

Submission	Issue	Response
In Person Questions, Comments, and Responses from the Public Hearing		
S. Clark	Preliminary cost estimates keep changing and are +/- 25%. Clarity on cost is murky.	Preliminary cost estimates for the alternates considered have been published on the floodreadiness.drumheller.ca website for several weeks, under the FAQ. We have also been providing the preliminary cost estimate information to anyone who asks for it by emailing floodreadiness@drumehller.ca . The cost differential for an alternate with a wall is comparable to the cost of completing another one of the dike upgrades projects (for example, the North Grove Plaza Dike or the currently unfunded Scarlett Dike).
S. Clark	Results from January 2022 traffic survey are being largely ignored – 86% of respondents expressed concerns regarding the road closure, yet Council refuses to respect the clear wishes of the people.	The traffic survey captured 387 total responses, representing 4.6% of the population of Drumheller. This data surmises that the majority of Drumheller does not have an opinion regarding the potential 2-block closure of Riverside Drive.
S. Clark	Taxpayers were advised for the first time that a portion of Riverside Drive would be closed during the December 9 th Community Information Session. The closure would maintain the dike within the available budget and going over budget would require the town to make up any over budget difference.	The Community Information Sessions are intended to educate the community on the flood mitigation measures assessed by the respective engineering teams. These are only assessments, and the proposed 2-block closure of Riverside Drive was not a final decision at this point. Furthermore, as a result of community feedback at the public hearing, Council has asked the Flood Mitigation Office to look at alternate design options for the Downtown Dike. As alternate options are being explored, the Downtown Dike project is on hold.

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S. Clark	At the January 13 th Community Information Session, the budget was revealed, and it was clear that keeping the road open was within budget. Upon further inquiries significant additional costs were revealed. Then, on April 16 th , the engineers revealed the new cost estimate is now \$5.1 million - \$2 million over budget. In summary, all information indicates that closing the road is going to cost more than keeping it open, and taxpayers will be paying significantly as a result.	Costs reported prior to April 19 had only included the construction cost estimates. Costs reported at the open house on April 16 also included communications events and citizen communications costs, costs for engineering fees for additional options assessment, utility relocation costs, land costs and landowner 1:1 meetings. We do not expect the cost to close the road to be higher than keeping it open.
S. Clark	Despite repeated requests, I've never been provided any information as to the indirect costs associated with closing Riverside Drive and there will be significant indirect costs. Many of which will be totally unnecessary if the road remains open. Including but not limited to, upgrading existing neighborhood streets, changing signage, relocating fire hydrants, infrastructure changes, future infrastructure maintenance repairs, rerouting traffic, creating a mysterious gate at the East and 3rd Avenue, etcetera.	The estimated cost for implementing traffic mitigations associated with the possible 2-block road closure of Riverside Drive is included in the Transportation Impact Assessment at \$14,000. These measures will get traffic flow back to current levels. Additional mitigations are also suggested in the TIA to improve traffic flow over the current conditions at an estimated cost of \$130,000. The Transportation Impact Assessment was posted on-line on April 12, 2022.
S. Clark	TIA wasn't needed, and it was a conflict of interest for SweetTech to do it.	SweetTech did not do the TIA, they outsourced it to a traffic engineer at JCB Engineering.
S. Clark	The TIA only analyzed emergency response traffic, and not all traffic. Why aren't emergency responders already using the quicker routes?	The TIA study initially looked at travel times for general traffic. As a result of the public feedback received from the traffic survey, emergency services travel times were added to the TIA study, as that was the main concern the community had. The DRFMO has had no say in the past as to which route Drumheller emergency services should be using. It is the job of emergency services to do their research on their chosen routes based on the information provided to them.

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S. Clark	The fire department does not support the closure of Riverside Drive.	Drumheller’s Director of Emergency & Protective Services, who oversees all emergency services, has provided his full and unwavering support for the possible 2-block closure of Riverside Drive. Furthermore, the RCMP's NCO in charge, Staff Sergeant Ed Borque, has also provided a letter of support.
S. Clark	CAO failed to answer the question regarding whether or not town funds were available to assist with the cost of keeping Riverside Drive open.	Dollars in the town reserves are really meant to replace existing infrastructure so it's not meant to be spent on new things. The money is meant to replace water maintenance facilities and existing roadworks which are needed to be replaced. These funds are not available to just simply be diverted to new tasks.
S. Clark	Consortium was purchased with town reserves without knowing what the actual reclamation cost would be and are now estimating additional costs of \$200,000 – not including road improvements.	The Consortium building was purchased as part of the Town’s derelict buildings program. It has the additional benefit of potential parking for the rails to trails line and potential future intersection rearrangement. This is not the Public Hearing topic of discussion.
S. Clark	On March 21, 2022, The CAO made a reference to a new figure of \$400,000 for keeping the road open, no details were provided. And \$500,000 per road maintenance. What is the purpose of this newly disclosed \$900,000? What will be the source of those funds? Will there not be maintenance costs associated with the berm?	The \$400,000 is a rough cost estimate for pavement replacement if the retaining wall is built and the road surface needed to be repaved. The \$500,000 is an estimate for annual maintenance for snow and ice control, graffiti removal.
S. Clark	One thing which should be indisputably clear to council however, closing Riverside Drive is going to cost significantly more than the budget amount of 3.2 million. Those costs continue to escalate and because flood money is apparently not available, the taxpayers will be left paying the bill.	Following the public hearing, as a result of community feedback, Council has asked the Flood Mitigation Office to look at alternate design options for the Downtown Dike. As alternate options are being explored, the Downtown Dike project is on hold. Cost-savings will be investigated.
S. Clark	What is the Willow Estates budget?	This is not the Public Hearing topic of discussion.

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S. Clark	Council is not being transparent about the Flood Mitigation Project.	Flood Mitigation Project updates are continually made on the flood readiness website at www.floodreadiness.drumheller.ca and regular updates are provided at Council meetings. Additionally, updates are posted to all flood social media channels, the Drumheller Mail, Drumheller radio stations, community information sessions, mailouts in residents' monthly utility bills, and E-newsletters for those who have subscribed to the list.
S. Clark	Requested a plebiscite.	Thank you, this is noted.
S. Clark	Emergency response times would decrease based on the TIA is ludicrous.	TIA found that with mitigations in place, emergency vehicle travel times were not negatively impacted. Additionally, an emergency vehicle access lane will be kept open from 3 rd Ave to 5th Street.
S. Clark	Firefighters still need to get to the hall before they can go to the call. Their drive times to the hall will be impacted as well.	Firefighters can also use the alternate routes provided by the TIA to get to the hall.
L. Hemming	Disruption of traffic flow. Downtown is not designed for heavy volumes of traffic as the streets are narrow and parking is angle. It will be tight to get two lanes of traffic through Downtown and there's nowhere to pull over to let others go by.	The TIA does not suggest that we send people downtown, it suggests that the firetrucks go by Tasty Delight using the traffic light there. Above this traffic light, there's an emergency light for firetrucks. If there was a 2-block closure of Riverside Drive, there would also be gates there that only the firefighters and other emergency services would have access to.
L. Hemming	Any studies of traffic flow need to be examined during peak tourism season.	The traffic count data collection methodology provides a worst-case scenario for traffic volumes that would be impacted by a 2-block closure of Riverside Drive. Initial traffic counts and patterns were taken from pre-pandemic times. Furthermore, the counts were based on peak tourism season, peak AM travel times, and peak PM travel times. The counts were then adjusted to reflect the growth in population to present time. Traffic data used in the TIA study has recently been verified as being conservative based on traffic counts collected during the May 2022 long weekend.
L. Hemming	The data used for the TIA is too old.	The TIA data was adjusted to reflect the growth in population to present time.

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L. Hemming	Believes there will be more than 3 impacted intersections, as the TIA concluded. Concerned about the following intersections: 3 rd Avenue and Highway 9 via Ascend Financial, Railway Avenue South and 2 nd Street Southeast by McDonalds.	The results of the TIA, conducted by a traffic engineer, conclude there are only 3 negatively impacted intersections if there was a partial closure of Riverside Drive. The other intersections are not relevant as they are not the subject of the public hearing.
L. Hemming	Safety concerns. In 2021, the fire hall used Riverside Drive as their fastest route on 71 occasions. The proposed alternate routes do not seem safe or viable.	TIA found that with mitigations in place, emergency vehicle travel times are not negatively impacted. Additionally, an emergency vehicle access lane will be kept open from 3 rd Ave to 5th Street. It is the job of emergency services to make real-time decisions that protect the safety of pedestrians, etc.
L. Hemming	Firefighters still need to get to the hall before they can go to the call. Their drive times to the hall will be impacted as well.	Firefighters can also use the alternate routes provided by the TIA to get to the hall.
L. Hemming	If the alternate routes are quicker, why aren't emergency services already using them?	The DRFMO has had no say in the past as to which route Drumheller emergency services should be using. It is the job of emergency services to do their research on their chosen routes based on the information provided to them.
L. Hemming	Results from January 2022 traffic survey – 86% of respondent's expressed concerns regarding the road closure, elected officials need to represent the people who voted for them.	The traffic survey captured 387 total responses, representing 4.6% of the population of Drumheller. This data surmises that the majority of Drumheller does not have an opinion regarding the potential 2-block closure of Riverside Drive.
L. Hemming	Requested a plebiscite.	Thank you, this is noted.
L. Hemming	Why are we bothering to be at this public hearing when everyone in the town already believes it's a done deal.	The intent of the public hearing is to gather input from the community. As a result of community feedback at the public hearing, Council has asked the Flood Mitigation Office to look at alternate design options for the Downtown Dike. As alternate options are being explored, construction of the Downtown Dike project is on hold.
D. Dekeyser	Cities are building ring roads, and yet we're closing a portion of ours.	Other cities' ring roads may not be affected by the impending need for flood mitigation berms. Riverside Drive is not a ring road, it is a residential street. A decision has not been made yet to close Riverside Drive.

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D. Dekeyser	Emergency services, business owners, and residents want to keep the road open.	Council has heard the communities' concerns. As a result of community feedback at the public hearing, Council has asked the Flood Mitigation Office to look at alternate design options for the Downtown Dike. As alternate options are being explored, construction of the Downtown Dike project is on hold.
D. Dekeyser	Council needs to listen and support the concerns of the residents, and not the engineers.	Council has heard the communities' concerns. As a result of community feedback at the public hearing, Council has asked the Flood Mitigation Office to look at alternate design options for the Downtown Dike. As alternate options are being explored, the construction of Downtown Dike project is on hold.
D. Dekeyser	Tourists won't be able to navigate to the campground. If turns are missed, motor homes may have to weave through areas where they won't fit.	In the event of a road closure, the Town would work with Google Maps, Apple Maps, and other digital platforms to provide correct routing for residents and tourists.
D. Dekeyser	If the addition of a retaining wall is needed to attain the required berm and save our road, make it happen.	As a result of community feedback at the public hearing, Council has asked the Flood Mitigation Office to look at alternate design options for the Downtown Dike. As alternate options are being explored, construction of the Downtown Dike project is on hold.
D. Dekeyser	Why was the consortium bought prior to knowing whether Riverside Drive would be closed?	The Consortium building was purchased as part of the Town's derelict buildings program. It has the additional benefit of potential parking for the rails to trails line and potential future intersection rearrangement. This is not the Public Hearing topic of discussion.
D. Dekeyser	Doesn't believe that flood mitigation money is only for dirt as money has been spent on tree removal and engineers. Why wouldn't it include money for a cement wall?	The funding provided by the federal government is for earth fill barriers. They will fund in cases where there are no other viable alternate items, like retaining walls. But if there is a viable alternative, then that cost may have to be borne by the municipality as an extra. They consider it similar to a landscape feature. Extra costs on one project also take away funds for other projects.

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D. Berlando	Prefers an alternate – either narrower top width, shorter berm (no freeboard) or adaptive fill section.	The alternate of a shorter, narrow berm does not meet the program’s goals of being adaptable into the future. We need to berm to be robust and expandable into the future and to allow maintenance and flood response access. We don’t want to have to come back again in a few years and take more land to expand the berm.
D. Berlando	Doesn’t agree with the design basis for the berm (1850 m3/s, 6 m top width). Suggests a 2 meter top width with no freeboard.	The province has set the design flow rate for the Town of Drumheller, and if the Town does not meet the minimum design flow, this has future implications for Disaster Recovery Funding. The insurance and financial industries have also recognized the current, significant flood risk in the Drumheller Valley, and the Town needs to take steps to mitigate these risks. Including freeboard in the berm height is standard engineering practice to account for dike settlement, waves, changes to the river which can during a flood event, debris blockage and such. The professional engineers on the design teams understand the need for the freeboard and have incorporated a consistent level into their designs.
D. Berlando	Feels the flood program is causing Drumheller residents too much stress and hasn’t been treating citizens well.	Acknowledge that changes of the scope the flood mitigation program is looking at to protect the community to a now much higher design flood event cannot happen without impacts. There are many trade-offs required for the work, but also many significant benefits to protecting Drumheller from the stress of any future massive flood events.
D. Berlando	In the summertime, the traffic is heavier than other seasons with people that are not familiar with where they are going. This is only going to confuse them more.	The traffic counts used in the TIA were based on peak tourism season, peak AM travel times, and peak PM travel times. The counts were then adjusted to reflect the growth in population to present time. So, tourist season was a heavily considered factor. Also, In the event of a road closure, the Town would work with Google Maps, Apple Maps, and other digital platforms to provide correct routing for residents and tourists.

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C. Aiello	Thinks there's going to be a drought, and not a flood.	Recent studies on climate trends have show that with global warming we can expect more climate variability, which includes more frequent heat waves, dry periods and drought as well as more frequent wet periods, and flooding.
R. Urch	How many cubes of berm material do we need for the Downtown Dike?	The current design for Phase 1 & 2 of the Downtown Dike will require 36,500 m ³ of additional fill material, as noted in the introductory presentation.
R. Urch	What about the rainwater disposal from the area during a flood? Is there a pump station planned? During previous floods, there were no pumps available to get the water out of town.	The existing berms in Drumheller have stormwater cross drains to convey stormwater runoff, including rain and snowmelt, through the berms. These cross drains are fitted with back-flow prevention so that in the event of high-water levels, river water doesn't back up into communities. The same will be done for any new berms – new stormwater cross drains will be built.
R. Urch	What about the cost of diverting traffic instead of installing a seawall-type retaining wall? The road will have to be torn up. Powerlines and utilities are enormous costs. The green space cul-de-sac created and landscaped, who's paying for all that?	As a result of community feedback at the public hearing, Council has asked the Flood Mitigation Office to look at alternate design options for the Downtown Dike. As alternate options are being explored, the construction of the Downtown Dike project is on hold. Cost savings will be investigated.
R. Urch	What about berm maintenance, mowing, floodgate maintenance, and ongoing costs that never stop?	Following the construction of the berms, the Town will be responsible for maintenance. As for mowing, The vegetation on the berm side slopes has been selected to be lower maintenance and will likely only require mowing twice per year.
R. Urch	What about emergency vehicles, ambulances, and fire truck times to the Riverside and the seniors' lodge which is going to be expanded? Traffic counts should be recent ones for summer traffic, not times in 2007.	The TIA concluded if a portion of Riverside Drive is closed, emergency services response times will not be negatively impacted. As for the TIA traffic counts, they were based on peak tourism season, peak AM travel times, and peak PM travel times. The counts were then adjusted to reflect the growth in population to present time. Traffic data used in the TIA study has recently been verified as being conservative based on traffic counts collected during the May 2022 long weekend.

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R. Urch	What about the residents' access to alleys parallel to 3rd Avenue and Riverside Drive? Many people will find their own access roads inhibited.	Access to alleys will be maintained. On the north end, there will be no change to access on the west side, it will be accessible via the cul de sac. Access on the east side will be via 5 th Street. Access on the south end of the alleys will remain the same.
R. Urch	Where do people go from the south if tourists with motorhomes, trailers, try to come to the Dinosaur Info Center have rerouted downtown.	In the event of a road closure, the Town would work with Google Maps, Apple Maps, and other digital platforms to provide correct routing for residents and tourists. Tourists use these platforms when navigating unfamiliar areas, so this will not be new to them.
R. Urch	Thinks a steel berm is the answer.	Sheet pile walls cost in the order of \$10,000 per metre of length. The flood mitigation money that we got from the federal government for the most part covers the cost of earthfill berms. Anything cost for alternate structures over and above that is going to come out of the Town coffers. And when you consider that a 1% tax increase to all the repairs of Drumheller amounts to less than \$90,000, and you're looking at hundreds of thousands of dollars that the Town is going to have to come up with, over and above the money that we have for the flood mitigation to cover the cost of a structure like a sheet pile wall. That's an excessive amount of money for the taxpayers of Drumheller to have to bear.
S. Costra	With the closure, 3rd Street East will be the last street leaving and entering the downtown core and the recreation areas that are down around Riverside Drive behind us, like the swimming pool, the BCF, the tourist information booth, which many of people use to get information about services in the valley when they frequent here.	The Downtown Core and recreation facilities would still be accessible via 3 St E, 2 St E, 1 St E, Centre St, 1 St W and Highway 9.

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S. Costra	Is the town going to have money to widen the street (3rd Avenue and 4th Street) to allow for increased traffic flow of cars, trucks, campers, bikes, et cetera and still allow for residents to park in front of their houses? I have neighbours that have no parking in the back of their house so they must use the street for parking.	The preferred alternate traffic route is Railway Ave and Centre Street. The Town will look at the angle parking on Centre Street and may adjust the angle parking to parallel parking.
S. Costra	When the town widens the street, because it would have to be done. How will it affect houses that are non-conforming to the present bylaws and the parking for residents of vehicles? 4th Ave is already busy with traffic speeding to the post office.	The Town is not planning to widen 3 rd Ave or 4 th Street, and this is not the subject of today's Public Hearing, non-conforming properties are not related to road closures.
S. Costra	Having a family with small children, I am very afraid of the safety issues that will arise when there is an increased traffic flow to both directions of my street.	The safety of all Drumheller residents, children included, is of high importance to the Town and the DRFMO. If traffic patterns increase in your area, please advise your children to play safely away from the street.
M. Bassey	Is in favour of the road closure as he wants his house protected by the dike. He'd like a dike rather than a retaining wall. Is also in favor of the least expensive option.	Thank you, this is noted.
Edma	How will traffic be cleared in an emergency?	Traffic mitigations would be implemented to ensure traffic flows as smoothly as possible. However, even without a road closure, it is emergency services duty to clear traffic in the event of an emergency.
Edma	Wayfinding will direct people to residential areas.	In the event of a road closure, the Town would work with Google Maps, Apple Maps, and other digital platforms to provide correct routing for residents and tourists. Routing may go through residential areas in some cases, and in other cases, it may not.

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Edma	Worried that Council is going to listen to the engineers preferred option because they've paid them so much money for it.	As a result of community feedback at the public hearing, Council has asked the Flood Mitigation Office to look at alternate design options for the Downtown Dike. As alternate options are being explored, the construction of the Downtown Dike project is on hold.
Edma	The TIA used extrapolated values, not hard numbers.	The TIA traffic counts were based on peak tourism season, peak AM travel times, and peak PM travel times. The counts were then adjusted to reflect the growth in population to present time. Traffic data used in the TIA study has recently been verified as being conservative based on traffic counts collected during the May 2022 long weekend.
Written Submissions Prior to the Public Hearing		
P. Ainscough	Closing Riverside Drive will encourage traffic to continue on Highway 9 and miss downtown, impacting downtown businesses.	Riverside Drive traffic currently skips downtown, the proposed alternate route directs traffic down Railway Ave and Centre St, into the downtown core
P. Ainscough	Purchased the Consortium building and are already making plans for an alternate traffic route.	The Consortium building was purchased as part of the Town's derelict buildings program. It has additional benefit of potential parking for the rails to trails line; and potential future intersection rearrangement, although the land is not required for the initial work – the left and right turn lanes.
P. Ainscough	Public Hearing is being held only for the MGA, not for the people of Drumheller.	The Town is concerned about what the citizens think, which is why they completed the survey to assess concerns about the road closure and expanded the TIA study to include the assessment of emergency response times, over concerns that citizens raised.
P. Ainscough	Engineers working on the flood mitigation design are not from Drumheller and have not considered what is best for the community.	Engineers working on the Drumheller project as professionals, are holding public safety and the environment at utmost regard. They have designed the best solution for flood mitigation, which fits with the overall program goals, need for environmental protection and makes best use of the program budget.
P. Ainscough	Notification of closure not sent to each household. Concern around communications costs.	Mail out was sent to directly impacted residents and businesses in the downtown area.

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P. Ainscough	Can't get information on the Town website.	See floodreadiness.drumheller.ca for information on the project, or email if you are looking for specific information. If you don't have a computer, you can always use a computer at the Drumheller Library. The flood program also puts information regularly in the Drumheller Mail Newspaper, in utility bill mailouts, on the local radio station and on posters around town.
P. Ainscough	Costs for the Downtown Dike have not been released.	Preliminary cost estimates for the alternates considered have been published on the floodreadiness.drumheller.ca website for several weeks, under the FAQ. We have also been providing the preliminary cost estimate information to anyone who asks for it by email on our floodreadiness@drumehller.ca email.
P. Ainscough	Costs for alternate traffic route have not been released.	Transportation Impact Assessment report is posted on floodreadiness.drumheller.ca which contains costs for three recommended mitigations. Initial mitigation costs are in the order of \$15K; additional measures could be implemented in future if required at an estimated cost of \$130K (total \$150K). This information was presented at the March 16 community information session and is posted on-line in the TIA report.
P. Ainscough	Request for plebiscite	Thank you, this is noted.
N. McKenzie	Request for plebiscite	Thank you, this is noted.
N. McKenzie	Impact to property values	Resident's property values are already potentially being impacted by the current level of flood risk, including impacts to their ability to get insurance, loans and mortgages. Constructing the dike now will allow property values to be maintained into the future.
N. McKenzie	Ability of emergency vehicles to reach residents in a timely fashion.	TIA found that with mitigations in place, emergency vehicle travel times were not impacted. Additionally, an emergency vehicle access lane will be kept open from 3 rd Ave to 5th Street.
M. Adam	Perturbed that the Town closed the road that was always to be open at 10 Ave.	Not being covered at Apr 19 public hearing.
M. Adam	Had not heard about the proposed road closure until Apr 5 and is concerned that the plan is to close 5 th Street and direct traffic down 3 rd Street.	Town has made information available about the proposed road closure since mid-Dec in a variety of forms, as noted above. The preferred route to redirect traffic to is Railway Ave and Centre Street.

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M. Adam	Concern that the dog park is the size of a large yard and not a park.	Not being covered at Apr 19 public hearing
M. Adam	Would like a cul-de-sac made at the end of 3 rd Street and traffic directed down 2 nd Street	The preferred route to redirect traffic to is Railway Ave and Centre Street.
M. Adam	Would like a written response and willing to canvas the neighborhood with regards to the construction of a cul-de-sac.	A cul-de-sac at the end of 3 rd Street is outside of the scope of the current project.
M. Guidolin	Road closure will cut off Riverside sub-division from downtown, library and medical clinics.	There are several alternate routes to downtown, the library and clinics, including the preferred alternate route of Railway Ave and Centre Street.
M. Guidolin	Travel time to the Hospital will take longer.	There are alternate routes to the Hospital, including Railway Ave to Centre Street to 2 nd Ave or Highway 9. The Transportation Impact Assessment study completed found that any impacts to travel times on the alternate routes could be negated with traffic mitigations, returning travel times to pre-closure levels.
M. Guidolin	More traffic on 2 nd and 3 rd Street E	The preferred alternate route to the road closure will direct traffic to Railway Ave and Centre Street, into the downtown core.
M. Guidolin	Concern about how the parade will get through	The parade could still continue via Riverside Drive and 3 Ave using the emergency access route.
M. Guidolin	Where will the Christmas Tree go?	The Christmas tree will go at the new plaza site, off of an active roadway.
M. Guidolin	Concern vehicles will park in emergency access road, and they will have to do CPR on a closed road.	The emergency access road will be signed as no parking and enforcement will be undertaken if compliance is noted to be an issue.

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M. Guidolin	Dickson Dam was built to prevent floods so why do we need a berm	<p>https://www.alberta.ca/assets/documents/aep-draft-red-deer-specific-study-questions.pdf</p> <p>Dickson Dam was built in 1983 to help supplement adequate water supply for Red Deer and Drumheller and enhance low winter flows along the Red Deer River. Gleniffer Lake is the reservoir created by the dam and it not only provides a reliable, year-round water supply that supports industrial, regional, and municipal growth, but is also a valuable recreational and hydroelectric power generation resource.</p> <p>Dickson Dam does not have enough storage to fully mitigate a large flood event on the Red Deer River, which is why the Town of Drumheller is pursuing local structural mitigation and floodway buyouts.</p>
M. Guidolin	Look at other alternates for a berm	Six alternates were considered for the berm alignment. Given the space constraints, potential for environmental impact and regulatory challenges, the current alignment was selected as the best one to meet the overall program goals and budget.
M. Guidolin	Show changes to 5 th Street and Railway Ave and downtown.	The traffic mitigation improvements proposed for Railway Ave and Centre Street, in addition to being presented today were presented at the Mar 16 Community information session, were posted on the Flood Readiness website immediately following the event and are also available in the Transportation Impact Assessment, also posted on the flood website.
D. Christian	It is unfortunate that the project work started before communicating to the public.	There has been no construction work proceed on this to date. The public was informed about the project in the summer of 2021 and provided more detail on the road closure at the Dec 9 Community information session. Additional information sessions have been held on Jan 13 and March 16, to inform citizens and understand concerns and impacts around the proposed road closure.

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D. Christian	Concern that more traffic will go down residential streets.	The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
D. Christian	Will Centre Street not be allowed to shut down?	With the plaza development occurring this year, festivals and events can be held off of downtown roadways, reducing the need to close Centre Street for events.
R.Halliday	Concern where garbage pick-up will be with alleyway turned into a dead end.	Waste collection service would be notified of road closure once the bylaw is passed, will determine what if any changes are required for waste collection. There are other dead-end alleyways in Drumheller with waste collection service.
R.Halliday	Concern that drainage will not have been addressed, with alley drainage having nowhere to go. Think it would be cheaper to keep one lane open as think that storm drainage costs have not been factored in.	The design team has reviewed the existing roadway drainage at the location of the proposed road closure and will maintain the same level of service or better with the berm in place.
R.Halliday	Concern about squirrels relocating with trees cut down.	Wildlife will be temporarily displaced with the removal of trees from the Downtown Dike footprint area; this is one of the unfortunate trade-offs of construction flood mitigation infrastructure; however, any fair to good health trees cut down will be replaced in the same area of the community with five trees and shrubs to offset the impact to wildlife habitat.
R.Halliday	Concern that birds along the river have not been adequately addressed under Provincial and Federal regulations.	Wildlife studies were completed in advance of the project designs beginning to assess potential impacts and mitigations. Tree removal was completed at the time of year most appropriate to minimize potential for impacts to nesting birds and prior to completing the tree removals required for the berm; biologists reviewed the project areas to ensure there were no active nesting sites.

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R.Halliday	Concern around the cost of the consortium building and the cost to demolish the site.	The consortium building was purchased as part of the Town's derelict building program and has the added benefit of potentially being used for a number of key Downtown projects including the rails to trails project as a parking area and for intersection improvements to Railway Ave and 5 th Street.
R.Halliday	Going against natural traffic flow east-west to downtown along 3 rd Ave.	Traffic will be rerouted east-west at Railway Ave and down Centre Street.
R.Halliday	Concern about the July 1 parade route.	The parade could still continue via Riverside Drive and 3 Ave using the emergency access route.
R.Halliday	Concern about loss of on-street parking for Little League Ball, with limited new stalls and already concerned about congestion in the back alley.	There is not currently space parking on Riverside Drive. There will be 22 – 25 parking spots developed for the ball diamond as part of the Riverside Drive closure.
R.Halliday	Would like a property tax reduction for impacts to home due to road closure and reduction in house value.	Having permanent flood protection in place to protect the downtown core will maintain the value of resident properties and businesses over the long term. If you have concerns with the tax assessed value for your property, you can at any time get in touch with Wild Rose Assessment Services to have your concerns reviewed on an individual basis.
R.Halliday	Doesn't believe a 100-year flood will happen and doesn't believe that the design engineers care.	The science has shown us that larger flood events that what has been observed in 2005 and 2013 can happen. The Province has adjusted the design flood in Drumheller to 1850m ³ /s to reflect the current understanding around flood risk. Financial institutions, insurance companies and business investors are also now acknowledging the flood risk in Drumheller and making financial decisions based on this risk.
R. Ross	Derogatory effect on emergency traffic including fire, police and ambulance.	TIA found that with mitigations in place, emergency vehicle travel times were not impacted. Additionally, an emergency vehicle access lane will be kept open from 3 rd Ave to 5 th Street.
R. Ross	Traffic problems for tourists and inconvenience for residents.	The preferred alternate route to Riverside drive is Railway Ave and 5 th Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.

Submission	Issue	Response
R. Ross	Higher berm and one way traffic will devalue scenic benefits for residents and tourists.	Current alignment option is a complete road closure, one lane will not be left open. The road closure will allow for additional green space and a park-like setting in the area, as shown on the visualization.
R. Ross	Concern about need to make berm higher. (No crystal ball to predict floods)	The science has shown us that larger flood events that what has been observed in 2005 and 2013 can happen. The Province has adjusted the design flood in Drumheller to 1850m ³ /s to reflect the current understanding around flood risk. Financial institutions, insurance companies and business investors are also now acknowledging the flood risk in Drumheller and making financial decisions based on this risk.
S. Huculak	Riverside Drive is a major north-south arterial; best route for emergency responders; major residential and tourist traffic route	TIA found that with mitigations in place, emergency vehicle travel times were not impacted. Additionally, an emergency vehicle access lane will be kept open from 3 rd Ave to 5th Street. The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
S. Huculak	Other options will cost more, but no costs have been provided	Preliminary cost estimates for the alternates considered have been published on the floodreadiness.drumheller.ca website for several weeks, under the FAQ in addition to having been presented at the Jan 13 community information session and have not changed. We have looked at a number of alternate dike alignments, as shown at the Dec 9 and Jan 13 community information session, as we have heard citizens' concerns; however, the current alternate remains the best one to meet the overall program goals.

Submission	Issue	Response
S. Huculak	Flood office has not communicated to citizens that additional funds have been sought	Information about additional funding requests to DMAF has been presented to the public at community information sessions since the fall of 2021. The Provincial government ACRP program managers have indicated to the Flood Office that the ACRP program is now closed to new applications and no further ACRP funding is available; however, the Town has plans to lobby the Provincial government for additional funds.
S. Huculak	No costs to construct alternate traffic routes have need presented.	Transportation Impact Assessment report is posted on floodreadiness.drumheller.ca which contains costs for three recommended mitigations. Initial mitigation costs are in the order of \$15K; additional measures could be implemented in future if required at an estimated cost of \$130K (total \$150K). This information was presented at the March 16 community information session.
S. Huculak	Midland and Newcastle can use adaptive fill, why not here?	In Midland and Newcastle there is not another viable alternate to adaptive fill without removal of a significant number of homes. Here there is a viable alternate, as there are several other routes traffic can take to access residences in the area. As well, minimizing the need for adaptive fill and making use of funding available now fits with the program's goals for providing flood protection for a small community the size of Drumheller.
S. Huculak	Why can't the Town use the \$1M of flood equipment purchased in 2103 here?	<ul style="list-style-type: none"> - The height required is on Riverside Drive is significant, and would be difficult to achieve using flood tubes or other temporary products - Much of the funding was spent on equipment other than flood tubes (pumps, pipes, generators, etc.), the inventory of flood tubes and muscle walls is small (3 – 4 ft height, approximately 200 m in length) - Flood tubes are susceptible to damage from debris in river flows - Temporary infrastructure is not eligible for Provincial and Federal funding.

Submission	Issue	Response
S. Huculak	Why haven't other options been considered like a step-up interlocking precast barrier wall behind the curb along riverside drive, like the one in Newcastle and Midland vs a 10-foot-high concrete wall.	The design team did not propose a 10 ft high concrete wall for the alternate alignments, rather a stepped MSE wall incorporated into the earth fill berm footprint was proposed, which is much more cost-effective, versus a cast-in-place concrete wall like the wall in Midland, and has the potential for future expandability, unlike the wall in Midland. The wall that was considered in the altered alignment designs is the same as the Redi-Rock retaining wall in the current tender documents for the area behind the aquaplex and Riverview Terrance, where space is tight.
S. Huculak	Why is the Town's focus Riverside Drive when other areas are unprotected?	The Town is looking at delivering on 11 flood berm projects throughout the valley. The Downtown Dike is a key piece of infrastructure, being advanced first as it protects critical infrastructure and vital services in the downtown core, in addition to numerous residences and businesses.
S. Huculak	Need for riprap in Newcastle, dredging behind the island at Newcastle, armouring at the Hospital dike	Though not related to the current road closure bylaw discussion, the Klohn Crippen design team is currently looking at the need for bank erosion protection in Newcastle and Midland as they work through the detailed design of these two dikes and have identified a couple of areas where riprap may be warranted.
S. Huculak	What if it is raining and we can't build adaptive fill in Midland and Newcastle	Constructing adaptive fill can be a challenge with the limited number of days available leading up to a flood event, which is why we want to have as much permanent flood protection in place as possible in advance of a flood event and are not going to use adaptive fill for the Downtown dike. For Midland and Newcastle, the volumes of adaptive fill placement required are modest, compared to what was placed in the 2005 flood events, and the Town has successfully constructed adaptive fill in rainy conditions before.
S. Huculak	Proposed Downtown Dike sits on a 70 – 80-year-old sewer line. How would it be repaired if a 3 m dike sits on top.	The design team is aware of this existing sewer line and are taking it into account as they complete the detailed design for Phase 2 of the Downtown Dike. Mr. Huculak has been informed of this on several occasions, by several team members (design team, flood office and Town staff).

Submission	Issue	Response
S. Huculak	Concern about future maintenance costs for the berm.	The Town is planning to include funds in the annual operating budget for maintenance of the dikes; and feel that the earth fill dike proposed for the current Downtown Dike alignment will be the best use of maintenance funds as it will be lower cost than alternates which include rearrangements to roadways and retaining walls.
S. Huculak	Request for plebiscite	Thank you, this is noted.
S. Huculak	Petition with ~ 191 signatures	Noted. The format of the petition does not meet standards for a formal petition (i.e -the purpose for the petition is not included at the top of each signature page), nor does the number of signatories meet the required minimum percentage (also noting some people have signed the petition more than once).
J. Gerlinger	Main route to arena, hospital, community centre, clinic.	The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
J. Gerlinger	Prefers a higher cost alternate to keep the road open.	A higher cost alternate would mean that there are less funds available for other neighbourhoods in Drumheller, and less ability to deliver on overall flood mitigation program.
J. Gerlinger	Requests a plebiscite.	Thank you, this is noted.
T & D Catino	Opposed to road closure as it will cause traffic congestion on Railway and 5 th Ave	The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
C. Arndt	Feels the decision is being rushed and citizens not given all the information that then need.	Proposed road closure has been discussed in detail since early December 2021, and information around the closure has been posted on the flood website as soon as it is available, along with two additional Community Information sessions being held to cover the topic. The Town also asked citizens to complete a survey to raise concerns around the proposed closure so that they could be addressed as the project moves forward.

Submission	Issue	Response
L. Gerlinger	Closure of Riverside Drive is poor planning and will complicate things for those living east of 5 th Street to get to downtown.	The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
L. Gerlinger	Need other options to a giant, ugly, high maintenance berm.	Other flood mitigation measures including dredging, upstream storage and buyouts were deemed to either not effective or not be feasible to protect downtown. Other alternate alignments considered all include a berm.
L. Gerlinger	Would like to vote on decision.	Thank you, this is noted.
D. Gerlinger	Disagree with road closure, have been using the route for 50 years.	The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
D. Gerlinger	Feel decision is based on money alone, as is Lehigh and Cambria decision.	There are numerous reasons why the closure of Riverside Drive is the only feasible flood mitigation measure for the Downtown Dike. Other than cost, these reasons include mitigation of significant environmental impact to aquatic habitat, constriction of Red Deer River flow, inability to get authorization under the Fisheries Act for other alternates and avoiding extensive roadwork and safety concerns.
D. Gerlinger	Request a plebiscite.	Thank you, this is noted.
R. Dormer	Feel Drumheller does not need a permanent berm, a temporary berm can be built.	The flood mitigation program has identified more than 15km of diking required in the community, and 340,000m ³ of fill for the design flood. This far exceeds the amount of fill the Town is able to place in advance of a flood event, well outside of what can be placed on a temporary basis; so as much permanent flood mitigation infrastructure as possible needs to be built now.
R. Dormer	Riverside Drive is a major route for residents and tourists. RVs and trailers will drive on side streets.	The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
R. Dormer	Downtown is already in peril due to narrow streets and no parking.	There are 1025 parking spots within 5-minute walking distance to downtown.

Submission	Issue	Response
R. Dormer	Cost to move ATCO and Shaw is \$500K	Utility relocation is \$353K and would be required for any of the alignment alternates examined.
R. Dormer	Engineers and regulators are dead set on ruining the beautiful town at citizen expense.	Professional Engineers working on this program are charged with protecting the people and property of Drumheller, as they are required to do under their code of ethics and professional duties. There is an urgent need to provide flood protection to Drumheller, and the design engineers are focused on delivering on this goal.
R. Dormer	Agreeing with engineers' recommendations is ruining the municipality.	The engineers working on this program are highly qualified and experienced and have provided Council with the best alternate for flood mitigation for downtown Drumheller, which balances environmental impact, meeting the program's goals, on-going maintenance requirements and overall construction costs.
R. Dormer	Closing 3 rd Ave does not allow for traffic flow	The alternate route proposed can handle traffic flow through downtown, as it flows today, with the three mitigations noted in place, traffic flow will be returned to pre-closure levels.
R. Dormer	Want a vote on the closure.	Thank you, this is noted.
G. Clozza (1)	Concerned that 3 Ave E and Riverside Drive will be closed, as a main roadway into Downtown	The alternate route proposed can handle traffic flow through downtown, as it flows today, with the three mitigations noted in place, traffic flow will be returned to pre-closure levels.
G. Clozza (1)	Preliminary cost estimates keep changing and are +/- 25% and the difference is small compared to overall program budget	Preliminary cost estimates for the alternates considered have been published on the floodreadiness.drumheller.ca website for several weeks, under the FAQ. We have also been providing the preliminary cost estimate information to anyone who asks for it by email on our floodreadiness@drumehller.ca email. The cost differential for an alternate with a wall is comparable to the cost of completing another one of the dike upgrades projects (i.e. – North Grove Plaza Dike or the currently unfunded Scarlett Dike)
G. Clozza (1)	3 Ave E and Riverside Drive serve as access for the High School, seniors' facility, tourist traffic and emergency vehicles	The preferred alternate route to the road closure will direct traffic to Centre Street then Railway Ave which turns into 6 Ave and can be used to access neighbourhoods to the east, or traffic can travel to Highway 56 to continue to the east.

Submission	Issue	Response
G. Clozza (1)	Don't feel that Fire, EMS and RCMP are on-side	The Flood office has received indication of support from Drumheller Director of Emergency Services and the RCMP, with both having provided written statements in support of the project and noting response time impacts are negligible.
G. Clozza (1)	Would like a plebiscite	Thank you, this is noted.
G. Clozza (1)	Need more access not less. Concern about detouring onto narrow residential streets with on-street parking.	The alternate route proposed – Railway Ave and Centre street will direct traffic off of residential streets (noting that Riverside Drive is also a residential street) and can handle traffic flow through downtown, as it flows today, with the three mitigations noted in place, traffic flow will be returned to pre-closure levels.
G. Clozza (1)	Downtown Streets are congested.	The three mitigations noted in place, traffic flow will be returned to pre-closure levels.
G. Clozza (2)	Council never asked voters if they want to road closed or not.	The Town is concerned about what the citizens think, which is why they completed the survey to assess concerns about the road closure and expanded the TIA study to include the assessment of emergency response times, over concerns that citizens raised.
G. Clozza (2)	Council was given 3 options by engineers, 2 would leave the roads open	A total of six alternates were examined and evaluated, 2 with road closures, one intersection realignment, one with one lane and two with leaving Riverside Drive open, one of which was deemed not feasible. Only one of the five feasible alternates would leave Riverside drive fully open and eliminate the need to traffic changes, but that came with a significantly higher cost than the other alternates.
G. Clozza (2)	Most taxpayers would pay more to keep roads open	While citizen engagement in the past has not been specific to tax increases to keep a road open, residents have indicated that they do not want an increase in taxes.
G. Clozza (2)	Concern about impact on tourism and residents living to the east	The preferred alternate route to the road closure will direct traffic to Centre Street then Railway Ave which turns into 6 Ave and can be used to access neighbourhoods to the east, or traffic can travel to Highway 56 to continue to the east.

Submission	Issue	Response
G. Clozza (2)	Council has changed cost estimates and access plans several times to justify the closure	Preliminary cost estimates for the alternates considered have been published on the floodreadiness.drumheller.ca website for several weeks, under the FAQ in addition to having been presented at the Jan 13 community information session and have not changed. We have looked at a number of alternate dike alignments, as shown at the Dec 9 and Jan 13 community information session, as we have heard citizens' concerns; however, the selected alternate remains the best one to meet the overall program goals.
G. Clozza (2)	Emergency vehicle access route at 3 rd is negative and laughable.	Emergency access route is a key measure to provide quick response to residences located on Riverside Drive and will provide an alternate travel route.
G. Clozza (2)	Concern about the cost of the Consortium building and demolition.	The consortium building was purchased as part of the Town's derelict building program and has the added benefit of potentially being used for a number of key Downtown projects including the rails to trails project as a parking area and for intersection improvements to Railway Ave and 5 th Street.
G. Clozza (2)	Centre Street is tight with diagonal parking, congestion wouldn't be resolved with parallel parking.	The Town is considering adjusting the parking on one side of Centre Street from angle parking to parallel parking, as an additional traffic mitigation measure.
G. Clozza (2)	Quote from RCMP letter which notes increased congestion in the summer due to influx of population	RCMP letter notes travel time impacts to be negligible and is overall in support of the project and associated road closure.
G. Clozza (2)	The Director of Protective services has failed to alleviate Fire Department concerns as he has limited firefighting knowledge	The Director of Emergency and Protective Services has reviewed the findings of the TIA on emergency response time and does not have any concerns about delays to emergency response times as well as seeing the urgent need for the Downtown Dike flood project.
G. Clozza (2)	Riverside Drive is a ring road. Funnelling traffic on Centre Street will cause delays and a loss of life or legal claim.	Riverside Drive is a residential Street. Re-routing traffic on the preferred route post-closure to Centre Street and Railway Ave was found in the TIA study to handle traffic flow through downtown, as it flows today, with the three mitigations noted in place, traffic flow will be returned to pre-closure levels.

Submission	Issue	Response
G. Clozza (2)	Prefer to have a wall build on top of the existing berm.	A wall on top of the existing berm does not meet the program goals for resiliency and future expandability. Further, concrete walls cost in the order of 5 times more than earth fill berms.
G. Clozza (2)	No doubt that Riverside Drive is the quickest route with no lights, minimal traffic and intersections.	Inconsistent with the assertion that Riverside Drive is a main thoroughfare in first letter to now say that it has minimal traffic. Riverside Drive is a residential street. Preferred route will put emergency vehicles on non-residential roads, and the TIA study shows it will improve response times.
B. Doyle	Request for plebiscite.	Thank you, this is noted.
B. Doyle	5 th Street and Riverside Drive is the old Highway 9 and a thoroughfare and only alternate route to the bridge.	Riverside Drive is a residential Street. Re-routing traffic on the preferred route post-closure to Centre Street and Railway Ave was found in the TIA study to handle traffic flow through downtown, as it flows today, with the three mitigations noted in place, traffic flow will be returned to pre-closure levels.
B. Doyle	Concern that the road closure is part of the DARP to boost business vs mitigate flooding.	The road closure is being driven by the need to construct the flood barrier in an area where space is constrained.
B. Doyle	People will avoid downtown as they will be frustrated with congestion.	With the traffic mitigations in place, traffic will return to pre-closure levels.
B. Doyle	Vehicles enter Riverside Park using 5 th Street E and Riverside Drive, this will be removed.	The intersection of 4 Ave and Riverside Drive will remain open, traffic can still travel east to the Riverside Park.
B. Doyle	Concern that traffic will continue along 5 th Street and turn on 4 th Ave and then to 1 st , 2 nd , or 3 rd Street, and then will have to turn left to get back on Riverside Drive, making the area very busy.	The preferred alternate traffic route is Railway Ave and Centre Street. Traffic will be discouraged from using residential streets to access downtown, by adding traffic mitigations to the preferred route, and if required, traffic signage and traffic calming measures to the residential roadways.
S. Oster	Not in favour of flood mitigation	Flood mitigation is not the subject of the April 19 public hearing.

Submission	Issue	Response
S. Oster	Council not listening, open and honest	The Town is concerned about what the citizens think, which is why they completed the survey to assess concerns about the road closure and expanded the TIA study to include the assessment of emergency response times, over concerns that citizens raised. The Flood Readiness website has been updated regularly to provide all of the available information and studies relating to the Downtown Dike and proposed road closure. Information has also been shared by direct mail, in the utility bill mail out, on social media, the newspaper and radio.
S. Oster	Council refuses to share costs; or how much money has been spent to date	Downtown Dike costs have been posted on floodreadiness.ca open house for a number of weeks and were presented at the Jan 13 public open house. Overall flood mitigation program expenditures have been presented to council and are available on the Council website under the minutes as well as on the floodreadiness.drumheller.ca website
S. Oster	Concern that Willow Estates cost not presented	Dike budgetary information from grant applications is summarized in the program RFPs available on-line. https://www.drumheller.ca/public/download/files/198394 (starting on page 23) https://www.drumheller.ca/public/download/files/194063 (starting on pg 23) Updated detailed design cost estimates will not be shared publicly until the tender process is completed.
S. Oster	Concern that 5 th Wheel, RVs or motorhomes will be routed to main thoroughfares downtown.	It is more appropriate for large vehicles to drive on main thoroughfares through downtown versus on residential roadways, including Riverside Drive. The preferred alternate route avoids residential roadways.

Submission	Issue	Response
S. Oster	Concern that Centre Street is the only way for emergency vehicle traffic to get out of downtown.	There were several routes identified for Emergency Response vehicles to travel during the TIA study – including 2 nd Ave to Highway 9 (where there is a fire truck stop light to facilitate entry onto Highway 9); Center Street to Railway Ave, Riverside Dr to 3 Street to 4 th Ave to 5 th Street and the emergency vehicle access lane at the end of 3 Ave to Riverside Drive. The study found that with mitigations in place, there was no negative impact to travel times along these routes.
S. Oster	Fire Chief said the new response route will take 4 minutes longer to go east of downtown.	The flood office has not received any recorded data from the Fire Chief on emergency response travel times, during the number of times we met with Chief Wade. We will not be addressing rumours that spread in the community. What we can say is that the transportation impact assessment study showed is that with the three mitigations in place, there will be no negative impacts to emergency response travel times.
S. Oster	Would like Fish & Wildlife to amend ruling about building into the river as feel aquatic habitat is poor.	Fisheries and Oceans Canada and Alberta Environment are bound by the legislation to protect fish and fish habitat along with the aquatic environment. The Red Deer River has been determined to have both fish and fish habitat, so the regulators are not open to having dikes built out into the river, unless there is no viable alternative. In the case of the Downtown Dike there are viable alternatives.
S. Oster	No concern shown for other wildlife, and destruction of the trees in the area, concern about erosion of riverbank.	Significant concern for wildlife and birds. Have a number of environmental specialists and biologist on the team, completed six wildlife and habitat studies ahead of the project to assess impacts and potential mitigations, tree clearing completed outside of the bird nesting season, with checks ahead of the work by biologists. Every tree removed that was in fair to good condition will be replaced with five new trees and shrubs, and most of the dikes are set back from the riverbanks enough to avoid the need to remove vegetation from the riverbank.

Submission	Issue	Response
S. Oster	Feel that dike is not needed to protect the lift station at Schumacher's corner as it was not impacted in 2005 or 2013, and no boil water advisory was issued.	<p>During both the 2005 and 2013 floods the sanitary lift station at Schumacher's corner was overwhelmed and the Town needed to deploy a 6" pump to pump sanitary sewer inflow directly out to the river.</p> <p>Lift station pumps sanitary sewage, not drinking water. Water is fed from reservoirs during a flood event due to high turbidity in the river, to maintain high quality drinking water.</p> <p>The section of the dike behind the lift station at Schumacher's corner also allows the dike to tie to higher ground and meet the minimum required freeboard elevation.</p>
S. Oster	Dickson Dam was built for water control downstream; it should be managed this way instead of for boaters then no flood mitigation would be needed in Drumheller.	<p>https://www.alberta.ca/assets/documents/aep-draft-red-deer-specific-study-questions.pdf</p> <p>Dickson Dam was built in 1983 to help supplement adequate water supply for Red Deer and Drumheller and enhance low winter flows along the Red Deer River. Gleniffer Lake is the reservoir created by the dam and it not only provides a reliable, year-round water supply that supports industrial, regional, and municipal growth, but is also a valuable recreational and hydroelectric power generation resource.</p> <p>Dickson Dam does not have enough storage to fully mitigate a large flood event on the Red Deer River, which is why the Town of Drumheller is pursuing local structural mitigation and floodway buyouts.</p>
Drumheller Manor	Concern about traffic impact on 2 Street with closure.	Preferred alternate route will put traffic on Centre Street, not 2 nd .