increased from \$1.94 (5%) to \$2.50 (7%) of the delivery charge of FortisAlberta, excluding energy related riders. This calculation is based on 625kWh consumption in 30 days.

Questions or concerns should be directed to _____ (Name),
_____ (Position) at (____) _____ (Phone Number).

Thank you.



Attention: Mayor David Moore
Town of Claesholm Council

Claesholm and District Family and Community Support Services will be applying for \$25,000.00 through New Horizon for Seniors Program.

With this grant, FCSS will be developing programs geared toward isolated and struggling seniors in our community and district. We will be partnering with other agencies in town to assist in drawing out the isolated seniors, as well as seniors that are finding it difficult to remain in their homes.

FCSS will be working towards providing:
Outreach Services
Snow Angles
Lawn and garden care
Visiting program (with trained volunteers)
Volunteer recruitment
Assistance with food bank
Providing information on the resources available for seniors.

Throughout this program, FCSS will be focusing on recruiting other seniors, and youth as volunteers to provide peer support as well as intergenerational contact. Claesholm FCSS believes strongly in helping the seniors in the Claesholm and District area. In doing the research, there are limited services assisting the isolated and struggling seniors. This area has a high percentage of seniors, and an even higher percentage entering into the senior age category.

We are working hard to make this grant application successful, and have already secured working agreements with the RCMP, Meals on Wheels, Claesholm Housing Authority, as well as the Claesholm Food Bank. Other agreements are being worked on, with several other locations. We believe that with a letter of support from the Town of Claesholm our success will be greater.

Thank you for your consideration,

Kristein Johnson - Director
Claesholm and District FCSS

Memo

To: Council
From: Administration
Date: August 4, 2011
Re: Derochie Drive Storm Drainage

OVERVIEW

As per Council's request, the storm water swale on Derochie Drive has been more closely studied following residents' claims that the swale is not functioning in an effective manner. This swale is never going to dry up as water continuously runs into it from neighbouring properties, as well those properties directly adjacent to the swale. There are sump pumps that are pumping onto the street and running into the swale as designed. Currently, the swale is working as good as needed, and no work is required.

The only possible upgrade is to install a concrete gutter, as the ditch is too shallow to put a storm water pipe in and bury it.

RECOMMENDATION

No budget monies available for concrete gutter.

Mike Schuweiler, Superintendent, Town of Claresholm

APPROVED
Mike Schuweiler

Derochie Storm System



210 meters concrete gutter
would be required.



$210\text{m} \times \$120.00/\text{m} = \$25,200.00 + \text{Tax}.$

This price is estimated based on
this year's pricing. No quote was requested at this time.

TOWN OF CLARESHOLM
MUNICIPAL PLANNING COMMISSION

P.O. BOX 1000
221 – 45th AVE W
CLARESHOLM, AB T0L 0T0



MEMO

To: Town Council
From: Municipal Planning Commission
Jeff Gibeau, Manager Regulatory & Property Services Department
Date: August 19th, 2011
Re: Development Concerns; Green/Jordan Correspondence
D2007.211 – Incomplete Conditions of the Development Permit Approval

Municipal Planning Commission Review:

Upon review of the development permit (D2007.211) the Municipal Planning Commission found that the required screening at the rear of the property was incomplete.

Action Taken:

The Municipal Planning Commission directed the Regulatory & Property Services Department to communicate with the owners (and/or manager) of the property to resolve the situation.

Project Status:

To their credit the owners have complied with instructions of the Regulatory & Property Services Department and the screening has been installed. At this point the development permit is now closed and the Municipal Planning Commission considers the matter concluded.

INFORMATION ITEMS



TOWN OF CLARESHOLM
CHEQUE LISTING FOR ACCOUNTS PAYABLE

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September 08, 2011
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| Cheque # | Cheque Date | CEO | CAO | Vendor # | Name | Amount |
|-----------------|--------------------|------------|------------|-----------------|-------------------------|----------------------|
| | | | | | | Batch # 15073 |
| 44336 | 2011-08-05 | EFT | EFT | 900100 | CLARESHOLM CURLING CLUB | 797.04 |
| 44337 | 2011-08-05 | EFT | EFT | 900100 | ROYAL BANK OF CANADA | 1,121.44 |
| 44338 | 2011-08-05 | EFT | EFT | 900100 | SINURCA INC | 1,537.88 |
| | | | | | | <hr/> |
| | | | | | | 3,456.36 |



TOWN OF CLARESHOLM

CHEQUE LISTING FOR ACCOUNTS PAYABLE

| Cheque # | Cheque Date | CEO | CAO | Vendor # | Name | Amount |
|----------|-------------|-----|-----|----------|---|----------------------|
| | | | | | | Batch # 15077 |
| 44339 | 2011-08-08 | EFT | EFT | 1000 | ALBERTA MUSEUMS ASSOCIATION | 100.00 |
| 44340 | 2011-08-08 | EFT | EFT | 786195 | Benchmark Assessment Consultants Inc. | 3,803.80 |
| 44341 | 2011-08-08 | EFT | EFT | 786718 | CICON ENGINEERING | 14,797.13 |
| 44342 | 2011-08-08 | EFT | EFT | 13150 | CLARESHOLM CASTING | 341.25 |
| 44343 | 2011-08-08 | EFT | EFT | 14150 | CLARESHOLM WELDING & | 126.00 |
| 44344 | 2011-08-08 | EFT | EFT | 14205 | CLEAN BRITE CHEMICAL SERVICES LTD. | 1,038.13 |
| 44345 | 2011-08-08 | EFT | EFT | 785973 | CLEARTECH INDUSTRIES INC. | 8,382.02 |
| 44346 | 2011-08-08 | EFT | EFT | 786697 | CNH CAPITAL C3115 | 257.30 |
| 44347 | 2011-08-08 | EFT | EFT | 786420 | COMMERCIAL SOLUTIONS INC. | 186.86 |
| 44348 | 2011-08-08 | EFT | EFT | 786058 | Corporate Express | 118.48 |
| 44349 | 2011-08-08 | EFT | EFT | 786397 | EPCOR | 104.35 |
| 44350 | 2011-08-08 | EFT | EFT | 786202 | EXOVA | 158.13 |
| 44351 | 2011-08-08 | EFT | EFT | 26201 | FERG'S SEPTIC SERVICE | 115.50 |
| 44352 | 2011-08-08 | EFT | EFT | 786240 | GAMMEL'S PLUMBING HEATING & GASFITTING | 6,358.33 |
| 44353 | 2011-08-08 | EFT | EFT | 26900 | IRON ROCK ENTERPRISES LTD | 3,000.00 |
| 44354 | 2011-08-08 | EFT | EFT | 54026 | JOHNSON, KRISTEIN | 31.75 |
| 44355 | 2011-08-08 | EFT | EFT | 56019 | L.W. DENNIS CONTRACTING LTD. | 17,083.50 |
| 44356 | 2011-08-08 | EFT | EFT | 56155 | LIFESAVING SOCIETY | 180.00 |
| 44357 | 2011-08-08 | EFT | EFT | 786659 | LIVINGSTONE RANGE SCHOOL DIVISION | 680.16 |
| 44358 | 2011-08-08 | EFT | EFT | 56200 | LOCAL AUTHORITIES PENSION PLAN | 8,826.09 |
| 44359 | 2011-08-08 | EFT | EFT | 66100 | NATIONAL SECRETARY-TREASURER | 1,289.39 |
| 44360 | 2011-08-08 | EFT | EFT | 71400 | Oldman River Regional Services Commission | 50.00 |
| 44361 | 2011-08-08 | EFT | EFT | 786905 | ONECONNECT SERVICES INC. T46194 | 50.35 |
| 44362 | 2011-08-08 | EFT | EFT | 786722 | PLANET CLEAN (CALGARY) LTD. | 117.31 |
| 44363 | 2011-08-08 | EFT | EFT | 786453 | PRAXAIR CANADA INC. | 826.88 |
| 44364 | 2011-08-08 | EFT | EFT | 786156 | Q.E.D. ENTERPRISES LTD. | 881.49 |
| 44365 | 2011-08-08 | EFT | EFT | 86300 | RECEIVER GENERAL FOR CANADA | 18,880.32 |
| 44366 | 2011-08-08 | EFT | EFT | 786180 | RICOH CANADA INC. | 174.04 |
| 44367 | 2011-08-08 | EFT | EFT | 14265 | SAVARIA LIFTS LTD. | 250.00 |
| 44368 | 2011-08-08 | EFT | EFT | 786468 | SHAW CABLE | 55.88 |
| 44369 | 2011-08-08 | EFT | EFT | 900 | TELUS | 3,535.78 |
| 44370 | 2011-08-08 | EFT | EFT | 4090 | WARNACO SWIMWEAR GROUP | 911.07 |
| 44371 | 2011-08-08 | | | 900000 | ARNETT, KENT | 225.00 |
| 44372 | 2011-08-08 | EFT | EFT | 900000 | BETHEL WINDOWS & DOORS | 2,669.10 |
| 44373 | 2011-08-08 | EFT | EFT | 900000 | BRANT, VIRGINIA | 78.75 |
| 44374 | 2011-08-08 | EFT | EFT | 900000 | CARLETON, TRISHA | 395.00 |
| 44375 | 2011-08-08 | EFT | EFT | 900000 | DANIEL, CARAMAN | 89.00 |
| 44376 | 2011-08-08 | EFT | EFT | 900000 | KFJ SIGNS & GRAPHICS, BOX 2454 | 57.75 |
| 44377 | 2011-08-08 | EFT | EFT | 900000 | LAING, ANOLA | 110.21 |
| 44378 | 2011-08-08 | EFT | EFT | 900000 | MICHAEL, JOY | 200.00 |
| 44379 | 2011-08-08 | EFT | EFT | 900000 | NILSEN, MAX | 125.00 |
| 44380 | 2011-08-08 | EFT | EFT | 900000 | ROCKY CROSS CONSTRUCTION LTD. | 4,516.90 |
| 44381 | 2011-08-08 | EFT | EFT | 900000 | SCHUWEILER, COLLEEN | 225.00 |
| | | | | | | 101,403.00 |
| | | | | | | Batch # 15084 |
| 44382 | 2011-08-09 | EFT | EFT | 11130 | CANADA POST CORPORATION | 204.18 |
| | | | | | | 204.18 |



TOWN OF CLARESHOLM
CHEQUE LISTING FOR ACCOUNTS PAYABLE

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September 08, 2011
8:57:32 AM

| Cheque # | Cheque Date | CEO | CAO | Vendor # Name | Amount |
|-----------------|--------------------|------------|------------|--------------------------------------|-------------------|
| | | | | Batch # 15101 | |
| 44383 | 2011-08-12 | EFT | EFT | 600 ALBERTA ASSOCIATION OF M.D.'S | 10,927.39 |
| 44384 | 2011-08-12 | EFT | EFT | 650 ALBERTA BLUE CROSS | 5,014.00 |
| 44385 | 2011-08-12 | EFT | EFT | 1025 ALBERTA ONE CALL LOCATION CORP | 98.70 |
| 44386 | 2011-08-12 | EFT | EFT | 786168 BLACK PRESS GROUP LTD. | 445.02 |
| 44387 | 2011-08-12 | EFT | EFT | 786190 CALMONT LEASING LTD. | 508.45 |
| 44388 | 2011-08-12 | EFT | EFT | 13400 CLARESHOLM GLASS '88' LTD | 147.00 |
| 44389 | 2011-08-12 | EFT | EFT | 786141 CLARESHOLM TAXI | 510.30 |
| 44390 | 2011-08-12 | EFT | EFT | 24060 EVCON FARM EQUIPMENT LTD. | 298.43 |
| 44391 | 2011-08-12 | EFT | EFT | 786146 GODLEY'S JEWELLERY | 67.14 |
| 44392 | 2011-08-12 | EFT | EFT | 49980 HARRY'S TIRE SALES (1984) LTD. | 1,569.83 |
| 44393 | 2011-08-12 | EFT | EFT | 11310 HI-WAY 9 EXPRESS LTD. | 64.64 |
| 44394 | 2011-08-12 | EFT | EFT | 56200 LOCAL AUTHORITIES PENSION PLAN | 8,738.12 |
| 44395 | 2011-08-12 | EFT | EFT | 61450 MCNALLY CONTRACTORS LTD. | 3,126.48 |
| 44396 | 2011-08-12 | EFT | EFT | 786704 MINISTER OF FINANCE (LT) | 75.00 |
| 44397 | 2011-08-12 | EFT | EFT | 65000 MUNICIPAL DISTRICT OF WILLOW | 11,467.00 |
| 44398 | 2011-08-12 | EFT | EFT | 786635 PCO SERVICES CORPORATION | 185.86 |
| 44399 | 2011-08-12 | EFT | EFT | 76300 PEDERSEN TRANSPORT LTD. | 47.25 |
| 44400 | 2011-08-12 | EFT | EFT | 86300 RECEIVER GENERAL FOR CANADA | 19,359.45 |
| 44401 | 2011-08-12 | EFT | EFT | 786873 SOUTHCAL DEVELOPMENTS INC | 43,000.00 |
| 44402 | 2011-08-12 | EFT | EFT | 111705 WC CLASS II REGIONAL LANDFILL | 7,624.10 |
| 44403 | 2011-08-12 | EFT | EFT | 126050 ZEE MEDICAL CANADA, INC. | 153.20 |
| 44404 | 2011-08-12 | EFT | EFT | 900000 CALGARY SHRINERS | 500.00 |
| 44405 | 2011-08-12 | EFT | EFT | 900000 CRITERION PICTURES | 911.66 |
| 44406 | 2011-08-12 | EFT | EFT | 900000 LETHBRIDGE SHRINERS | 500.00 |
| 44407 | 2011-08-12 | EFT | EFT | 900000 RALPH LAYTON | 600.00 |
| 44408 | 2011-08-12 | EFT | EFT | 900000 SCOBIE'S MILO PROMOTIONS | 970.89 |
| | | | | | 116,909.91 |



TOWN OF CLARESHOLM

CHEQUE LISTING FOR ACCOUNTS PAYABLE

| Cheque # | Cheque Date | CEO | CAO | Vendor # | Name | Amount |
|----------|-------------|-----|-----|----------|---|----------------------|
| | | | | | | Batch # 15127 |
| 44409 | 2011-08-23 | EFT | EFT | 786499 | ADT SECURITY SERVICES CANADA INC. | 106.68 |
| 44410 | 2011-08-23 | | | 786517 | AMSC INSURANCE SERVICES LTD. | 2,946.96 |
| 44411 | 2011-08-23 | | | 1790 | Aquam Specialiste Aquatique Inc. | 152.25 |
| 44412 | 2011-08-23 | | | 785928 | BIG HILL SERVICES LTD. | 434.23 |
| 44413 | 2011-08-23 | EFT | EFT | 6390 | BISHOFF AUTO & AG CENTRE | 1,654.19 |
| 44414 | 2011-08-23 | | | 11250 | CANADIAN LINEN SUPPLY | 396.76 |
| 44415 | 2011-08-23 | | | 13125 | CLARESHOLM CENTRE | 34.98 |
| 44416 | 2011-08-23 | EFT | EFT | 786254 | CLARESHOLM FLORAL & CANDY SHOPPE | 40.69 |
| 44417 | 2011-08-23 | EFT | EFT | 786001 | CLARESHOLM INDUSTRIAL MOWING | 550.00 |
| 44418 | 2011-08-23 | EFT | EFT | 13660 | CLARESHOLM LOCAL PRESS | 2,646.44 |
| 44419 | 2011-08-23 | EFT | EFT | 14085 | CLARESHOLM NAPA AUTO | 1,198.17 |
| 44420 | 2011-08-23 | EFT | EFT | 786641 | CLARESHOLM REGISTRIES | 23.00 |
| 44421 | 2011-08-23 | EFT | EFT | 786540 | DIRECT ENERGY REGULATED SERVICES | 34.83 |
| 44422 | 2011-08-23 | EFT | EFT | 786151 | EMCO CORPORATION | 182.99 |
| 44423 | 2011-08-23 | EFT | EFT | 76356 | Excel Telecommunications (Canada) Inc. | 40.71 |
| 44424 | 2011-08-23 | | | 26201 | FERG'S SEPTIC SERVICE | 346.50 |
| 44425 | 2011-08-23 | EFT | EFT | 786597 | FOOTHILLS HOME IMPROVEMENTS | 393.75 |
| 44426 | 2011-08-23 | EFT | EFT | 786800 | GDM ELECTRIC LTD. | 280.52 |
| 44427 | 2011-08-23 | EFT | EFT | 31955 | GREYHOUND COURIER EXPRESS | 16.33 |
| 44428 | 2011-08-23 | EFT | EFT | 36800 | HOME HARDWARE | 468.26 |
| 44429 | 2011-08-23 | EFT | EFT | 850 | JOHN DEERE FINANCIAL | 320.18 |
| 44430 | 2011-08-23 | EFT | EFT | 786300 | KRUECKL CONSTRUCTION | 3,234.00 |
| 44431 | 2011-08-23 | | | 786267 | LAWSON PRODUCTS INC. | 223.24 |
| 44432 | 2011-08-23 | | | 56155 | LIFESAVING SOCIETY | 279.77 |
| 44433 | 2011-08-23 | EFT | EFT | 56200 | LOCAL AUTHORITIES PENSION PLAN | 8,742.25 |
| 44434 | 2011-08-23 | | | 58000 | LOOMIS EXPRESS | 71.08 |
| 44435 | 2011-08-23 | EFT | EFT | 61450 | MCNALLY CONTRACTORS LTD. | 146,974.86 |
| 44436 | 2011-08-23 | | | 61467 | MIDFIELD SUPPLY ULC B3999 | 92.95 |
| 44437 | 2011-08-23 | | | 65040 | MUNICIPAL INFORMATION SYSTEMS | 931.02 |
| 44438 | 2011-08-23 | | | 786052 | MYRON | 554.57 |
| 44439 | 2011-08-23 | | | 66100 | NATIONAL SECRETARY-TREASURER | 1,329.31 |
| 44440 | 2011-08-23 | | | 71400 | Oldman River Regional Services Commission | 445.00 |
| 44441 | 2011-08-23 | EFT | EFT | 786050 | PLANET CLEAN (LETHBRIDGE) LTD. | 365.80 |
| 44442 | 2011-08-23 | | | 786536 | R P WATERWORKS INC. | 7,251.39 |
| 44443 | 2011-08-23 | | | 86153 | RANCLAND EMBROIDERY | 3,440.75 |
| 44444 | 2011-08-23 | EFT | EFT | 786051 | ROTO-ROOTER | 614.25 |
| 44445 | 2011-08-23 | | | 786759 | SIMPLEX GRINNELL | 866.25 |
| 44446 | 2011-08-23 | | | 13525 | SOBEYS CLARESHOLM | 764.17 |
| 44447 | 2011-08-23 | | | 786882 | STATEMENT ENTERPRISES | 5,244.75 |
| 44448 | 2011-08-23 | EFT | EFT | 786874 | SUPERIOR SAFETY CODES INC. | 806.00 |
| 44449 | 2011-08-23 | EFT | EFT | 900 | TELUS | 154.28 |
| 44450 | 2011-08-23 | EFT | EFT | 786191 | TENAQUIP LIMITED | 1,033.61 |
| 44451 | 2011-08-23 | EFT | EFT | 786437 | THE WRITE SOURCE | 188.06 |
| 44452 | 2011-08-23 | EFT | EFT | 96810 | THOR'S ROOFING | 2,520.00 |
| 44453 | 2011-08-23 | EFT | EFT | 786849 | TJ'S TREE TRIMMING | 131.25 |
| 44454 | 2011-08-23 | EFT | EFT | 786428 | TransAlta Energy Marketing Corp. | 52,442.85 |
| 44455 | 2011-08-23 | | | 900000 | ADOA | 200.00 |
| 44456 | 2011-08-23 | EFT | EFT | 900000 | AUMA 2011 | 1,039.50 |
| 44457 | 2011-08-23 | EFT | EFT | 900000 | CLARESHOLM FENCE & DECK, TREVOR HOFFMA | 125.00 |



TOWN OF CLARESHOLM

CHEQUE LISTING FOR ACCOUNTS PAYABLE

| Cheque # | Cheque Date | CEO | CAO | Vendor # | Name | Amount |
|--------------|-------------|-----|-----|----------|---------------------------------------|----------------------|
| 44458 | 2011-08-23 | | | 900000 | First Edition First Aid Training Inc. | 114.19 |
| 44459 | 2011-08-23 | EFT | EFT | 900000 | PLAYWORKS, INC. | 497.57 |
| | | | | | | 252,946.14 |
| | | | | | | Batch # 15132 |
| 44460 | 2011-08-24 | EFT | EFT | 900100 | FISHER, PAUL H | 2,367.26 |
| | | | | | | 2,367.26 |
| | | | | | | Batch # 15152 |
| 44461 | 2011-08-31 | | | 1790 | Aquam Specialiste Aquatique Inc. | 412.65 |
| 44462 | 2011-08-31 | | | 786099 | CASE, BERNICE | 104.37 |
| 44463 | 2011-08-31 | | | 56100 | CIMCO REFRIGERATION | 1,113.00 |
| 44464 | 2011-08-31 | EFT | EFT | 13250 | CLARESHOLM CHILD CARE SOCIETY | 2,183.50 |
| 44465 | 2011-08-31 | | | 13400 | CLARESHOLM GLASS '88' LTD | 292.95 |
| 44466 | 2011-08-31 | | | 786058 | Corporate Express | 234.02 |
| 44467 | 2011-08-31 | | | 14570 | CREATIVE INDUSTRIES | 95.81 |
| 44468 | 2011-08-31 | | | 21351 | EDUFUN INC. | 239.40 |
| 44469 | 2011-08-31 | EFT | EFT | 786397 | EPCOR | 132.06 |
| 44470 | 2011-08-31 | | | 26201 | FERG'S SEPTIC SERVICE | 267.75 |
| 44471 | 2011-08-31 | | | 786300 | KRUECKL CONSTRUCTION | 13,650.00 |
| 44472 | 2011-08-31 | | | 900001 | LETHBRIDGE HONDA | 119.78 |
| 44473 | 2011-08-31 | | | 75955 | PALMER, FRED | 579.00 |
| 44474 | 2011-08-31 | | | 76300 | PEDERSEN TRANSPORT LTD. | 170.32 |
| 44475 | 2011-08-31 | | | 786050 | PLANET CLEAN (LETHBRIDGE) LTD. | 74.36 |
| 44476 | 2011-08-31 | EFT | EFT | 786156 | Q.E.D. ENTERPRISES LTD. | 881.49 |
| 44477 | 2011-08-31 | | | 42321 | RFS CANADA | 30.26 |
| 44478 | 2011-08-31 | | | 91286 | SEWARD CONSTRUCTION | 17,663.10 |
| 44479 | 2011-08-31 | EFT | EFT | 786468 | SHAW CABLE | 83.95 |
| 44480 | 2011-08-31 | | | 900 | TELUS | 1,025.81 |
| 44481 | 2011-08-31 | | | 786391 | THE CYPRESS GROUP | 336.00 |
| 44482 | 2011-08-31 | | | 101400 | UNITED FARMERS OF ALBERTA | 4,272.19 |
| 44483 | 2011-08-31 | EFT | EFT | 111435 | WILHAUK, KARINE | 50.00 |
| 44484 | 2011-08-31 | | | 900000 | ADVANIS INC. | 76.13 |
| 44485 | 2011-08-31 | | | 900000 | CHINOOK CAMERA CLUB | 40.00 |
| 44486 | 2011-08-31 | | | 900000 | MACINNES, ANDREA | 37.44 |
| | | | | | | 44,165.34 |
| Total | | | | | | 521,452.19 |

CLARESHOLM AND DISTRICT MUSEUM MINUTES
JULY 27. 2011

PRESENT: DON CLARK, HAROLD SEYMOUR, RHODENA KING, JIM KJARSGAARD, ANOLA LAING, DOUG MACPHERSON, DON GLIMSDALE

ABSENT, DOUG LEEDS, BERNICE CASE

1. THE MEETING WAS CALLED TO ORDER BY ANOLA LAING AT 7.35
2. APPROVAL OF THE AGENDA WAS MOVED BY DON CLARK.
3. THE APPROVAL OF THE MINUTES OF THE LAST MEETING WAS APPROVED BY HAROLD SEYMOUR.
4. FINANCIAL STATEMENT OF JULY 15. DON CLARK MOVED THAT IT BE APPROVED.
 - a.) WE RECEIVED \$1,000 FROM THE CHAMBER OF COMMERCE. \$69 WAS USED TO PAINT THE SANDWICH BOARD.
 - b.) ANOLA HAS SENT THANK YOU LETTERS TO THE BUS COMPANIES AND DOUG MACPHERSON MOVED THAT WE SUGGEST THAT WE WOULD APPRECIATE DONATIONS.
 - c.) ANOLA HAS PURCHASED A DIGITAL CAMERAS FOR \$110.21
 - d.) RAY MONPETITE HAS BEEN ASKED TO BUILD A SECOND SANDWICH BOARD TO PLACE IN FRONT OF THE NEW BUILDING.
 - e.) THE DONOR PLAQUES ARE NEARLY COMPLETE AND THE CHARGE FROM GODLEY'S IS \$412.60. HAROLD MOVED THAT THIS BILL BE PAID
 - f.) THE PAYMENT OF THE AMA MEMBERSHIP OF \$100 WAS APPROVED BY DON GLIMSDALE.
 - g.) WE RECEIVED \$ 100 FROM MARVIN BERGER IN MEMORY OF ROY SOBY.

A MOTION WAS MADE BY DOUG MACPHERSON THAT WE CARRY ON WITH THE PRESENT POLICY REGARDING THE PLAQUES FOR MEMORIAL DONATIONS RECEIVED.

5. OLD BUSINESS:

A. STAN LAMB WILL FILL THE HOLES AND PAINT THE FRAME AROUND THE DOOR IN THE FOYER.

B. BERNICE RECEIVED SOME NOTES FROM JACK BRINK BASED ON THE PHOTOS THAT SHE SHOWED HIM.

C. BIG SKY IS STILL USING OUR PARKING PLACES AND DOUG MACPHERSON PROPOSED THAT WE SEND THEM A FORMAL LETTER OBJECTING TO THIS PRACTICE.

D. TEA ON THE LAWN. TRISHA HAS ORGANIZED THE COOKIE DONATIONS AND THE VOLUNTEER LIST AND THE AD FOR THE NEWSPAPER.

E. THE MODEL T AND THE OLD FIRE ENGINE WILL BE IN THE PARADE.

6. TRISHA REVIEWED HER REPORT;

A. THE AMA CONFERENCE IS ON SEPT. 29-OCT. 1. AND WILL COST \$395. WE NEED VOLUNTEERS TO COVER FOR HER ON THESE DAYS.

B. SHE WILL BE ATTENDING A FREE WORKSHOP ON GRANT APPLICATIONS ON AUG.

4.

C. HAROLD INQUIRED IF THERE WAS A GRANT FOR MOVING THE TUPPER HOUSE AND CONTENTS. TRISHA WILL LOOK INTO THIS.

WE NEED TO DEVELOP A FORMAL PROGRAM FOR THE VOLUNTEERS.

D. PHOTOCOPYING FOR PROJECTS CAN BE DONE AT THE MUSEUM.

7. CORRESPONDENCE: A LETTER OF THANKS WILL BE SENT TO CLAIRE FOR HER HELP SINCE MAY 22,

8. DONATIONS;

A. THE DISPLAY CABINET HAS BEEN MOVED TO THE STORAGE AREA.

B. ONE OF THE FIRST HORSE PULLED COMBINES HAS BEEN OFFERED. DOUG MACPHERSON MOVED THAT WE ACCEPT IT.

C. A PIANO HAS BEEN OFFERED FROM MARIE SCHOOF BURROWS. WE NEED MORE INFORMATION BEFORE DECIDING.

D. STAN LAMB HAS OFFERED A WALL PHONE, A STAINED GLASS WINDOW, FLAT IRONS, A TRUNK AND PHOTOS.

E. THE GROOM'S WIG NEEDS TO BE TRIMMED AND DON CLARK VOLUNTEERED TO TAKE IT TO THE TWINS BARBERSHOP.

9. NEW BUSINESS.

A HAROLD PRESENTED SOME NEW BROCHURES THAT HE HAS COLLECTED ON THE ALASKA HIGHWAY SOME OF THESE COULD BE INCLUDED WITH THOSE THAT WE HAVE IN THE RAILWAY MUSEUM.

B. WE NEED TO DEVELOP A DESIGN FOR SOME NEW SIGNAGE FOR THE SECOND BUILDING.

C. TRISHA IS WORKING ON THE PROCEDURES FOR ARTIFACT DONATIONS AND VOLUNTEER TIMES.

D. WINTER HOURS, TABLED UNTIL THE NEXT MEETING.

E. DOUG LEEDS HAS A BADGER AND SOME OTHER ANIMALS TO DONATE TO OUR WILDLIFE EXHIBIT.

THE NEXT MEETING WILL BE AT THE MUSEUM ON AUGUST 24TH.

DON CLARK MOTIONED THAT THE MEETING BE ADJOURNED.

MINUTES FOR THE CLARESHOM AND DISTRICT MUSEUM FOR
AUGUST 24 2011

THE MEETING WAS CALLED TO ORDER AT 7:30 BY ANOLA LAING
PRESENT: DOUG LEEDS, DON CLARK, HAROLD SEYMOUR, RHODENA
KING, JIM KJARSGAARD, BERNICE CASE, DOUG MACPHERSON, TRISHA
CARLETON, ANOLA LAING.

ABSENT: DON GLIMSDALE
AGENDA: APPROVED BY DOUG MACPHERSON.
MINUTES OF LAST MEETING: CHANGE.(THE DIGITAL CAMERA WAS
DONATED BY ANOLA LAING.) AND OTHER MINOR CHANGES.
MINUTES APPROVED AS AMENDED BY DOUG MACPHERSON.

THE ORDER OF THE AGENDA WAS CHANGED BECAUSE DOUG
MACPHERSON HAD TO LEAVE EARLY, THEREFORE THE ITEMS IN THE
MINUTES ARE NOT NUMBERED BECAUSE WE SKIPPED AROUND SO MUCH.

REPORT FROM: TRISHA CARLETON, KRIS HOLBECK, AND LISA CHILTON
LISA SUGGESTED THAT WE EMPLOY A STUDENT FOR NEXT YEAR TO DO
THE MEET AND GREET FROM MAY TO SEPTEMBER. BY CHANGING THE
HOURS TO STARTING AT 10: AM AND FINISHING AT 5:00PM AND BEING
CLOSED MONDAY AND TUESDAY WE WILL SAVE ON WAGES AND BE
ABLE TO AFFORD ANOTHER EMPLOYEE. TRISHA IS INVESTIGATING
ANOTHER GRANT WHICH WILL ALSO CONTRIBUTE TOWARDS THE COST.

TRISHA REVIEWED THE REST OF HER REPORT. SHE QUESTIONED THE
TOWN'S POLICY REGARDING WORKING ALONE WHICH SHE WILL BE
DOING FOR MOST OF THE WINTER. VARIOUS SUGGESTIONS WERE
MADE. LISA WILL INVESTIGATE THE POSSIBILITIES AND REPORT BACK
TO US.

THE LION'S CLUB HAS VOLUNTEERED TO GIVE US MONEY FOR A
SUITABLE PROJECT. BERNICE SUGGESTED CHAIN LINK FENCING TO PUT
AROUND OUR OUTSIDE EXHIBITS. WE WILL ALL THINK ABOUT THIS AND
DISCUSS IT AT THE NEXT MEETING.

FINANCIAL STATEMENT: THE REPORT WAS REVIEWED AND APPROVED BY
DOUG LEEDS

TEA ON THE LAWN WAS A GREAT SUCCESS. RHODENA SUGGESTED THAT
NEXT YEAR WE INCLUDE SOME MEN'S HATS IN THE HANDS ON ACTIVITY
BERNICE BOUGHT UP THE SUBJECT OF HEAD DISEASES AND WHETHER WE
SHOULD POST SIGNS WARNING OF THIS. TRISHA QUESTIONED WHETHER
WE SHOULD PUT A THANK YOU IN THE PAPER TO ALL OF THE PEOPLE
WHO HELPED ANOLA POINTED OUT THAT THIS WOULD CUT INTO OUR
PROFITS. LISA SUGGESTS THAT IT COULD BE INCLUDED IN THE TOWN'S

NEWS. WE DECIDED THAT TRISHA WOULD SEND INDIVIDUAL THANK YOU NOTES TO THE APPROPRIATE PEOPLE, TRISHA OUTLINED HER PLANS FOR DESIGNING FORMS FOR DONATION AND CLASSIFICATIONS AND HER PLANS FOR GRANT APPLICATIONS. SHE WILL CONTINUE TO WORK ON THESE AND WE WILL DISCUSS THEM AT FUTURE MEETINGS. WE ALSO DISCUSSED THE POSSIBILITY OF SETTING UP A COMMITTEE FOR RECEIVING DONATIONS. SHE PRESENTED A LIST OF THOSE ITEMS WHICH HAD BEEN RECENTLY RECEIVED AND WE LOOKED AT THESE AND VOTED ON ACCEPTING OR REJECTING. WE WILL TRY THIS METHOD FOR A WHILE AND SEE HOW IT WORKS OUT. TRISHA HAS FOUND A AMA GRANT WHICH WILL COVER A NEW COMPUTER, THE MAGIC PROGRAM AND ARCHIVAL ITEMS AND STAFF TIME.

BERNICE HAS FOUND SOME LARGE PLASTIC BOXES FOR STORAGE. WE VOTED ON GIVING HER THE MONEY TO PURCHASE 10 BOXES.

THE WINDOW WASHING WILL BE DONE BY THE TOWN CREW. THE PAINTING HAS BEEN STARTED ON THE SCHOOL HOUSE WHICH WAS BADLY DAMAGED BY THE HAIL STORM.

THE THOMPSON PULL TYPE COMBINE: DOUG LEEDS VOLUNTEERED TO BRING IT TO THE STORAGE AREA ON HIS FLATBED WHEN HE HAS TIME. BERNICE PROPOSED THAT ACCEPTANCE OF THIS ITEM AND ANY OTHERS WHICH THE THOMPSON FAMILY DECIDE TO DONATE BE PUT ON HOLD UNTILL THE APPROPRIATE PAPERWORK IS DEVELOPED.

TRISHA WILL APPLY FOR THE ALBERTA HERITAGE GRANT WHICH WILL COVER THE COST OF THE HISTORICALLY CORRECT PAINT FOR THE EXTERIOR OF THE BUILDING.

DOUG LEED'S BROTHER-IN-LAW HAS A LASER CUTTER. HE SHOWED US SOME SAMPLES DONE ON DIFFERENT TYPES OF METAL. IT COULD BE USED TO MAKE A SIGN FOR THE NEW BUILDING. WE NEED TO SUBMIT A DESIGN AND MEASUREMENTS AND DOUG WILL FIND OUT ABOUT COSTS.

HAROLD CIRCULATED PHOTOS OF SOME DIFFERENT TYPES OF STORAGE FROM VARIOUS MUSEUMS THAT HE VISITED ON HIS HOLIDAYS.

WE NEED VOLUNTEERS FOR SEPTEMBER 29 & 30 WHILE TRISHA IS ATTENDING THE AMA CONFERENCE. JIM VOLUNTEERED TO COVER THE MORNING.

BERNICE MOVED THAT THE MEETING BE ADJOURNED AT 9:30

THE NEXT MEETING WILL BE AT THE MUSEUM ON SEPT. 28 2011 AT 7:30

Please circulate to Mayor/Reeve and Council for information



OLDMAN RIVER REGIONAL SERVICES COMMISSION

MINUTES - 2 (2011)
ANNUAL GENERAL BOARD OF DIRECTORS' MEETING
Thursday, June 2, 2011 – 7:00 p.m.
ORRSC Conference Room (3105 - 16 Avenue North, Lethbridge)

BOARD OF DIRECTORS:

| | | | |
|-------------------------------|------------------------|--------------------------------|-----------------------|
| Bill Graff (absent) | Village of Arrowwood | Terry Michaelis | Town of Milk River |
| Jane Jensen | Village of Barnwell | Katie Walker - alternate | Village of Milo |
| Alf Olsen | Village of Barons | Dick Fenton | Town of Nanton |
| Roger Houghton | Cardston County | Anne Marie Philipsen..... | County of Newell |
| Tim Court (absent) | Town of Cardston | Pete Pelley | Village of Nobleford |
| Doug Smith..... | Village of Carmangay | Hank Hurkens (absent) | Town of Picture Butte |
| Dick Ellis (absent) | Village of Champion | Terry Yagos | M.D. of Pincher Creek |
| Doug MacPherson (absent) .. | Town of Claresholm | Don Anderberg | Town Pincher Creek |
| Henry Pauls | Town of Coaldale | Ronald Davis (absent) | M.D. of Ranchland |
| Marvin Slingerland..... | Town of Coalhurst | Greg Robinson | Town of Raymond |
| Tom Butler | Village of Coutts | Barry Johnson | Town of Stavely |
| Garry Hackler (absent)..... | Village of Cowley | Mike Selk (absent) | Village of Stirling |
| Larry Mitchell | Mun. Crowsnest Pass | Ben Elfring (absent) | M.D. of Taber |
| Jerry Lonsbury..... | Mun. Crowsnest Pass | Tony Dunphy (absent) | Town of Vauxhall |
| Gordon Wolstenholme | Town of Fort Macleod | Rod Ruark (absent)..... | Vulcan County |
| Walter Gripping..... | Town of Granum | Paul Taylor | Town of Vulcan |
| Monte Christensen (absent) .. | Village of Hill Spring | Phil Jensen..... | County of Warner |
| Henry Doeve (absent) | County of Lethbridge | Dannie Lien | Village of Warner |
| Brad Koch (absent) | Village of Lomond | Henry Van Hierden | M.D. Willow Creek |
| Dennis Quinton (absent) | Town of Magrath | | |

STAFF:

| | | | |
|-----------------------|----------------|---------------------|------------------------|
| Lenze Kuiper | Director | Breelyn Gray..... | Intern Planner |
| Mike Burla..... | Senior Planner | Steven Ellert | GIS Technologist |
| Steve Harty..... | Senior Planner | Mladen Kristic..... | CAD/GIS Technologist |
| Jonathan Schmidt..... | Planner | Jaime Thomas..... | GIS Analyst |
| Perry Neufeld..... | Planner | Jordan Thomas..... | GIS Analyst |
| Gavin Scott..... | Planner | Gail Kirkman | Subdivision Technician |
| Michelle Denis | Intern Planner | Barb Johnson | Executive Secretary |

AGENDA:

1. **Approval of Agenda** – June 2, 2011
 2. **Approval of Minutes** – March 3, 2011 (attachment)
 3. **Business Arising from the Minutes**
 4. **Reports**
 - (a) Executive Committee Report (attachment)
 - (b) Regional Advisory Council and South Saskatchewan Regional Plan Update.....
 - (c) Assessment Review Board Update
 5. **Business**
 - (a) Draft ORRSC Annual Report and Financial Statements 2010 (attachment)
 6. **Adjournment** – September 1, 2011
-

Prior to the meeting at 6:00 p.m., ORRSC hosted a steak barbeque supper for approximately 52 Board members, staff and their guests.

CHAIR TERRY MICHAELIS CALLED THE MEETING TO ORDER AT 7:00 P.M.

1. APPROVAL OF AGENDA

Moved by: **Tom Butler**

THAT the Board of Directors approves the agenda of June 2, 2011, as presented.

CARRIED

2. APPROVAL OF MINUTES

Moved by: **Gordon Wolstenholme**

THAT the Board of Directors approves the minutes of March 3, 2011, as presented.

CARRIED

3. BUSINESS ARISING FROM THE MINUTES

None.

4. REPORTS

(a) Executive Committee Report

Moved by: Dick Fenton

THAT the Executive Committee Report for the meetings of April 7 and May 12, 2011 be received, as information. **CARRIED**

(b) Regional Advisory Council and South Saskatchewan Regional Plan Update

- ORRSC staff are currently putting together a review and summary of the RAC document entitled, "Advice to the Government of Alberta for the South Saskatchewan Regional Plan" which will be going out to municipalities in the next few weeks. Municipalities can participate in the review process by completing a workbook which is now available online at www.landuse.alberta.ca. The government will review workbook responses in the fall and a draft regional plan is expected to come out in December.

(c) Assessment Review Board Update

- ORRSC is moving ahead with providing a Regional Assessment Review Board service. Municipal representatives met with the Director at the ORRSC office on May 10 to discuss the draft agreement and bylaw sent out on April 12. Minor changes were made and the final version was e-mailed to CAOs on May 11. Municipalities wishing to participate should sign the agreement, pass the bylaw, and forward an original to ORRSC by June 30, 2011.
- We have also requested contact information of people in your communities who are already trained to fill positions as board members or clerks. ORRSC will charge an administration fee of \$200/year, and each municipality will also be responsible for costs relating to their own complaints.

5. BUSINESS

(a) Draft ORRSC Annual Report and Financial Statements 2010

- 2010 was another busy year as evidenced by the municipal projects listed in the draft Annual Report and staff are trying to keep municipal plans as up-to-date as possible. Subdivision is a large component of our revenues and, although the number of applications increased from 2009, subdivision revenue decreased. The 2010 financial statements report a deficiency of revenues over expenditures of \$317,725 and some of our reserves will be transferred to balance the books this year.

Moved by: Tom Butler

THAT the Board of Directors approves the Draft ORRSC Annual Report and Financial Statements for the year ending December 31, 2010, as recommended by the Executive Committee. **CARRIED**

6. ADJOURNMENT

Moved by: Gordon Wolstenholme

THAT we adjourn the Annual General Board of Directors' Meeting of the Oldman River Regional Services Commission at 7:35 p.m. until Thursday, September 1, 2011. **CARRIED**

/bj

CHAIR:

A handwritten signature in blue ink, appearing to read "Gordon Wolstenholme", is written over a horizontal line.



Livingstone Range

Schools Cannot Do It Alone: Build Better Schools Together

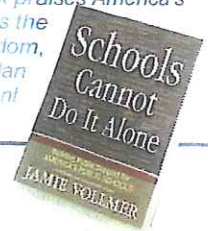
Fort Macleod Community Center
307 - 25th Street (Hwy #3 West)

Monday, August 29, 2011

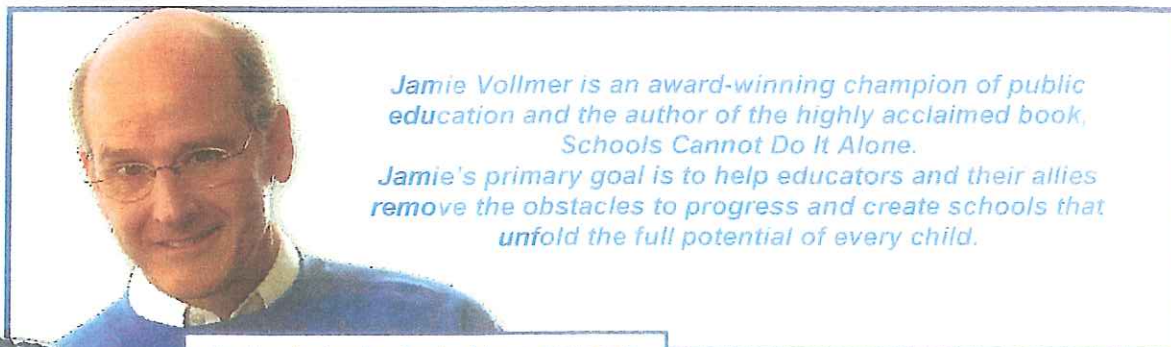
9:00 - 11:00 am Guest Speaker, Jamie Vollmer
(Open to the general public.)

11:30 - 2:30 pm Working Session
(For school community representative working groups.)

Part memoir, part how-to manual, this exciting new book praises America's educators, refutes the conventional wisdom, and presents a plan to increase student success



Come join in the great conversation.



Jamie Vollmer is an award-winning champion of public education and the author of the highly acclaimed book, Schools Cannot Do It Alone.

Jamie's primary goal is to help educators and their allies remove the obstacles to progress and create schools that unfold the full potential of every child.

Another best selling book of Jamie Vollmer is *The Blueberry Story*... the famous story of the day the business-man learned a lesson about the real world of public schools.

Hosted by ...

Livingstone Range School Division No. 68

Permission to reprint this story is freely granted by the author. Please include the attribution at the end. Thank you for your interest. Jamie Vollmer

The Blueberry Story: The teacher gives the businessman a lesson

“If I ran my business the way you people operate your schools, I wouldn’t be in business very long!”

I stood before an auditorium filled with outraged teachers who were becoming angrier by the minute. My speech had entirely consumed their precious 90 minutes of inservice. Their initial icy glares had turned to restless agitation. You could cut the hostility with a knife.

I represented a group of business people dedicated to improving public schools. I was an executive at an ice cream company that became famous in the middle 1980s when *People Magazine* chose our blueberry as the “Best Ice Cream in America.”

I was convinced of two things. First, public schools needed to change; they were archaic selecting and sorting mechanisms designed for the industrial age and out of step with the needs of our emerging “knowledge society.” Second, educators were a major part of the problem: they resisted change, hunkered down in their feathered nests, protected by tenure, and shielded by a bureaucratic monopoly. They needed to look to business. We knew how to produce quality. Zero defects! TQM! Continuous improvement!

In retrospect, the speech was perfectly balanced - equal parts ignorance and arrogance.

As soon as I finished, a woman’s hand shot up. She appeared polite, pleasant – she was, in fact, a razor-edged, veteran, high school English teacher who had been waiting to unload.

She began quietly, “We are told, sir, that you manage a company that makes good ice cream.”

I smugly replied, “Best ice cream in America, Ma’am.”

“How nice,” she said. “Is it rich and smooth?”

“Sixteen percent butterfat,” I crowed.

“Premium ingredients?” she inquired.

“Super-premium! Nothing but triple A.” I was on a roll. I never saw the next line coming.

“Mr. Vollmer,” she said, leaning forward with a wicked eyebrow raised to the sky, “when you are standing on your receiving dock and you see an inferior shipment of blueberries arrive, what do you do?”

In the silence of that room, I could hear the trap snap.... I was dead meat, but I wasn’t going to lie.

“I send them back.”

She jumped to her feet. “That’s right!” she barked, “and we can never send back *our* blueberries. We take them big, small, rich, poor, gifted, exceptional, abused, frightened, confident, homeless, rude, and brilliant. We take them with ADHD, junior rheumatoid arthritis, and English as their second language. We take them all! Every one! And that, Mr. Vollmer, is why it’s not a business. It’s school!”

In an explosion, all 290 teachers, principals, bus drivers, aides, custodians, and secretaries jumped to their feet and yelled, “Yeah! Blueberries! Blueberries!”

And so began my long transformation.

Since then, I have visited hundreds of schools. I have learned that a school is not a business. Schools are unable to control the quality of their raw material, they are dependent upon the vagaries of politics for a reliable revenue stream, and they are constantly mauled by a howling horde of disparate, competing customer groups that would send the best CEO screaming into the night.

None of this negates the need for change. We must change what, when, and how we teach to give all children maximum opportunity to thrive in a post-industrial society. But educators cannot do this alone; these changes can occur only with the understanding, trust, permission, and active support of the surrounding community. For the most important thing I have learned is that schools reflect the attitudes, beliefs and health of the communities they serve, and therefore, to improve public education means more than changing our schools, it means changing America.

Jamie Robert Vollmer © 2011

Jamie Vollmer is a former business executive and attorney who now works to increase public support for America’s public schools. His new book, *Schools Cannot Do It Alone* is available at

www.jamievollmer.com

**“Public sentiment is everything.
With public sentiment, nothing can fail;
without it nothing can succeed.”
—Abraham Lincoln**

News

At last, an update.

I always felt that if you were going to have a Blog you had a responsibility to keep it current. That's before I had a B ... [more >](#)

New Book. New website. And a son joins the business.

For twenty-two years, I have worked to increase student success in America's public schools. I've traveled h ... [more >](#)

The Great Conversation

No generation of educators in the history of the world has been asked to do what Americans now demand of their public schools. Our teachers and administrators must teach all children to high levels while, at the same time, they struggle to remedy the stunning array of social, psychological, and physical problems that retard the progress of so many of their students. Each year the burden grows, and each day millions of public school employees give everything they've got to meet the challenge.

Their record of achievement is remarkable. But no matter how hard they work, they cannot produce the results our nation needs. Not because they are lazy, stupid, arrogant, or unionized as so many politicians and pundits would have us believe. They cannot teach all children to high levels because they are working in a system designed to do something else: Select and sort children for an industrial society that no longer exists.

We must change this system. We must break the mental, emotional, and cultural grip of the status quo and create schools that unfold the full potential of every child. But we cannot. America's educators and their allies cannot change the system and dramatically increase student success until we secure the four Prerequisites of Progress: community understanding, trust, permission, and support.

The Great Conversation is designed to secure the Prerequisites of Progress. It is a positive, ongoing discussion between educators and the public. The action steps are practical and powerful. They can be successfully executed in any district, not just those favored by history, geography, or economics. They produce an ongoing flow of positive communication that leads to the development of a community-wide culture committed to increasing student success.

The Great Conversation is easy to understand and undertake. No new money or personnel are required. The process is built to run on two separate but synergistic tracks. One formal. One informal. Each can run in isolation, but when pursued together, they quickly produce a wealth of benefits. In addition to community understanding, trust, permission to change, and support, districts can expect increased public participation at school events, better quality candidates for the school board, winning majorities of “Yes” votes during bond and levy elections, and, most importantly, a pronounced rise in the community's store of social capital.

Participation in either track must be completely voluntary, but the broad participation of the staff—classified and certified—ensures maximum results. The rewards are substantial, and the process informs, inspires, and invigorates all who choose to participate.

(The full description of The Great Conversation's action steps can be found in *Schools*

The Formal Track

The formal track is a deliberate, organized, group action. It is designed to engage educators and the public in an ongoing discussion that leads to increased student success. The centerpiece of the formal track is a scripted message that evolves over time in a series of distinct phases. This track is usually initiated and maintained at the district level, but it can be launched by an individual school or a cluster of neighboring schools.

The most important feature of the formal track is that it takes place on the **community's turf** at the **community's convenience**. This must be understood: We are going to them. This stands in sharp contrast to the traditional approach to public engagement, which too often revolves around inviting the public to attend meetings held in the evening at the school. The response to this approach is, almost always, an audience comprised of the same twelve parents and the one weirdo who comes to all the meetings. The challenges facing our schools today demand that we engage the entire community.

The structure of the formal track is simple. It has seven components.

1 Map the Community (See pages 133-145.)

In order to identify the community's turf and the community's convenience, we must create a map. Mapping the community's turf has little to do with defining physical boundaries. We are interested in mapping people. And we are generally more interested in groups than individuals. The mapping process is easiest and most enjoyable when done in a workshop format that includes the entire staff and a representative cross-section of community members. A functional "conversation map" of the community's turf can be created in less than two hours.

2 Decide on the Message (See pages 146-160.)

One of the primary objectives of The Great Conversation is the building and strengthening of cooperative school/community relationships based upon shared interests and mutual respect. To that end, an effective initial message features four basic themes:

- Promoting the district's success in all its forms
- Explaining the reasons that schools and communities must work together to increase student success
- Making it clear that everyone in the community will benefit from this work, even those people who have no children in school, and
- Demonstrating our steadfast desire for feedback.

Presenting such a message will foster a constructive dialogue, turn critics into allies, and move the people of our community along the crucial continuum:

From Ignorance and Suspicion to Understanding and Trust

From Obstruction and Indifference to Permission and Support.

3 Develop a Script (See pages 161-164.)

Scripts are powerful management tools. They provide presenters with structure. They inspire confidence, and help everyone stay on message. Using scripts ensures that every audience will be exposed to the same message at approximately the same time. They also provide a written record of the message as the process evolves.

There is no perfect script. They can be elaborate or lean, with or without visuals; more than talking points, less than essays. The most effective scripts have four features: they are flexible enough to accommodate meetings of varying lengths; they never assume that the audience has prior knowledge of the topic; they are scrupulously stripped of jargon; they encourage audience feedback.

Once a script is written, copies of the script must be distributed to everyone on the

the community. It also encourages buy-in, and engages the collective wisdom of the staff.

4 Build Teams *(See pages 165-168.)*

The formal track is a group action. Teams, therefore, not individual presenters, should carry the message to the community. Almost any group of two to four reasonable people can form an effective team, but teams composed primarily of willing teachers and interested members of the classified staff are ideal. Supportive community members are welcome, and students can be included in special circumstances, but administrators and board members should play little or no role as presenters. They can, and should, actively participate in development, implementation, and management of each phase, but, in the context of The Great Conversation, their appearance before the public should be limited.

5 Conduct a Communications Audit *(See pages 169-172.)*

Create an inventory of all the ways that the district (or school) “talks” to the public, directly and indirectly. Think broadly. Most channels are obvious, e.g., websites, newsletters, e-mails, newspaper columns, public access cable. Others are not, e.g., the physical appearance of district grounds and facilities, student work displayed throughout the community, invitations to community members to shadow a teacher or an administrator for a day. All these options send powerful signals to the community.

Some districts are fortunate enough to employ an experienced public relations director who can help guide—not shoulder alone—the process. These districts have a huge advantage in pursuing the formal track. For those districts that lack an in-house communications professional, the experts at the National School Public Relations Association (NSPRA) are willing and able to provide effective counsel.

6 Create a Presentation Schedule *(See pages 173-175.)*

We define the community’s turf when we create our map. We conform to the community’s convenience when we schedule our teams to make their presentations when and where the people of the community normally congregate. Engaging the community on their turf at their convenience may seem unwieldy. But the control we surrender is vastly outweighed by the control we gain over the behavior of the audience, the flow of our message, and the tone and quality of the feedback.

7 Launch Phase One *(See pages 176-178.)*

Once the first six steps have been completed, all that remains is to launch Phase One and have the teams make their first presentations. From this point, we dive deep into the community’s cultural matrix. This is where we confront the disease of *nostesia* and archaic notions of “real school.” This is where we contrast public perceptions with professional reality. We help the people of the community see that their schools cannot meet the challenges of the knowledge age alone. We connect the dots between their quality of life and the quality of their schools. And as this message spreads to all the disparate groups throughout the community, people begin to act as partners in the most important enterprise of our time: moving our schools and our students from where they are to where they need to be.

The Informal Track

The people working in America’s public schools are often the largest and, potentially, most powerful force in the community. The informal track taps the power each of them has to influence his or her environment. It channels their ability to amplify and accelerate the movement of a positive message across the entire community.

Like the formal track, the core activity is talking. Unlike the formal track, which is built around the scripted presentations of teams, the informal track is conducted by individual staff members talking casually with the people who populate their social networks—family,

friends, neighbors, and acquaintances. This track has no formal script, but the benefits accrue more quickly when these private conversations echo, at least in part, the message that is being presented in the formal track.

The action steps of the informal track are simple to understand and easy to execute. They were specifically designed to add nothing to the existing workload. In other words, participation causes no pain. To the contrary, it produces joy. By choosing to participate, even a little, everyone plays a powerful role in increasing support for their students and their schools.

1 Shift your attention from the negative to the positive

(See page 184.)

There is a fundamental truth of the universe: What we focus our attention on grows stronger in our life. If we choose to focus on the negative things that occur in our classrooms, our schools, and our district, then we become more negative. Optimism fades. Irritability grows. Our relationships suffer. We have less energy. Our health declines. We become prime candidates for burnout.

Conversely, when we choose to put our attention on the hopeful, encouraging, positive developments that occur within our schools, we become more positive. Optimism grows. Our health improves. We feel better about ourselves as professionals and as human beings. We become more cheerful and productive, more awake, more actualized. We gain these benefits simply by making this subtle, internal shift. And when this behavior modification is practiced by the entire staff, positivity is enlivened throughout the district, and spills out into the community.

2 Stop bad-mouthing one another in public

(See page 185.)

Teachers, paraprofessionals, support staff, administrators, and board members must stop bad-mouthing one another and their schools in public. This destructive behavior is pervasive, and it is the epitome of lose-lose behavior: it undermines the reputation of the speaker while simultaneously grinding down the public's opinion of their local schools.

There is no doubt that many educators have reasons to complain. They struggle with an ever-increasing list of academic, social, and medical responsibilities. They resent being forced to raise America's kids without adequate support, and they are bitter about the growing disrespect displayed by students, parents, and the public. There are times when the fury and frustration become too much to bear. But venting in public is a nasty habit that solves nothing. If silence and restraint become impossible to maintain, there is an acceptable release: Gripe to your spouse. That's why we have them.

3 Share something positive within our social networks

(See page 186.)

This is where we capitalize on the shift of attention.

Everyone has a personal network populated by family, friends, and neighbors. We interact with these people every day. Even a casual reference regarding some small breakthrough at school made during a routine conversation is enough to make a positive impression. The recounting of a hopeful moment with a student carries an uplifting message of hope. As the process unfolds, and more staff members choose to add their stories, hundreds, if not thousands, of positive impulses begin to move across a web of overlapping social networks like ripples on a pond. Soon, with almost no effort, the entire community is enlivened with good news about their schools, and everyone is energized in the process.

4 Monitoring our progress

(See page 188.)

my school?" Write the answer down, and pledge to add to the total in the coming week. Next week, ask the question again, and record the answer with the intention to do better. That's all it takes to gain a clearer picture of our progress and a new appreciation of the power each of us has to change our community.

Every district, rich or poor, regardless of location, already has the personnel, expertise, and resources it needs to execute all aspects of The Great Conversation and reap the rewards. The benefits that accrue are very much worth having. Obstacles that retard student achievement will be removed. Staff and public resistance to change will be replaced by an environment conducive to innovation and progress. The people of the community will begin to act as owners of their schools. Teachers and administrators will gradually find themselves accorded their proper status as the community's most important professionals. In Great Conversation Communities, families, neighborhoods, and businesses will thrive and prosper.

As with so many other life-altering endeavors, the most important thing we can do is take the first step. We already have everything we need to participate. We have a tremendous story to tell and an army of educated people to tell it. Each of us is already immersed in our own vibrant social networks that can act as conduits for our message. By adding this simple but essential ingredient, and without breaking the budget, every district is perfectly positioned to set the stage to unfold the full potential of every child.

The Great Conversation is an essential building block of any strategy to increase student success. And the times demand that we do it now.

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...

written by Buck Rogers , April 21, 2011

Simply put, schools cannot and should not replace parents. We need to spend 80% of our resources on the 80% of the near normal kids. Hand back most social responsibilities to the parent(s). Climates which foster two parent families would help. Underemployment is going to be an ever increasing problem, which because of uncontrolled birth rates is getting worse. Less people will help. Given the burdens we have placed on educators, they are doing a remarkable job. As our unrestrained demand in all social endeavors increases, the package must be looked at very carefully. We are losing our middle class and education is only part of the problem.

...

written by Rose , July 31, 2011

I'm such a supporter. Finally someone that speaks without the ego-trip and utter detachment from reality that many authors exhibit and teachers despise. I, for one, am glad that Jamie has a "business" background and non of the formalities that often cloud the "meat" of the matter. I love the way the book includes support at all levels and is one I am trying to advocate up here in Mat-Su Borough, Alaska. We, as educators, have been saying for years that education could never survive as a business, not because of it's employees but because it is so incredibly flawed and we keep trying to re-invent "square" wheels.

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Porcupine Hills Lodge

Board of Directors Porcupine Hills Lodge
 June 28, 2011
 7:00 pm
 Porcupine Hills Lodge

MINUTES

Attendees:

Earl Hemmaway;
 Judy Van Amerongen;
 Linda Todd;

Arlette Heck;
 Audrey Hoffman;
 Shirley Isaacson;
 Pam Crone;

Anna Mae Mifflin
 Karen Florence

Regrets:

| Agenda Item | Discussion | Action |
|---|---|--------|
| 1. Welcome and Introductions Chair | Earl Hemmaway called the meeting to order 7:10 pm | |
| 2. Additions and Approval of Agenda All | Gravel Pad Bike Stand | |
| 3. Acceptance of Agenda | Shirley Isaacson made a motion to accept the agenda with additions. All in favor, carried. | |
| 4. Review and Approval of Previous Minutes All | <p>Judy Van Amerongen made a motion to accept the minutes of the May 2, 2011 meeting. All in favor, carried.</p> <p>Business Arising –</p> <p>Minutes of the Special Meeting Monday May 30, 2011.</p> <p>Anna Mae Mifflin made a motion to accept the minutes of the May 30, 2011 meeting. All in favor, carried.</p> | |
| 5. REPORTS | | |

| | | |
|---|---|---------------------|
| <p>5.1 Chairman's Report</p> | | |
| <p>5.2 Vice-Chairman's Report</p> | | |
| <p>5.3 Financial Report</p> | <p>Judy Van Amerongen made a motion to pay the bills and accept the financial report as presented. All in favor, carried.</p> | <p>Karen</p> |
| <p>5.4 Manager's Report Arlette</p> | <ul style="list-style-type: none"> - Lodge Waiting List & Supportive Living - 22 Lodge Units - Self Contained Units- 22 - Small Food safe course June 1 and June 28, 2011. Large food safe course will be offered in Lethbridge. - Lethbridge course was good, minutes attached - Complete Purchasing food letter – we will stay with this company - Food Cost Budget – increased to \$75,000.00 - Staff Meal Charge of \$5.00 – to start September 1, 2011 <p>Pam Crone made a motion to charge staff \$5.00 per shift for meals eaten. All in favor, carried.</p> <ul style="list-style-type: none"> - Photocopier quotes – reviewed will table to the September. <p>Anna Mae made a motion to table until September. All in favor, carried.</p> <ul style="list-style-type: none"> - Course in Edmonton for CAO Orientation - Mould update & Letter - \$40,000.00 Grant, Andy Howe looking after. Will be done in August or September. - Confusion on Grant Money – we obtained the money for the Court Yard but not the crawl space - Jubilee Insurance Update on appraisal of buildings – someone will come at the end of August to do an appraisal and it should not cost us too much. - Michael Menzies to repair computers – He is going to redo all the computers and get everything cleaned up. Will look after website as well. <p>Linda Todd made a motion to hire Michael Menzies to look after our computers and website. All in favor, carried.</p> | |

| | | |
|-------------------------------|--|--|
| | <p>- Courtyard update and Grant info – Have meeting with residents about courtyard. Tuesday May 10 at 1:00 is the meeting with residents and Omni Green.</p> | |
| 5.5 Supportive Units | Meeting with residents of units for landscaping and benches. To meet in September. | |
| 5.6 Recreation Report | <p>Linda Todd made a motion to accept the recreation reports. All in favor, carried</p> <p>Anna Mae will talk to transportation society about the bus being 1 ½ hours late for a trip to Lethbridge.</p> | |
| 5.7 Maintenance Report | <p>Dale to look into the washer problems and give us a report back.</p> <p>Shirley Isaacson made a motion to accept the maintenance report. All in favor. Carried.</p> | |
| 5.8 Committee Reports | Uniform Update – staff are welcome to wear scrubs but they do not have to. Dress according to dress and safety code. | |
| 5.2.2 New Business | <p>Gravel Pad – by garage, trailers sit on grass and have to be moved everytime he mows. Dale would like a gravel pad so that trailers could sit on it. Discussion held. It was decided not to do it at this time. Gophers are an issue, what can we do about this. Arlette to call the town and see what can be done.</p> <p>A motion was made not to do a gravel pad by Linda Todd, All in favor, carried.</p> <p>WOR project Army donation – do we want to donate. It was decided not to.</p> <p>A motion was made by Anna Mae Mifflin not to participate at this time. We will let the residents of the Lodge know about this. All in favor, carried.</p> <p>Bike Stand - Majority of the people thought we already have one. It was decided not to purchase a bike stand.</p> <p>Fire Drill – full evacuation was held. Another one will be held.</p> | |

| | | |
|--------------------------------|---|--|
| 6. Correspondence | | |
| 7. Staff Issues | Judy Van Amerongen made a motion to go in camera. All in favor, carried. Judy Van Amerongen made a motion to come out of camera. All in favor, carried. Judy Van Amerongen made a motion to pay Cynthia Howkins \$14.00 per hour and give her a three month probation period. All in favor carried. | |
| 8. Date of Next Meeting | Date: September 6, 2011 Time: 7:00 pm Location: PHL. | |
| 9. Adjournment | Meeting was adjourned | |

Claresholm Animal Rescue Society
Regular Meeting Minutes
August 18, 2011

Present: Kris Holbeck, Sylvia Giroux, Rita Hahn, Kim Alexander, Anne Papan,
Denise Peters, Barb Hinkle, Judy Van Amerongen

Regrets: Karen Thompson, Gerald DeBruyn

Call to Order

The meeting was called to order at 7:18 p.m.

Approval of Agenda

1. Donation from Rollover under Shelter update
2. Bella under Other

Motion by Sylvia Giroux to approve agenda as amended as presented. All in favour. CARRIED.

Approval of Regular General Meeting Minutes June 16, 2011

Amend Minutes change “crazy Cat Lady” to Mrs. Gerlitz item 6, Moved by Anne Papan to accept the minutes as amended. All in favour. CARRIED.

Shelter Update

August 4 , 2011 to August 18, 2011– 21 volunteers and 319.75 shelter hours

Cat Adoptions – Krissy
Foster – Coeey, Clancy, Pippin

New Cats 12 (6 are 3 weeks old)

Dogs Adopted – Rascal not coming back, Coeey doing good, Clancy Doing good in Shelby MT, Reece more time before adopting

Bella discussion that we made her pills 3 days apart & here symptoms came back so we put her back to days 2 apart & she will need antibiotics to get her back to even.
Rita to take Bella to vet Friday – Ask for steroid & antibiotic treatment & stop using her current drug.

Adoptions Update

Doug Buist interested in Holly. Will take her in January 2012 if not adopted yet.

TNR Update – Tuesday the 16th of August, Trapped at Mrs. Gerlitz's 7 cats in 10 minutes

4 euthanized due to illness

1 died on operating table

2 at shelter being held due to investigation by town & health authorities

2 years ago her son brought 13 kittens to shelter when they cleaned up house.
CAREs couldn't take them & they were euthanized by son.
cats @ shelter will be held until SPCA gets involved.

Fundraising Update – T Shirts \$23.00 (short sleeves) Tabled, 50/50 draw!

Treasurer's Report – See Kris Holbeck's Report

New Building Update –

Putting in Floor this week

Plumbing Passed by Inspector

Cooked over Plans

Other

New Hire & Lisa Hours (next Meeting)

Brenna Done Until School Starts (Work Done)

Krystal Povey started as employee

Donation from Rollover – 30 boxes bones/ strips & Rollover Tubes. Should we call Pincher Creek & offer them some of it . Barb would deliver

PetSmart & Adoption weekend September 9, 10, 11, 2011

Adjournment: Meeting adjourned at 8:30 p.m.