
1. **WELCOME AND CALL TO ORDER**

2. **LAND ACKNOWLEDGEMENT**

- 2.1 Treaty Six Land Acknowledgement - Blackfalds Town Council acknowledges that we are on Treaty Six Territory, a traditional meeting ground, gathering place, and travelling route to the Cree, Saulteaux (So-toe), Blackfoot, Métis, Dene (De-nay) and Nakota Sioux (Sue). We acknowledge all the many First Nations, Métis, and Inuit whose footsteps have marked these lands for centuries.

3. **ADOPTION OF AGENDAS**

- 3.1 Regular Agenda for November 26, 2024
3.2 Consent Agenda for November 26, 2024
- a) **Declaration of No Interest** (*conflict of duty and interest, pecuniary or other*)
 - b) **Adoption of Minutes**
 - o Regular Council Meeting Minutes - November 12, 2024
 - o Standing Committee of Council Meeting Minutes - November 18, 2024
 - c) **Council Reports**
 - o Mayor Hoover
 - o Deputy Mayor Sands
 - o Councillor Coulter
 - o Councillor Appel
 - o Councillor Svab
 - o Councillor Dennis
 - d) **Administrative Reports**
 - o Report for Council, CAO Report - November 2024
 - e) **Boards, Committee and Commission Minutes and/or Reports**
 - o Family & Community Support Services Board Meeting Minutes - September 12, 2024
 - o Draft Parkland Regional Library Board Meeting Minutes - November 14, 2024
 - f) **Information**
 - o City of Lacombe Council Highlights - November 12, 2024
 - o Lacombe County Council Highlights - November 14, 2024
 - o PRLS Board Talk - November 14, 2024
 - g) **Correspondence**
 - o Letter from Red Deer River Watershed Alliance Re: 2025- 2026 Municipal Funding Letter - November 15, 2024

4. **PUBLIC HEARING**

- 4.1 Bylaw 1315.24 - Front Parking Pads Amendments

5. **DELEGATION**

None

6. **BUSINESS**

- 6.1 Request for Decision, Bylaw 1315.24 - Front Parking Pads Amendments (*Second & Third Reading*)
6.2 Request for Decision, Subdivision File No. S-04-24, Blackfalds Crossing Trail
6.3 Request for Decision, Bylaw 1318.24 - Schedule "C" - Community Services Facilities Fee Schedule (*First and Second Reading*)
6.4 Request for Decision, Bylaw 1319.24 - Affordable Housing Taxation Bylaw (*First Reading*)
6.5 Request for Decision, Council Policy CP 187.24 - Member at Large Recognition
6.6 Request for Decision, Effect of Bill 20 Changes to *Local Authorities Election Act*
6.7 Request for Decision, Womacks Road & Broadway Avenue Intersection Improvements
6.8 Request for Decision, 4409 South Street Excavation Project Request and Award
6.9 Request for Decision, 2025 Capital Budget & 5-Year Capital Plan
6.10 Request for Decision, 2025 Operating Budget & 3-Year Operating Forecast

7. **NOTICES OF MOTION**

None

8. **CONFIDENTIAL**

None

9. **ADJOURNMENT**

Future Meetings/Events:

- Regular Council Meeting – December 10, 2024
- Standing Committee of Council Meeting – December 16, 2024

MINUTES

A Regular Council Meeting for the Town of Blackfalds was held on November 12, 2024, at 5018 Waghorn Street in Council Chambers, commencing at 7:00 p.m.

MEMBERS PRESENT

Mayor Jamie Hoover
Deputy Mayor Jim Sands (*virtual*)
Councillor Edna Coulter
Councillor Marina Appel
Councillor Laura Svab
Councillor Brenda Dennis

ATTENDING

Kim Isaak, Chief Administrative Officer
Justin de Bresser, Director of Corporate Services
Preston Weran, Director of Infrastructure and Planning Services
Rick Kreklewich, Director of Community Services
Ken Morrison, Director of Emergency Management and Protective Services
Shelby Craig, Marketing and Communications Team Lead
Danielle Nealon, Executive & Legislative Coordinator

REGRETS

None

MEDIA

None

OTHERS PRESENT

None

WELCOME AND CALL TO ORDER

Mayor Hoover welcomed everyone to the Regular Council Meeting of November 12, 2024, called the meeting to order at 7:00 p.m. and indicated that Deputy Mayor Sands was attending virtually.

TREATY SIX LAND ACKNOWLEDGEMENT

A Land Acknowledgement was read to recognize that the Town of Blackfalds is on Treaty Six Territory.

ADOPTION OF AGENDAS

Mayor Hoover declared a conflict of interest on Regular Agenda Business item 6.6 Request for Decision, Alberta Municipalities' Economic Strategy Committee Appointment and advised that he would pass the Chair to Councillor Appel for Council's consideration of the item.

340/24 Councillor Svab moved That Council adopt the Regular Council Meeting Agenda for November 12, 2024, as presented.

CARRIED UNANIMOUSLY

341/24 Councillor Coulter moved That Council adopt the Consent Agenda for November 12, 2024, 2024, as presented, containing:

- **Declaration of No Interest** (*conflict of duty and interest, pecuniary or other*)
- **Adoption of Minutes**
 - Organizational Meeting Minutes - October 22, 2024
 - Regular Council Meeting Minutes - October 22, 2024

MINUTES

- Special Council Meeting Minutes - October 29, 2024
- **Council Reports**
None
- **Administrative Reports**
 - Report for Council, Enforcement and Protective Services Director's Monthly Report - October 2024
 - Report for Council, Development & Building Monthly Report - October 2024
- **Boards, Committee and Commission Minutes and/or Reports**
 - Municipal Planning Commission Meeting Minutes - August 27, 2024
 - Economic Development & Tourism Advisory Committee Meeting Minutes - September 9, 2024
- **Information**
 - Municipal Measurement Index – 2023
 - Library Program Update - October 2024
 - Lacombe County Council Highlights - October 24, 2024
 - City of Lacombe Council Highlights - October 28, 2024
 - Special Event Permit, Light Up Blackfalds - November 28, 2024
 - Special Event Permit, CPKC Holiday Train - December 11, 2024
- **Correspondence**
None

CARRIED UNANIMOUSLY

PUBLIC HEARING

None

DELEGATION

None

BUSINESS

Request for Decision, Quarterly Financial Reports for the Period Ending September 30, 2024

Director de Bresser presented the Quarterly Financial Reports for the period ending September 30, 2024, for Council's information.

- 342/24** Councillor Coulter moved That Council accept the Operating Statement and Variance report for the period ending September 30, 2024, as information.

CARRIED UNANIMOUSLY

- 343/24** Councillor Appel moved That Council accept the Capital Project Report for the period ending September 30, 2024, as information.

CARRIED UNANIMOUSLY

- 344/24** Deputy Mayor Sands moved That Council accept the Council Expenditure Report for the period ending September 30, 2024, as information.

CARRIED UNANIMOUSLY

Request for Decision, Affordable Housing Tax Exemption

Director de Bresser brought forward for Council's consideration the letter request received from the Lacombe Foundation to consider leaving the full property tax exemption in place arising from new legislation exempting non-profit subsidized affordable housing from property taxation, starting in the 2025 tax year.

- 345/24** Councillor Coulter moved That Council direct Administration to bring forward a bylaw to reinstate the Municipal portion of the property tax on the affordable housing units within Blackfalds.

CARRIED UNANIMOUSLY

MINUTES**Request for Decision, Central Alberta BMX Supercross Track Proposal**

Director Kreklewich presented the proposal from the Central Alberta BMX group to construct a Supercross Track within the Town.

- 346/24** Councillor Svab moved That Council direct Administration to enter into an agreement with the Central Alberta BMX Supercross group to allow for the construction of a BMX Supercross Track at the proposed site at Sterling Industries Sports Park.

CARRIED

Opposed: Deputy Mayor Sands and Councillor Dennis

Request for Decision, Broadway Reservoir Expansion 2024 Capital Project Request and Grant Approval

Director Weran brought forward a request to amend the 2024 Capital Budget for the Broadway Avenue Water Reservoir Expansion Project and requested Council to support the grant application for the Broadway Reservoir Expansion Project.

- 347/24** Councillor Appel moved That Council amend the 2024 Capital Budget to include \$6.8M for the Broadway Avenue Water Reservoir Expansion Project.

CARRIED UNANIMOUSLY

- 348/24** Councillor Svab moved That Council instruct Administration to negotiate with the County towards completing a project cost-sharing partnership agreement based on the memo ratios for water volumes.

CARRIED UNANIMOUSLY

- 349/24** Councillor Coulter moved That Council support the Local Growth and Sustainability Grant Program grant application for the Broadway Reservoir Expansion Project.

CARRIED UNANIMOUSLY

Request for Decision, Council Appointments to Municipal Planning Commission and the Member at Large Review Panel

CAO Isaak brought forward the recommendation for new Council appointments to Council Committees.

- 350/24** Councillor Appel moved That Council rescind resolution numbers 303/24 and 304/24.

CARRIED UNANIMOUSLY

- 351/24** Councillor Svab moved That Council appoint Mayor Hoover, Deputy Mayor Sands, Councillor Dennis and Councillor Appel as alternate to the Member at Large Review Panel effective immediately, expiring October 20, 2025.

CARRIED UNANIMOUSLY

- 352/24** Councillor Coulter moved That Council appoint Deputy Mayor Sands, as Chair, Councillor Dennis, as Vice Chair and Mayor Hoover to the Municipal Planning Commission effective immediately, expiring October 20, 2025.

CARRIED UNANIMOUSLY

Mayor Hoover declared a conflict of interest, vacated the Chair and requested Councillor Appel take the Chair for the next item.

Request for Decision, Alberta Municipalities' Economic Strategy Committee Appointment Endorsement

CAO Isaak presented a request for Council to consider endorsing Mayor Hoover's appointment to the ABMunis Economic Strategy Committee.

MINUTES

353/24 Councillor Coulter moved That Council endorse Mayor Jamie Hoover's appointment to the Alberta Municipalities' Economic Strategy Committee.

CARRIED UNANIMOUSLY
Mayor Hoover abstained

Councillor Appel handed the Chair back to Mayor Hoover.

NOTICES OF MOTION

None

RECESS

Mayor Hoover called for a five-minute recess at 7:42 p.m.

REGULAR COUNCIL MEETING RETURNED TO ORDER

Mayor Hoover called the Regular Council Meeting back to order at 7:46 p.m.

CONFIDENTIAL

- **Land Acquisition, FOIP Section 24(1) – Advice from Officials**
- **CUPE Negotiations, FOIP Section 24(1) – Advice from Officials**

354/24 Councillor Svab moved That Council move to a closed session commencing at 7:46 p.m. in accordance with Section 197(2) of the *Municipal Government Act* to discuss matters exempt from disclosure under Section 24 of the *Freedom of Information and Protection of Privacy Act*.

CARRIED UNANIMOUSLY

Closed Session Attendance: Mayor Jamie Hoover, Deputy Mayor Jim Sands (virtual), Councillor Edna Coulter, Councillor Marina Appel, Councillor Laura Svab, Councillor Brenda Dennis, CAO Kim Isaak and Director Preston Weran.

355/24 Councillor Coulter moved That Council move to come out of the closed session at 8:05 p.m.

CARRIED UNANIMOUSLY

REGULAR COUNCIL MEETING RETURNED TO ORDER

Mayor Hoover called the Regular Council Meeting back to order at 8:05 p.m.

Regular Council Meeting Attendance: Mayor Jamie Hoover, Deputy Mayor Jim Sands (virtual), Councillor Edna Coulter, Councillor Marina Appel, Councillor Laura Svab, Councillor Brenda Dennis and CAO Kim Isaak.

Land Acquisition, FOIP Section 24(1) – Advice from Officials

356/24 Councillor Dennis moved That Administration proceed as directed in-camera.

CARRIED UNANIMOUSLY

CUPE Negotiations, FOIP Section 24(1) – Advice from Officials

357/24 Councillor Dennis moved That Administration proceed as directed in-camera.

CARRIED UNANIMOUSLY

ADJOURNMENT

Mayor Hoover adjourned the Regular Council Meeting at 8:07 p.m.

Jamie Hoover, Mayor

Kim Isaak, CAO

DRAFT

MINUTES

A Standing Committee of Council Meeting for the Town of Blackfalds was held on Monday, November 18, 2024, at 5018 Waghorn Street in Council Chambers, commencing at 7:00 p.m.

MEMBERS PRESENT

Mayor Jamie Hoover
Deputy Mayor Jim Sands
Councillor Edna Coulter
Councillor Marina Appel
Councillor Laura Svab
Councillor Brenda Dennis

ATTENDING

Kim Isaak, Chief Administrative Officer
Justin de Bresser, Director of Corporate Services
Preston Weran, Director of Infrastructure and Planning Services
Rick Kreklewich, Director of Community Services
Sawyer Hick, FCSS Manager
Niki Burkinshaw, Municipal Engineer
Marco Jadie, IT Technician
Danielle Nealon, Executive & Legislative Coordinator

REGRETS

Ken Morrison, Director of Emergency Management and Protective Services

MEDIA

None

OTHERS PRESENT

James Hobson, CIBC Wood Gundy (*virtual*)
Charet Chahal, CIBC Wood Gundy (*virtual*)

WELCOME AND CALL TO ORDER

Deputy Mayor Sands welcomed everyone to the Standing Committee of Council Meeting of November 18, 2024, and called the meeting to order at 7:00 p.m.

Review of Agenda

046/24

Councillor Coulter moved That Standing Committee of Council receive the Standing Committee of Council Meeting Agenda for November 18, 2024, as presented.

CARRIED UNANIMOUSLY

TREATY SIX LAND ACKNOWLEDGEMENT

A Land Acknowledgement was read to recognize that the Town of Blackfalds is on Treaty Six Territory.

PRESENTATIONS

CIBC Wood Gundy

James Hobson and Charet Chahal from CIBC Wood Gundy presented a virtual high-level Economic Update for 2024 to the Committee.

MINUTES**BUSINESS****Request for Direction, Community Awards Criteria**

Manager Hick brought forward the Community Awards Criteria for Standing Committee of Council's information.

- 047/24** Councillor Appel moved That Standing Committee of Council receive the Community Awards Criteria as information.

CARRIED UNANIMOUSLY

Request for Direction, Womacks Road & Broadway Avenue Intersection Improvements

Engineer Burkinshaw requested Standing Committee of Council's direction regarding improvements to the Womacks Road & Broadway Avenue intersection.

- 048/24** Mayo Hoover moved That Standing Committee of Council recommend to Council to direct Administration to move forward with the design and construction of a roundabout (with westbound right-turn lane) at the intersection of Womacks Road and Broadway Avenue.

CARRIED UNANIMOUSLY

- 049/24** Councillor Svab moved That Standing Committee of Council recommend to Council to amend the 2024 Capital Budget to include \$200,000 for starting the detailed design and utility coordination for the intersection improvements and earmark \$1,000,000 for 2025 budget.

CARRIED UNANIMOUSLY

- 050/24** Councillor Appel moved That Standing Committee of Council recommend to Council to direct Administration to develop public information and/or engagement activities to raise awareness about navigating roundabouts leading up to the opening of the Womacks Road and Broadway Avenue roundabout.

CARRIED UNANIMOUSLY

Request for Direction, CPKC Train Whistle Cessation Next Steps

Engineer Burkinshaw presented an update and overview of the Whistle Cessation Study and requested the Committee's direction and recommendations for the next steps.

- 051/24** Mayor Hoover moved That Standing Committee of Council recommend Administration to move forward with the next steps in the whistle cessation process, including:
- Consulting with CPKC to confirm the feasibility of whistle cessation in Blackfalds;
 - Notifying all relevant associations and organizations (based on Transport Canada requirements); and
 - Issuing a public notice which says that the Town intends to pass a resolution to stop train whistling at the railway crossings.

DEFEATED

In favour: Mayor Hoover, Councillor Appel and Councillor Coulter

Request for Direction, EBC Parking Expansion Survey Results

Director Kreklewich presented a summary of the responses received from the Eagle Builder Centre Parking Expansion Survey.

- 052/24** Councillor Svab moved That Standing Committee of Council receive the EBC Parking Open House Responses as information.

CARRIED UNANIMOUSLY

MINUTES**Request for Direction, Member at Large Recognition Policy**

As part of the Council Committee Audit Action Plan, CAO Isaak brought forward the draft Member at Large Recognition Policy for the Committee's direction.

- 053/24** Councillor Appel moved That Standing Committee of Council recommend to Council to bring forward the Member at Large Recognition Policy to the November 26, 2024, Regular Meeting of Council for consideration.

CARRIED UNANIMOUSLY

Request for Direction, Code of Conduct Bylaw

CAO Isaak brought forward the newly revised Code of Conduct Bylaw for the Committee's review and direction.

- 054/24** Councillor Appel moved That Standing Committee of Council recommend to Council that the draft Code of Conduct Bylaw, with the inclusion of the recommendations outlined by Administration as discussed, be brought forward to the November 26, 2024, Regular Meeting of Council for consideration.

CARRIED UNANIMOUSLY

RECESS

Deputy Mayor Sands called for a five-minute recess at 8:54 p.m.

STANDING COMMITTEE OF COUNCIL MEETING RETURNED TO ORDER

Deputy Mayor Sands called the Standing Committee of Council Meeting back to order at 9:02 p.m.

CONFIDENTIAL

- **CAO Wage Grid, FOIP Section 24(1) – Advice from Officials**

- 055/24** Councillor Appel moved That Standing Committee of Council move to a closed session commencing at 9:03 p.m. in accordance with Section 197(2) of the *Municipal Government Act* to discuss matters exempt from disclosure under Section 24 of the *Freedom of Information and Protection of Privacy Act*.

CARRIED UNANIMOUSLY

Closed Session Attendance: Mayor Jamie Hoover, Deputy Mayor Jim Sands, Councillor Edna Coulter, Councillor Marina Appel, Councillor Laura Svab and Councillor Brenda Dennis.

- 056/24** Councillor Coulter moved That Standing Committee of Council move to come out of the closed session at 9:24 p.m.

CARRIED UNANIMOUSLY

STANDING COMMITTEE OF COUNCIL MEETING RETURNED TO ORDER

Deputy Mayor Sands called the Standing Committee of Council Meeting back to order at 9:24 p.m.

Standing Committee of Council Meeting Attendance: Mayor Jamie Hoover, Deputy Mayor Jim Sands, Councillor Edna Coulter, Councillor Marina Appel, Councillor Laura Svab and Councillor Brenda Dennis.

ADJOURNMENT

Deputy Mayor Sands adjourned the Standing Committee of Council Meeting at 9:24 p.m.

Jim Sands, Deputy Mayor

Kim Isaak, CAO

DRAFT

TO		Members of Council		
FROM		Mayor Jamie Hoover		
SUBJECT		<ul style="list-style-type: none"> • Summary of meetings/events attended as a Council representative during this reporting period • Summary of key issues, decisions and/or comments for Council's information 		
REPORT DATE		For the period: Oct 16 – Nov 15, 2024		
Date	Meeting	Event	Other	KEY POINTS OF DISCUSSION AND/OR DECISIONS
	<i>(Choose one)</i>			
Oct 17		x		Sod Turning ceremony Catholic School
Oct 18			x	Lacombe Foundation board chair duties
Oct 22	x			RCM
Oct 25		x		First Poppy presentation event
Oct 25	x			Child exploitation prevention meeting
Oct 26		x		Town Monster Bash event
Oct 29	x			Special Council meeting
Oct 29	x			Virtual meeting with Seniors Housing ministry
Nov 1-Nov2			x	Budget workshop

Nov 4	x			NRDRWSC meeting
Nov 4	x			NRDRWWSC meeting
Nov 4	x			EDTAC meeting
Nov 5	x			WCPS joint student council meeting
Nov 11	x			Remembrance Day ceremony
Nov 12	x			RCM

TO		Members of Council		
FROM		Deputy Mayor Jim Sands		
SUBJECT		<ul style="list-style-type: none"> • Summary of meetings/events attended as a Council representative during this reporting period • Summary of key issues, decisions and/or comments for Council's information 		
REPORT DATE		For the period: Oct 15/ 24- Nov 15/ 24		
Date	Meeting	Event	Other	KEY POINTS OF DISCUSSION AND/OR DECISIONS
	<i>(Choose one)</i>			
Oct 15/ 24	X			IDP/ ICF Tri Party Meeting
Oct 16/ 24			X	Round Table report submission
Oct 22/ 24	X			MPC Meeting
Oct 22/ 24	X			Regular Council Meeting
Oct 29/ 24	X			Special Council Meeting CAO evaluation- Unavailable- Sick
Oct 30/ 24	X			Saint Gregory Parent Council Committee Meeting- Unavailable- Sick
Nov 1/ 24			X	Budget Workshop- Unavailable- Sick
Nov 2/ 24			X	Budget Workshop- Unavailable- Sick
Nov 4/ 24	X			EDTAC- Unavailable- Sick

Nov 12/ 24	X			Regular Council Meeting Virtual
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TO		Members of Council		
FROM		Councillor Edna Coulter		
SUBJECT		<ul style="list-style-type: none"> • Summary of meetings/events attended as a Council representative during this reporting period • Summary of key issues, decisions and/or comments for Council's information 		
REPORT DATE		For the period: Oct 16 to Nov 15, 2024		
Date	Meeting	Event	Other	KEY POINTS OF DISCUSSION AND/OR DECISIONS
	<i>(Choose one)</i>			
Oct 17, 2024		X		Rural Innovators in Tech Pitch
Oct 22, 2024	X			Regular Council Meeting
Oct 29, 2024	X			Special Council Meeting -
Nov 1-2, 2024			X	Budget Workshop
Nov 5, 2024	X			Blackfalds Library meeting
Nov 7, 2024	X			Blackfalds Chamber meeting
Nov 12, 2024	X			Regular Council Meeting
Nov 13, 2023	X			LREMP Advisory Fall meeting
Nov 14, 2023	X			Parkland Library meeting

TO		Members of Council		
FROM		Councillor Marina Appel		
SUBJECT		<ul style="list-style-type: none"> • Summary of meetings/events attended as a Council representative during this reporting period • Summary of key issues, decisions and/or comments for Council's information 		
REPORT DATE		For the period: 16 October 2024 – 15 November 2024		
Date	Meeting	Event	Other	KEY POINTS OF DISCUSSION AND/OR DECISIONS
	<i>(Choose one)</i>			
Oct 17		X		Sod Turning for St. Veronica Catholic School
Oct 17		X		Rural Innovators in Tech Pitch Competition at RDP
Oct 21 & 22	X			Chamber Meetings with RD and Lacombe
Oct 22	X			RCC
Oct 23			X	Reading at St. Gregory Catholic School
Oct 29	X			Meeting with Minister Nixon's Deputy (Virtual)
Oct 29	X			Special Council Meeting: CAO Evaluation Check-in
Nov 1	X			Budget Workshop – Day 1
Nov 2	X			Budget Workshop – Day 2

Nov 5	X			Christmas Venue Walk-through
Nov 5	X			Library Board Meeting
Nov 7	X			Chamber of Commerce Meeting
Nov 12	X			RCC

TO		Members of Council		
FROM		Councillor Laura Svab		
SUBJECT		<ul style="list-style-type: none"> • Summary of meetings/events attended as a Council representative during this reporting period • Summary of key issues, decisions and/or comments for Council's information 		
REPORT DATE		For the period: October 16 – November 15, 2024		
Date	Meeting	Event	Other	KEY POINTS OF DISCUSSION AND/OR DECISIONS
	<i>(Choose one)</i>			
Oct 22	x			Organizational Meeting of Council attended virtually
Oct 29	x			Special Council Meeting
Nov 1 and 2	x			Budget Workshop
Nov 6	x			Recreation, Culture and Parks Board Meeting (Cancelled)
Nov 12	x			Regular Council Meeting

TO		Members of Council		
FROM		Councillor Brenda Dennis		
SUBJECT		<ul style="list-style-type: none"> • Summary of meetings/events attended as a Council representative during this reporting period • Summary of key issues, decisions and/or comments for Council's information 		
REPORT DATE		For the period: October 16, 2024 to November 15, 2024		
Date	Meeting	Event	Other	KEY POINTS OF DISCUSSION AND/OR DECISIONS
	<i>(Choose one)</i>			
October 17		X		Sod turning – New Catholic School
October 22	X			MPC Meeting
October 22	X			Regular Council Meeting
October 27	X			CAO Workshop
November 1	X			Budget Workshop
November 2	X			Budget Workshop
November 4	X			Economic Development and Tourism Meeting
November 11		X		Remembrance Day Ceremony Abbey Centre
November 12	X			Regular Council Meeting
November 14	X			FCSS Meeting

MEETING DATE: November 26, 2024

PREPARED BY: Kim Isaak, Chief Administrative Officer

SUBJECT: CAO Report – November 2024

Key Projects and Initiatives

- Continuing with various actions flowing out of the Council Committee Audit. Of note, the Member at Large Review Panel conducted interviews last week and this week. There were 10 new volunteer applications.
- Continuation with election webinars regarding the Data Sharing Agreement with Elections Alberta. The Town has signed the Data Sharing Agreement and forwarded it back to Elections Alberta.
- Administration took part in the 2025-2027 Budget Deliberations and the 2025 Capital Budget deliberations the first week in November. The budget will be brought forward to the November 26, 2024, Regular Meeting of Council for approval.
- The Leadership Team took part in a session to discuss the newly established Town of Blackfalds values as part of the “Growing our Culture Together.” In the New Year, an Employee Committee’s will be established to assist with the action items identified in the plan.
- Council appointed new auditors Metrix Group LLP at the October 8, 2024, Regular Meeting of Council.
- FCSS team held the Winter Warmth Fundraiser and raised approximately \$17,647.00. Kudos.
- Certificate of Recognition COR Safety Audit is complete along with the OSAR follow up audit. The Action Plan has been drafted and will be presented to Leadership in the near future. progress.
- Leung Roadway Capital Project is now substantially complete, streetlights are being installed and retaining wall to start shortly.
- The 2024 Asphalt overlay project is now substantially complete. East Rail and miscellaneous asphalt overlays are completed, but landscaping and fencing deficiencies remain outstanding.
- The Blackfalds Crossing Sanitary Trunk project Sanitary crossing work is nearing completion. South Street closure at the rail is planned to be open on November 25th.
- Vista Trail Development work at the condo sites is ongoing with the pavement complete on the roadway. The roadway remained closed to allow for a staging area. The anticipated opening of this road is anticipated opening December 6th, depending on construction.
- Snow Dump siting work is ongoing.
- Work continued on the grant application for the Local Growth and Sustainability Grant. The Town will be submitting an application for the Broadway Reservoir Upgrade Project, which must start construction in the fall of 2025 as per the grant conditions if successful.
- Ongoing negotiations regarding the School Site Servicing in Aspens Lakes West Phase 2.
- Decorating for Light Up Blackfalds is now complete and ready for the Light Up on November 28th.
- Volunteer Programmer has been busy matching residents who requested the Snow Angel Program with screened volunteers. We currently have 19 residents supported and 5 on the waitlist.
- Updates made to the Town’s Template Development Agreement to better reflect municipal best practices, clarify the developer’s roles and responsibilities, and the information required when a developer submits a Construction Completion Certificate application.

-
- Work has started on the Aspen Lakes Phase 2 school site project. Grading and underground works are to be completed by Jan 2025, with the remainder of work planned for in the spring of 2025.
 - Design and land work continues on the NW Stormwater Project planned to be tendered before the end of this year or early in 2025 for 2025 planned construction.

Updates Related to Existing Bylaws or Council Policies

- Bylaw 1315.24 LUB Amendment to allow for Front Parking Pads was presented to Council for First reading on October 22, 2024. Public Hearing scheduled for November 26, 2024, followed by second and third reading.
- Council Code of Conduct Bylaw – Reviewed at the Standing Committee of Council on November 18, 2024.
- Member at Large Recognition Policy – Reviewed at the Standing Committee of Council on November 18, 2024
- Traffic Bylaw Amendments – In Progress.
- Animal Control Bylaw Amendments – In Progress
- Customer Service Policy (new) – Research and discussion around customer service standards that can be applied in Policy.

Facility Leases

- Director of Community Services is currently working on a lease agreement with one of the current tenants at the Support Services Building for additional space.

Administrative Policy Changes / Additions

- Succession Planning Policy (new) – Draft under review with Human Resources
- Edits to Workplace Accommodation Policy – Under review by Directors
- Edits to Municipal Vehicle Policy – Under review by Directors

APPROVALS

Kim Isaak,
Chief Administrative Officer



TOWN OF BLACKFALDS
Blackfalds & District Family & Community Support Services Board
Thursday, September 12, 2024 at 7:00 p.m.
MINUTES

MEMBERS PRESENT

Jim Sands	Town of Blackfalds Councillor
Brenda Dennis	Town of Blackfalds Councillor
Dena Thomas	Public at Large
Sheila Giffin	Public at Large
Jessalyn Parsons	Public at Large

ATTENDING

Rick Kreklewich	Town of Blackfalds Director of Community Services
Sawyer Hick	Town of Blackfalds FCSS Manager
Sue Penner	Town of Blackfalds FCSS Admin Asst

OTHERS ATTENDING

REGRETS

Auralei Agrey	Public at Large
Glenda Brown	Public at Large
Melissa MacLeod	Public at Large
Annette Bugutsky	Public at Large
Cliff Soper	County of Lacombe Resident

WELCOME AND CALL TO ORDER

Chair Thomas welcomed all attending and called the Blackfalds & District Family & Community Support Services Board Meeting to order at 7:30 pm.

Councillor Dennis moved that the Blackfalds & District Family & Community Support Services Board approve the agenda as presented.

CARRIED UNANIMOUSLY

TREATY SIX LAND ACKNOWLEDGEMENT

A Land Acknowledgement was read to recognize that the Town of Blackfalds is on Treaty Six territory.

PRESENTATIONS

N/A

TOWN OF BLACKFALDS
Blackfalds & District Family & Community Support Services Board
Thursday, September 12, 2024 at 7:00 p.m.

MINUTES

BUSINESS

Approval of Minutes from June 13th, 2024

Member Giffen moved that the Blackfalds & District Family & Community Support Services Board recommends Council adopt the minutes from June 13th, 2024 as presented.

CARRIED UNANIMOUSLY

Council Member Appointment Term Extensions

Director Kreklewich verbally presented this item.

Member at Large appointments for Council Committees have historically been conducted at the Organizational Meeting of Council, with the appointments running from the Organizational Meeting in the year of the meeting to the following year's Organizational Meeting.

To streamline the Organizational Meeting and to provide for a fixed appointment expiry date, Administration recommended that the Member at Large appointments run from January 1st in the year of the appointment to December 31st of the year that the appointment is set to expire. This change will move the appointments from the Organizational Meeting of Council to the first meeting Regular Meeting of Council in December.

To facilitate this change, Administration reached out to all of the Members at Large volunteers to solicit their input on the change to have their term expiring on December 31st. No concerns were expressed. As such Administration will be requesting a motion from Council extending the Member at Large appointments to December 31st in the year of expiry

The recommendation from Council to extend the expiry date of the Member at Large appointments made at the Organizational Meeting of Council held in 2021, 2022, and 2023 to December 31st in the year of their respective expiry was carried.

FCSS Managers Update

- Manager Hick reported on the following:
 - Partnering with Beyond Food for the Get Cozy in the Kitchen event being held during Culture Days.
 - Life Literacy Camp – well received and from feedback, the homeschool group would like similar programs offered.
 - Back to School Program supported 162 children with gift cards to either Dollarama or Staples and provided access to donated items in the office.
 - The Youth Programmer position had 24 applicants and interviews will be held on Monday, September 16th.
 - For the BYC Program looking to cap program participant numbers due to safety concerns – start date to be determined.
 - Walking Club has been reduced to Tuesdays only due to staffing issues.

TOWN OF BLACKFALDS
Blackfalds & District Family & Community Support Services Board
Thursday, September 12, 2024 at 7:00 p.m.
MINUTES

Volunteer Programmer Report

The Volunteer Programmer filled volunteer positions with events such as:

- Blackfalds Days – 52 volunteer shifts
- Moto X – 4 volunteers shifts
- Pancake Breakfast – 8 volunteer shifts
- Judging Parade – 3 volunteer shifts
- Kids Zone – 22 volunteer shifts
- Summer Culture Series – 15 volunteer shifts
- Super Kids Triathlon – 65 volunteer shifts

Community Info/Expo – scheduled for September 11th has 33 community group participants registered

Community Engagement Programmer Report

- Blackfalds FCSS Facebook Page has 868 followers
- Blackfalds Instagram has 118 followers
- Had 13 individuals for over 8 hours of assistance with documents such as an AISH Application, CRA Debt Repayment paperwork, Disability Tax Application and Lacombe Foundation Rent Subsidy Application
- Back to School Program handed out gift cards to 162 children
- Working on Community Winter Warmth Fundraiser – tickets are \$30 each
- Abbey Centre Membership Assistance Program – assisted 10 adults and 19 children to have a 2-month free membership


Youth Programmer

- Met with Iron Ridge Secondary Campus to discuss partnerships and potential youth leadership opportunities.
- 5024 Skateboarding – youth learned how to skateboard and how to stay safe while having fun with nearly full registration.
- Life Literacy Camp – a new program that took place every second week on Tuesday and Thursday afternoons throughout July and August. Specifically designed for youth 12 – 15 to fill a gap in summer camp services in Blackfalds. Registration varied dependent on the week/activity however 8 youth consistently attended weekly.



TOWN OF BLACKFALDS
Blackfalds & District Family & Community Support Services Board
Thursday, September 12, 2024 at 7:00 p.m.
MINUTES

Chair Thomas adjourned the the Blackfalds & District Family & Community Support Services Board Meeting at 7:54 p.m.



Dena Thomas, Chair



Sue Penner, Admin Staff



PRLS Board Meeting Minutes

November 14, 2024

The regular meeting of the Parkland Regional Library System Board was called to order at 10:01 a.m. on Thursday November 14, 2024 in the Small Board Room, Lacombe.

Present: Barb Gilliat, Gord Lawlor, Ray Reckseidler

Present via Zoom: Jackie Almberg, Alison Barker-Jevne, Jul Bissell, Wayne Clark, Laureen Clark-Rennie, Deb Coombes, Edna Coulter, Teresa Cunningham, Cal David, Jeff Eckstrand, Sarah Fahey, Les Fee, Richard Forsberg, Dwayne Fulton, Twyla Hale, Kathy Hall, Pam Hansen, Cody Johnson, Bryce Liddle, Julie Maplethorpe, Philip Massier, Ricci Matthews, Marc Mousseau, Jordon Northcott, Jackie Northey, Jacquie Palm-Fraser, Leonard Phillips, Sandy Shipton, Naomi Tercier, Harvey Walsh, Carlene Wetthuhn, Shannon Wilcox, Janice Wing

Guests: Brenda Dennis, Diane Elliot – Alt., Maia Foster, Paul Peterson, Paul Webb – Alt.

With Regrets: Elaine Fossen, Shaleah Fox, Barbara Gibson, Joy-Anne Murphy, Dianne Roth, Les Stulberg

Absent: Todd Dalke, Tim Field, Cody Hillmer, Dana Kreil, Stephen Levy, Darryl Motley, Jas Payne, Shawn Peach, Ron These, Bill Windsor

Staff: Kara Hamilton, Patty Morrison, Paige Mueller, Andrea Newland, Ron Sheppard, Tim Spark, Donna Williams

Call to Order

Meeting called to order at 10:01 a.m. by Barb Gilliat. Gilliat reviewed the ground rules of the meeting.

As part of PRLS' legislative compliance procedures, board members who send regrets are excused at the beginning of each meeting.

Motion by Janice Wing to excuse Elaine Fossen, Shaleah Fox, Barbara Gibson, Ricci Matthews, Joy-Anne Murphy, Dianne Roth, and Les Stulberg from attendance at the board meeting on November 14, 2024 and remain a member of the Parkland Board in good standing.

CARRIED

PRLS 43/2024

Agenda

1.1.2 Adoption of the Agenda

Gilliat asked if there were any additions or deletions to the agenda.



Motion by Ray Reckseidler to accept the agenda as presented.

CARRIED
PRLS 44/2024

1.2. Approval of Minutes

Gilliat asked if there were any amendments to the September 12, 2024 minutes. There were none.

Motion by Len Phillips to approve the minutes of the September 12, 2024 meeting as presented.

CARRIED
PRLS 45/2024

1.3. Business arising from the minutes of the September 12, 2024 meeting

Gilliat asked if there was any business arising from the minutes. There was none.

2. Business Arising from the Consent Agenda

Gilliat asked if there was any business arising from the consent agenda.

Motion by Gord Lawlor to approve the consent agenda as presented.

CARRIED
PRLS 46/2024

3.1 Board Orientation

Sheppard spoke to the Municipal Council Library Orientation PowerPoint presentation that explained the structure of library service in Alberta.

Sheppard asked the board if they would like to attend board member training in January and when the sessions should be. There were requests for weekends, evenings, and during the day. Sessions will be scheduled in January.

Ricci Matthews entered the meeting at 10:34 a.m.

4.1 Election of Board Chair

Each year at Parkland's November board meeting, the board chairperson is elected for a twelve-month term.

Gilliat turned the meeting over to Sheppard, who asked for nominations from the floor for the position of Board Chair.

Janice Wing nominated Barb Gilliat, who allowed her name to stand.

Sheppard asked for other nominations a second time, and asked a third time for nominations.

Motion by Ray Reckseidler to cease nominations.

CARRIED
PRLS 47/2024



Barb Gilliat became Parkland's Board Chair by acclamation. Sheppard turned the meeting back to Barb Gilliat.

4.2 Election of the Executive Committee

Sheppard reviewed. PRLS' Executive Committee has the ten-member maximum allowed by the Libraries Regulation. The Board Chair accounts for one seat on the committee. In accordance with Parkland's master agreement with the municipalities, members of the Executive Committee shall be selected on a geographical basis. Members were divided into "breakout rooms" on Zoom and a representative was chosen from each area. The Executive Committee was appointed as follows:

- Board Chair – Barb Gilliat
- Seat 2 – Carlene Wetthuhn, Camrose County
- Seat 3 – Deb Coombes, Town of Bowden
- Seat 4 – Len Phillips, Town of Rocky Mtn. House
- Seat 5 – Marc Mousseau, Summer Village of Parkland Beach
- Seat 6 – Twyla Hale, City of Lacombe
- Seat 7 – No representative chosen
- Seat 8 – No representative chosen
- Seat 9 – Shannon Wilcox, Town of Carstairs
- Seat 10 - Janice Wing, Town of Innisfail

Those areas that did not select a member for the Executive Committee will have the opportunity to do so at the February board meeting.

Motion by Deb Coombes to accept the Executive Committee as appointed.

CARRIED

PRLS 48/2024

4.3 Marketing and Advocacy Committee Report

Gord Lawlor presented the Advocacy Report. Parkland will not be appointing the Advocacy Committee pending an assessment of the committee's mandate and how to make it a more effective tool of the board.

The committee can be appointed at the February board meeting following a review of the terms of reference with recommendations by the Executive Committee which will meet in December and January. In particular, the role and duties of the Advocacy Committee members will be examined to determine whether a more practical "hands on" approach is needed. Rather than being mainly an advisory body, the Advocacy Committee might better served by working directly with local library boards and liaising with municipal and provincial politicians on public library related issues. Some of the things to consider include a broader scope of representation from around the region when determining the Advocacy Committee's membership. Perhaps it needs to be based on representation similar to that of the Executive Committee.



Overall, the committee has much to be proud of. Over the years the committee has assisted with the development of many training materials and it was instrumental in creating an Advocacy Committee made up of the seven library systems which is still in operation despite meeting infrequently. Given that next year is a municipal election year and the importance of advocacy in the lead up to the elections, the board can anticipate a robust discussion on the future role of the Advocacy Committee in the New Year.

Motion by Wayne Clark to receive the Marketing and Advocacy Committee Report for information.

CARRIED
PRLS 49/2024

4.4 Board Signing Authorities

Sheppard reviewed. According to board policy 4.4.20, Parkland Regional Library System requires that two trustees act as signing authorities for cheques valued at \$45,000 or more, or, if the Director is unavailable to sign.

Barb Gilliat and Twyla Hale volunteered to be Parkland's board signing authorities.

Motion by Gord Lawlor to appoint Barb Gilliat and Twyla Hale as PRLS' board signing authorities for 2024-2025.

CARRIED
PRLS 50/2024

4.5 Strategic Plan Work Plan

Sheppard reviewed. Included in the package was a copy of Parkland's 2023-2027 Strategic Plan Work Plan. We are only on year two of the plan and work is ongoing.

While we have had many successes, we have also observed that despite providing significant resources to libraries, particularly in the areas of advocacy and marketing, it appears they are not utilizing them. Also, as we try to develop a collective identity and cooperation between the libraries as outlined in the plan, there is a tension between those libraries that have a collective vision versus those libraries which prefer to emphasize a local focus.

Motion by Ray Reckseidler to receive Parkland's Strategic Plan Work Plan for information.

CARRIED
PRLS 51/2024

4.6 Budget Approval Update

Sheppard reviewed. As of the date of the meeting, Parkland's budget was approved by 70% of the municipalities representing 85% of the population. The Parkland budget for 2025 has been passed.

Motion by Sarah Fahey to receive for information.

CARRIED
PRLS 52/2024



4.7 Board Member Survey Results

Gilliat reviewed. Included in the package was the results of the three-question survey given to board members at the end of their September 12th meeting. Response to the survey was good and the comments were, in general, gratifyingly positive.

A number of issues raised are related to technology or connectivity problems on the user's end. A couple of other issues could potentially be addressed by amending the "ground rules," and there is one comment which has less to do with how to conduct board meetings and more about disagreeing with a board decision.

Motion by Edna Coulter to receive for information.

CARRIED
PRLS 53/2024

4.8 Letter to the Board by Debra Smith

Parkland Vice-Chair Debra Smith has indicated she will not be seeking further appointment. Her last meeting as a member of the Parkland board was the Executive Committee meeting held on October 17th.

Smith joined the board in 1998 after participating in a restructuring period that ended in 1997 when changes to the School Act resulted in Parkland losing its primary source of income. Remaining on the board continuously since joining, Smith has been Parkland's longest serving board member and was Board Chair from 2011-2023. The Parkland Board and staff thank her for her unwavering support and long-term service.

Motion by Teresa Cunningham to receive Smith's letter for information.

CARRIED
PRLS 54/2024

Jackie Northey left the meeting at 10:52 a.m.

Leonard Phillips left the meeting at 10:58 a.m.

Jordon Northcott left the meeting at 11:00 a.m.

4.9 Updates

4.9.1. Director's Report

4.9.2. Library Services Report

4.9.3. IT Report

4.9.4. Finance & Operations Report

Sheppard asked if there were any questions regarding the Director's Report, Library Services Report, IT Report, or the Finance and Operations Report. There were none.

Motion by Harvey Walsh to receive the Director's, Library Services, IT, and Finance & Operations Report for information.

CARRIED
PRLS 55/2024



4.10. **Parkland Community Update**

Carstairs Public Library won the Ministerial Award for 2024 for their *Tough Topics* programming boxes. Topics include depression, addiction, and consent.

Cremona Municipal Library partnered with FCSS to host a visit with Santa on November 13th with goodie bags and photo opportunities.

Delburne Municipal Council hosted Director Ron Sheppard and Board Chair Barb Gilliat for a council orientation about library service in Alberta. Council was very appreciative of their time and information.

Penhold & District Public Library hosted a local indigenous chef at their library for an event that partnered with the local school so that children could serve food to visiting dignitaries. The library is also hosting a community Christmas event on November 22nd with Santa and Christmas carols.

Stettler Public Library is gearing up for their annual Wine Survivor fundraiser put on by their Friends group. The event has gone online and continues to be very popular.

5. **Adjournment**

Motion by Carlene Wetthuhn to adjourn the meeting at 11:22 a.m.

CARRIED
PRLS 57/2024

Chair



City of Lacombe

COUNCIL HIGHLIGHTS

November 12th, 2024

Regular Meeting of Council

2. Review of Agenda

2.1 Consent Agenda

- Council approved the Employee Benefits, Wellness and Recognition Policy 14.124.01 2024PO as described in this Request for Decision and rescinded the Employee Benefits, Wellness and Recognition Policy 14.124.01 2020PO.
- Council approved the Compensation Policy 14.123.01 2024PO, as described in this Request for Decision and rescinded the Compensation Policy 14.123.2018PO.
- Council confirmed the appointment of Councillors Don Gullekson and Cora Hoekstra to serve on the Functional Element Design Committee for the fire station development.
- Council gave first reading to Bylaw 400.64 as presented and scheduled a public hearing for Bylaw 400.64 on Monday, January 13th, 2025, at 6:00 p.m.

5. Public Hearings

5.1 Bylaw 400.63 LUB Amendment - Soft-Sided Structures

Notice was given that the Council of the City of Lacombe has given first reading to Bylaw 400.63 to amend Land Use Bylaw #400. If approved, Bylaw 400.63 will amend the LUB by:

- Adding Temporary Buildings as a listed use in some residential districts (R1 –Residential Detached District, R1-N – Residential Detached Narrow District, R2 – Residential Single and Semi-Detached District, R3 – Residential Modular Home District and R4 – Residential Mixed District)
- Regulate Temporary Buildings in residential areas by:
 - Limiting the size, height and location of the building;
 - The appearance of the building;
 - Limiting the length of time that the temporary building can be erected up to a maximum of three years with the possibility of extending that time; and
 - Only one Temporary Building will be permitted per subject parcel.

6. Requests for Decision

6.1 Recreation and Culture Refresh Update

Council's Strategic Plan identifies completing an update to the Recreation and Culture Master Plan (Inventory and Gap Analysis – Recreation Opportunities) by the fourth quarter (Q4) of 2024. This update utilizes the original master plan structure to forecast the community's recreation and culture priority needs. Feedback was collected via three different surveys – community-wide, user group and youth – to provide additional insight into the preferences of each group. A final summary synthesizes those surveys into one comprehensive list.

The Lacombe & District Recreation, Parks, and Culture Board received a presentation Recreation and Culture Master Plan Update from RC Strategies on October 17th, 2024. Following the presentation, the Board reviewed the 2024 State of Recreation and Culture Update and the Recreation and Culture Master Plan Update documents.

Council approved the Recreation and Culture Master Plan Update as presented.

6.2 Soft-sided Structures

The Land Use Bylaw (LUB) currently prohibits soft-sided structures in residential areas while allowing them for discretionary purposes in commercial and industrial districts. On a residential parcel, these structures usually serve as temporary garages, workshops, or storage.

Based on the prevalence of these types of structures in Lacombe and in our comparator communities, Administration has reviewed the LUB and proposes the following amendments to allow for soft-sided structures in single-detached dwellings and low to mid-density housing districts:

1. Add "Temporary Building" as a listed Discretionary Use within the following districts: R1 – Residential Detached District, R1-N – Residential Detached Narrow District, R2 – Residential Single and Semi-Detached District, R3 – Modular Home District and the R4 – Mixed Residential District
2. Add Section 9.2.2 Temporary Buildings to create general regulations for soft-sided structures in residential areas, as listed within the proposed Bylaw 400.63.

These regulations include elements such as: limiting structures size to 70 m², limiting the number of structures to one per parcel, limiting the location to rear and side yards only, restrictions on appearance, and limiting the structure to three years (with the possibility of renewal).

A motion to give second reading to Bylaw 400.63 as presented, was defeated.

6.3 2025 Operating Budget and 2026-2027 Financial Plan

On August 12th, 2024, Council directed Administration to begin preparations for the 2025 Operating Budget. The final Operating Budget includes a 2.86% tax increase. This directive included specific targets:

- A 3.2% tax rate increase;
- 1% Special Paving Tax; and
- A Cost-of-Living Allowance (COLA) of 3%

On October 15th, 2024, the Administration presented the first draft of the 2025 Budget, aligning with the Council's initial 3.2% tax rate increase target.

Council engaged in a comprehensive examination of the Operating Budget for the fiscal year 2025 during the Budget Workshops held on October 29th and 30th to balance the community's needs with the desire to minimize the tax burden on residents. These adjustments and updates to Utility Department 41 and 42 have resulted in a revised 2025 Operating Budget with a tax rate increase of 2.86%, reduced from the original draft budget with a 3.2% increase.

Council approved the 2025 Operating Budget as presented.

A motion to amend the motion to adjust the funding to \$67,220 for Lacombe Regional Tourism for the 2025 budget year was defeated.

Council approved the 2025-2027 Financial Plan as presented.

6.4 2025 Capital Budget

The proposed 2025 Capital Budget is presented to Council to support discussion and deliberation. The 2025 Capital Budget totals an estimated \$10.71M and will be funded from a combination of:

Grants \$2.47M
Reserve Withdrawals \$4.94M
Outside Sources \$1.75M
Debentures \$1.55M
Total Funding Sources \$10.71M

The 2025 Capital Budget had an initial proposal of 24 projects. Subsequently, two projects were eliminated from the Budget after the Budget Workshop. These excluded projects were the Fire Training Facility, with a cost estimate of \$45K, and the RV Dump Station Payment System, with a cost estimate of \$65K.

Council approved the 2025 Capital Budget.

6.5 10-Year Capital Plan 2025 – 2034

Each year Administration prepares a 10-year Capital Plan (the 'Plan') and the annual Capital Budget.

The 2025-2034 Capital Plan includes estimated capital expenditures totalling \$105.7M (before accounting for inflation). Notably, this figure reflects a reduction of \$110K compared to the initial draft of the Capital Plan, which was presented on October 15th, 2024.

During the Budget workshop held on October 29th, 2024, specific decisions were made to refine the plan further. These decisions involved the removal of the Fire Training Facility and RV Dump Station Payment System projects.

Major Capital Projects in the 10-Year Plan include:

- Fire Station Building: Total Cost \$8M (2023 - \$0.5M, 2024 - \$2.25M, 2025 - \$2.25M, 2026 - \$3M)

- Fire Ladder Truck Replacement: Total Cost \$2.65M (2023 - \$0.2M, 2024 - \$0.5M, 2025 - \$0.65M, 2026 - \$1.3M)
- Roads Renewal Program - Capital Works: Total Cost \$16.2M (2026 - 2034)
- Pumphouse D: Total Cost \$11.68M (2025 - \$0.1M, 2026 - \$0.95M, 2028 - \$5M, 2029 - \$5.63M)
- Regional Recreation Centre Contribution: Total Cost Unknown - \$10M in Capital Plan (2032 - \$5M, 2033 - \$5M)
- City Hall Replacement: Total Cost Unknown - \$2.5M in Capital Plan (2034 - \$2.5M)

Council approved the 10-Year Capital Plan 2025-2034.

6.6 Council Member's Proposed Motion - Councillor Hoekstra (Notice of Motion from October 28th, 2024)

Council directed Administration to bring, for Council's consideration, an amendment to the Traffic Bylaw allowing construction or work trailers to be on the road, unattached, at a work site, between the hours of 8:00 a.m. and 5:00 p.m.

8. In Camera

8.1 CAO Monthly Update (FOI Section 24)

Council directed Administration to explore the purchase of land as discussed and bring a report to a future meeting outlining options for development.

8.2 Labour (FOIP Section 17)

Council appointed Darian Wiebe as the Student Representative to the Lacombe & District Recreation, Parks and Culture Board with a term ending starting November 13th, 2024, and ending August 31st, 2025.

8.3 Legal (FOIP Section 27)

Council directed Administration to pursue enforcement of the security instruments as discussed in camera for item 8.3 of the November 12th, 2024, Council Agenda.

8.4 Land (FOIP Section 17, 24, 25)

Council directs Administration to report back to Council as discussed in camera for item 8.4 of the November 12th, 2024, Council Agenda.

****The next scheduled Council Meetings:***

- ***Monday, November 25th, 2024 – Regular Council Meeting at 5:30 p.m. – City Hall***
- ***Monday, December 9th, 2024 – Regular Council Meeting at 5:30 p.m. – City Hall***
- ***Monday, December 16th, 2024 – Committee of the Whole Meeting at 5:30 p.m. – City Hall***



HIGHLIGHTS OF THE REGULAR COUNCIL MEETING November 14, 2024

ALLOCATION of 2024/2025 FCSS FUNDING

Council approved funding for the following community programs in 2025 and ongoing annual funding, pending 1) the yearly review of each program to ensure that the program is operational and continues to be a valuable resource to the community and 2) there is sufficient funding available.

- Alix Family and Community Support Society \$1,500
- Alix Mirror Wellness Supports Society \$18,355
- Bentley Community Services \$13,690
- Big Brothers Big Sisters of Lacombe and District \$6,000
- Blackfalds Abbey Centre Camp Curious \$4,000
- Blackfalds FCSS – Seniors Programs \$4,000
- BGC Wolf Creek Lacombe \$2,500
- Eckville and Community Youth Society \$2,000
- Eckville Recreation Board – Summer Camp \$2,000
- Eckville & Area Children’s Playgroup \$2,500
- Friends of Mirror Library Society \$5,400
- Lacombe and District FCSS \$26,125
- Lacombe FCSS (Clive, Mirror, Tees) \$4,000
- Youth Unlimited Central Alberta \$6,000

Council approved funding, on a one-time basis, to the following community organizations:

- Alix Mirror Wellness Supports Society \$10,000
- Bentley Community Services \$2,950
- BBBS \$1,000
- Blackfalds Abbey Centre Camp Curious \$400
- Blackfalds FCSS – Seniors Programs \$1,000
- BGC Wolf Creek Lacombe \$1,000
- Clive FCSS \$2,000
- Eckville & Area Children’s Playgroup \$1,000
- Eckville Recreation Board – Summer Camp \$1,000
- Friends of Mirror Library Society \$400
- Lacombe and District FCSS \$2,000

BIRCH BAY BOAT CLUB LEASE OF COUNTY MUNICIPAL RESERVE

The staff report regarding the Birch Bay Boat Club Lease Agreement of County Municipal Reserve was received for information. A public hearing regarding the Birch Bay Boat Club’s proposed lease of a portion of Lacombe County Municipal Reserve described as Plan 1320431, Block 8, Lot 9MR (Birch Bay Marina) for a 24-year term was set for 9:00 am on December 12, 2024.

TEES RESERVOIR PROJECT – ALBERTA MUNICIPAL WATER/WASTEWATER GRANT APPLICATION

The County Manager was authorized to submit an application for funding under the Alberta Municipal Water/Wastewater Partnership Grant for the Tees Bulk Fill Station and Reservoir Project.



WHERE PEOPLE ARE THE KEY

AMENDING AGREEMENT FOR WASTEWATER TRUNK LINE FUNDING AGREEMENT

The County Manager was authorized to enter into an amending agreement with the Town of Blackfalds for the Wastewater Trunk Line Funding Agreement. The County's share of this project, \$1,321,685.28, will be funded from the Aspelund Wastewater Offsite Levy Reserve.

LAKEVIEW ESTATES WATER FLOURIDE SYSTEM

The County Manager was directed to hire Hydrogeological Consultants to complete the drilling of a test well and subsequent studies at Lakeview Estates at an estimated cost of \$95,000, to be funded from the Water/Wastewater Reserve.

LOCAL GROWTH AND SUSTAINABILITY GRANT – BLACKFALDS BROADWAY AVENUE RESERVOIR EXPANSION

Lacombe County will provide support to the Town of Blackfalds in its application for Local Growth and Sustainability Grant funding for the Town of Blackfalds/Lacombe County Intermunicipal collaborative and cost-shared Broadway Avenue Water Reservoir Expansion project.

FEDERATION OF CANADIAN MUNICIPALITIES (FCM) CONFERENCE ATTENDANCE

The County will send letters to the FCM with copies to Rural Municipalities of Alberta (RMA), Wheatland County, and MP Blaine Calkins, to express concern with how well the FCM's focus aligns with the unique needs and challenges of rural municipalities, specifically citing concerns related to the shipment of horses for live slaughter, clean oil, carbon capture, Bill 293, and the beef industry.

AGRICULTURE SERVICE BOARD TOWN HALL

Council attended the Agriculture Service Board Town Hall virtually to receive updates related to initiatives of the Provincial Agriculture Service Board and the Assistant Deputy Minister of Agriculture and Irrigation.

FIRE DEPARTMENT RESPONSE INVOICE RELIEF REQUEST

Brandon Williams, a Lacombe County resident, provided a presentation regarding an invoice he received in the amount of \$2995 for a fire department response to a structure fire at his property on July 22, 2024. Mr. Williams expressed concern with the amount of the invoice and advised that more equipment and personnel attended the fire than were necessary. As such, Mr. Williams requested that the invoice be reviewed and adjusted.

Council received the presentation for information and directed the County Manager to provide a report and recommendation regarding this matter at a future Council meeting.

**Next Regular Council Meeting is
November 28, 2024 – 9:00 a.m.**

**Next Committee of the Whole Meeting is
December 3, 2024 – 9:00 a.m.**

Lacombe County Administration Building

****For more details from Lacombe County Council meetings, please refer to the meeting minutes. All meeting minutes are posted on the website (www.lacombecounty.com) after approval.**



PRLS BOARD TALK

Highlights of the Parkland Regional Library Board Meeting

NOVEMBER 14, 2024

Organizational Meeting

Parkland's board has four new members. Board members in attendance elected the new Executive Committee and Board Chair. Barb Gilliat was re-appointed Board Chair by acclamation.

Executive Committee

The Executive Committee has several new faces, along with returning members. Welcome!

Deb Coombes – Town of Bowden

Barb Gilliat – Village of Alix (Committee Chair)

Twyla Hale – City of Lacombe

Marc Mousseau – S.V. of Parkland Beach

Len Phillips – Town of Rocky Mtn. House

Carlene Wetthuhn – Camrose County

Shannon Wilcox – Town of Carstairs

Janice Wing – Town of Innisfail

Seats seven and eight are vacant, and will hopefully be filled at the February meeting of the board.

Parkland 2024 Budget

The Parkland budget has been approved by 70% of the municipalities representing 85% of the population, with one municipality declining.

Advocacy Committee

Parkland will not be appointing the Advocacy Committee pending an assessment of the committee's mandate and how to make it a more effective tool of the board.

The committee can be appointed at the February board meeting following a review of the terms of reference

with recommendations by the Executive Committee which will meet in December and January. In particular, the role and duties of the Advocacy Committee members will be examined to determine whether a more practical "hands on" approach is needed. Rather than being mainly an advisory body, the Advocacy Committee might better served by working directly with local library boards and liaising with municipal and provincial politicians on public library related issues.

Given that next year is a municipal election year and the importance of advocacy in the lead up to the elections, the board can anticipate a robust discussion on the future role of the Advocacy Committee in the New Year.

Board Meeting Dates for 2025

Parkland will be holding board meetings virtually in 2025. Board meeting dates are subject to change, but are set as follows:

- **February 27** - Annual Report, Year in Review
- **May 15** - 2024 Financial Statements presented
- **September 11** - Budget presentation for 2026
- **November 27** - Organizational Meeting

Board Member Survey Results

Included in the package was the results of the three-question survey given to board members at the end of their September 12th meeting. Response to the survey was good and the comments were gratifyingly positive.

Advocacy Activities

MLA Visits

Parkland's Director and Board Chair have, at the recommendation of the Advocacy Committee, been engaged in visits with Parkland's MLA and municipal councils. So far Sheppard and Gilliat have met with the City of Camrose, Lacombe County, Sylvan Lake, Delburne, and Rocky Mountain House councils. To date, the only MLA with whom Sheppard and Gilliat have met is Jennifer Johnson. However, two more meetings with MLA's have been scheduled and there is at least one more council meeting scheduled for later in November.

Thus far, all the visits have gone well. Council visits have emphasized the value of Parkland and its services. The visits to the MLAs have highlighted the need for regular,

small increases in funding as previously directed by the board.

Central Alberta's Woodworking Guild

Parkland has entered into a partnership with the Central Alberta's Woodworker's Guild to produce a variety of puzzle kits for programming use in public libraries. These kits are intended to provide children a way to develop their manual dexterity. The kits are equally useful for seniors or those experiencing cognitive decline who wish to improve their motor, nervous, or hand/eye coordination skills. These kits are being produced at low cost with repurposed oak from discarded church pews. The puzzles and kits can be assembled and disassembled over and over again allowing for years of use, and are being produced at a very reasonable cost.

When all of the kits are produced, it is Parkland's intention to hold an event at one of our member libraries and invite the press. Not only would such an event emphasize the relationship between Parkland and our member libraries, it would also show how Parkland can partner with a local volunteer organization to provide a project of tremendous benefit to the local community.

Marketing Activities

Parkland has just wrapped up their three major contests for 2024. They are the *Golden Ticket Contest*, the *Library Card Sign-Up & Renewal Contest* for patrons and the *Library Card Sign-Up Contest* for libraries.

The sign-up and renewal activities were held throughout September and October. There were 2,607 entries for the patron contest representing 41 libraries. The patron prizes for these contests were Visa gift cards. Winners were identified in Lacombe, Ponoka, Sundre, Penhold, Eckville, Bashaw, Camrose, and Olds. The library that signed up the most new patrons in relation to their population was Amisk. They will receive a state-of-the-art virtual reality headset to keep at their library.

The *Golden Ticket Contest* was held throughout the month of October. There were 540 entries with 38 libraries represented. A patron from Bashaw was the winner of a weekend trip to Calgary including tickets to the science center and zoo, as well as gift cards for accommodations, gas, and food.

Advertising Campaign

Parkland's multi-faceted advertising campaign through *Black Press Media* is wrapping up. Eight libraries (Sylvan Lake, Rimbey, Penhold, Castor, Stettler, Lacombe, and Blackfalds) were selected from Black Press communities and received free newspaper print ads.

Committee News from Trustees

Carstairs Public Library won the Ministerial Award for 2024 for their *Tough Topics* programming boxes. Topics include depression, addiction, and consent.

Cremona Municipal Library partnered with FCSS to host Santa on November 13th with goodie bags and photo opportunities.

Delburne Municipal Council hosted Director Ron Sheppard and Board Chair Barb Gilliat for a council orientation about library service in Alberta. Council was very appreciative of their time and the information provided.

Penhold & District Public Library hosted a local indigenous chef at their library for an event that partnered with the local school so that children could serve food to visiting dignitaries. They are also hosting a community Christmas event on November 22nd with Santa and Christmas carols.

Stettler Public Library is gearing up for their annual Wine Survivor fundraiser put on by their Friends group. The event has gone online and continues to be very popular.

Board Members Present

Barb Gilliat (Vice-Chair), Gord Lawlor, Ray Reckseidler, **(Zoom)** Jackie Almberg, Alison Barker-Jevne, Jul Bissell, Wayne Clark, Laureen Clark-Rennie, Deb Coombes, Edna Coulter, Teresa Cunningham, Cal David, Jeff Eckstrand, Sarah Fahey, Les Fee, Richard Forsberg, Dwayne Fulton, Twyla Hale, Kathy Hall, Pam Hansen, Cody Johnson, Bryce Liddle, Julie Maplethorpe, Philip Massier, Ricci Matthews, Marc Mousseau, Jordon Northcott, Jackie Northey, Jacquie Palm-Fraser, Leonard Phillips, Sandy Shipton, Naomi Tercier, Harvey Walsh, Carlene Wetthuhn, Shannon Wilcox, Janice Wing **(Guests)** Brenda Dennis, Diane Elliot, Maia Foster, Paul Peterson, Paul Webb

For more information, or if you want a copy of the draft minutes from this board meeting, please contact PRLS.

November 15, 2024

Town of Blackfalds
P.O. Box 220
Blackfalds, AB T0M 0J0

Re: Municipal Support for the Red Deer River Watershed Alliance

Dear Town of Blackfalds Council,

Thank-you for your ongoing support of the Red Deer Watershed Alliance (RDRWA), the designated Watershed Planning and Advisory Council for the Red Deer River Basin (RDRB). Water is the foundation for the health and prosperity of local communities and the RDRWA recognizes the Town of Blackfalds is an important land and water use decision-maker and community leader. Below is a brief update on the RDRWA's activities and information on ways you can help us achieve our shared watershed planning goals and participate in our 2025-2026 funding process.

Who We Are

The Red Deer River Watershed Alliance was established in 2005 and is one of 11 Watershed Planning and Advisory Councils (WPACs) which partner in the delivery of Alberta's *Water for Life Strategy*. We are a science-based, multi-sector, not-for-profit organization that facilitates watershed management. Our vision is that the watershed will be healthy, dynamic, and sustainable through the efforts of the entire community. Our renewed WPAC mandate and roles agreement (Environment and Protected Areas and RDRWA 2022) specifies RDRWA will lead and ongoing collaborative process to:

- report on the state of the watershed,
- further develop and implement the Integrated Watershed Management Plan (IWMP),
- inform, educate and engage on water literacy and watershed stewardship, and
- serve as a convenor and collaborator on watershed issues.

An Ongoing relationship

The Town of Blackfalds plays a key role in the RDRWA both as a watershed partner and funder. **We rely on funding from municipalities (50 cent per capita funding)**, and together, municipalities contribute over 20% of the RDRWA's annual funding. Our records show that the Town of Blackfalds has been a longstanding supporter of the RDRWA, and we hope to see that relationship continue in 2025-2026. Consistent core funding from our partners is integral to our operations and helps to directly support our ability to lead projects with adequate staff and resources.

Over the past 19 years, our organization has developed many resources to maintain and protect watershed health. The RDRWA's work benefits the Town of Blackfalds by providing watershed assessment, programming and regional planning materials to assist with local decisions and planning with community health and prosperity benefits including source protection, flood and drought resiliency, recreational and ecosystem health

Update on Activities

Highlights from our [2023-2024 Annual Report](#) and upcoming activities include:

- **Watershed Assessment and Planning Resources:** We produce technical reports and tools addressing watershed topics to assist municipalities with land and water resource management. Some initiatives are listed below.
 - **Flood and drought resilience:** The RDRWA partnered with Fiera Biological Consulting (2020 – present) to map riparian condition along over 10,000 km of shoreline in the Medicine-Blindman Rivers, Buffalo, Kneehills, Threehills, and Little Red Deer Rivers and Raven, Michichi and Rosebud rivers. The [technical reports](#) and municipal summaries support decision making and targeted restoration and conservation programming. Stay tuned for upcoming workshops on drought management.
 - **State of the Watershed:** The RDRWA is collaborating with partners to assess and update its [State of the Watershed Report](#) (2009). Information will inform shared initiatives for Integrated Watershed Management Planning ([IWMP](#)).
- **Education and Outreach:** Our work reaches thousands of central Albertans every year. This year the RDRWA hired two summer outreach staff hosted and participated in summer outreach events to connect with over 1,400 individuals. Events were for school groups and the general public. RDRWA also partnered with the Waskasoo Environmental Education Society to deliver watershed educational programs to Grade 5 and Grade 8 students. The RDRWA has also connected with over 3,000 individuals on social media (Facebook and X) and through our monthly newsletter and website materials. We have developed a number of films on important topics including: [source water](#), [native trout](#), and [riparian areas](#) to increase water literacy.
- **Convenor and Collaborator:** Additionally, we provide forums for stakeholders and rights holders to meet, share information, discuss water and watershed issues and priorities in the basin. This year our WPAC Summit, Fall Forum and Spring Forums brought partners from across Alberta and beyond to the basin for important discussions. We also participated and hosted WPAC drought workshops in Vegreville, Blackfalds and Lethbridge.



Stronger Together

Thank-you again for being a key partner in watershed management. Your support matters, and we hope the Town of Blackfalds will continue to fund the RDRWA's watershed management initiatives and work towards addressing our current and future shared water challenges.

For an invoice, please contact the RDRWA at info@rdrwa.ca or 403-340-7379 and keep us informed of a primary contact to ensure your municipality receives regular updates.

Sincerely,

Francine Forrest, MSc.
Executive Director, RDRWA

Stay Connected

Did you know that the RDRWA offers many ways to connect?

- Sign up for our [monthly e-newsletter](#)
- Check out water-related events on our [community calendar](#)
- Participate in our regular forums and events
- Request a presentation to Council and/or staff
- Engage with our outreach and technical committees

MEETING DATE: November 26, 2024
PREPARED BY: Danielle Nealon, Executive & Legislative Coordinator
SUBJECT: **Bylaw 1315.24 - Front Parking Pads Amendments**

BACKGROUND

The purpose of Bylaw 1315.24 is to amend the Land Use Bylaw to allow Front Parking Pads as a use, and associated development standards, in the R-1L, R-1M, R-1S Districts and the R-2 District except for Multiple Housing Developments and Mixed Use Developments.

First Reading was given to Bylaw 1315.24 on October 22, 2024.

Notice of this Public Hearing was advertised in accordance with Section 606 of the Municipal Government Act and the Town of Blackfalds Public Notification Bylaw and Public Participation Policy as follows:

- Via email to the Front Parking Pad Engagement List on October 23, 2024. The Front Parking Pad Engagement List includes everyone who participated in the engagement process that advised they wanted to be kept up to date on process highlights.
- On the bulletin board in the Town's Civic Centre, upstairs outside of Council Chambers commencing October 29, 2024;
- A hard copy of proposed Bylaw 1315.24 was available for viewing at the Town's Civic Centre Front Counter (upstairs) as of October 29, 2024.
- Via email to all local authorities and agencies on October 29, 2024.
- Via email to internal departments on October 29, 2024.
- On the Town's electronic sign commencing October 29, 2024.
- November 2024 edition of "Talk of the Town".
- On the Planning & Development website of the Town's website commencing on October 29, 2024.
- Via email to the Municipal Planning Commission on October 24, 2024.
- In the November 14, 2024 and November 21, 2024 editions of the Lacombe Express.
- On the Town's social media channels in the weeks leading up to the Public Hearing.

The following written comments have been received to date:

- November 8, 2024, submission from Telus
- November 13, 2024, submission from Lacombe County
- November 14, 2024, submission from Alberta Transportation and Economic Corridors

ATTACHMENTS

- *November 8, 2024, submission from Telus*
- *November 13, 2024, submission from Lacombe County*
- *November 14, 2024, submission from Alberta Transportation and Economic Corridors*

APPROVALS



Kim Isaak,
Chief Administrative Officer



Department Director/Author

Subject: Town of Blackfalds Public Hearing Notice - Bylaw 1315.24 Front Parking Pad Land Use Bylaw Amendments

From: circulations . <circulations@telus.com>
Sent: November 8, 2024 11:46 AM
To: Amanda Partridge <APartridge@blackfalds.ca>
Subject: Re: Town of Blackfalds Public Hearing Notice - Bylaw 1315.24 Front Parking Pad Land Use Bylaw Amendments

Good Day,

Thank you for including TELUS in your circulation.

At this time, TELUS has no concerns with the proposed activities.

Thanks

Jane Willox

Real Estate Specialist | TELUS Land Solutions Team

Customer Network Planning (CNP)

2930 Centre Avenue NE, Calgary, AB T2A 4Y2

On Tue, Oct 29, 2024 at 9:14 AM Amanda Partridge <APartridge@blackfalds.ca> wrote:

Good Morning,

Attached is a Public Hearing Notice for Bylaw 1315.24 Front Parking Pad Amendments that has been set for Tuesday, November 26, 2024 at 7:00 p.m.

Please provide any written comments on or before noon, November 20, 2024 to:

Regular Mail or Town of Blackfalds Drop Off Box:

The Office of the CAO, c/o Executive & Legislative Coordinator

Box 220

5018 Waghorn Street, Blackfalds AB T0M 0J0

or Email: info@blackfalds.ca

Thanks,

Amanda Partridge *(she/her)*
Infrastructure and Planning Services Clerk

Town of Blackfalds
Box 220, 5018 Waghorn St
Blackfalds, AB T0M 0J0

T: 403.885.9679

This message is private and confidential. If you have received this message in error, please notify us and remove it from your system.



Sent via email only to: info@blackfalds.ca

November 13, 2024

Town of Blackfalds
Box 220, 5018 Waghorn St.
Blackfalds, Alberta T0M 0J0

RE: Notice of Public Hearing – Bylaw No. 1315.24 Land Use Bylaw Amendment

The County appreciates the opportunity to comment on proposed Bylaw No. 1303.24 Land Use Bylaw amendment for front parking pads. The County has no comments or concerns regarding the proposed amendment.

Yours truly,
LACOMBE COUNTY

A handwritten signature in blue ink that reads "Nat Wright".

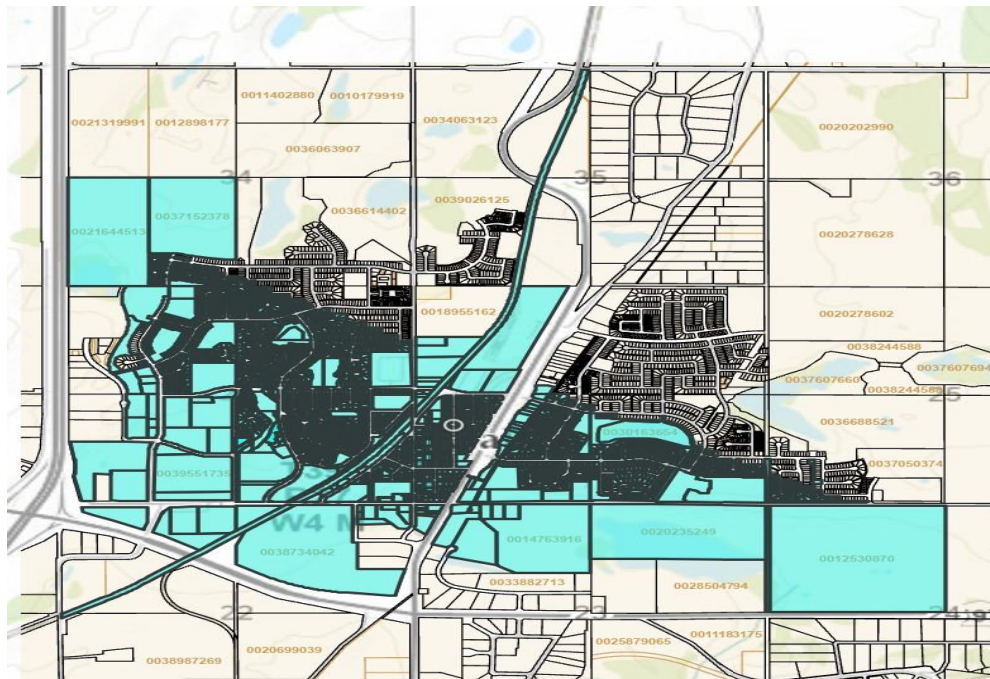
Natasha Wright
Planner/Development Officer

Telephone | 403-782-8389
Email | nwright@lacombecounty.com

Transportation and Economic Corridors Notice of Referral Decision

Land Use Bylaw Amendment in Proximity of a Provincial Highway

Municipality File Number:	Bylaw 1315.24	Highway(s):	
Legal Land Location:		Municipality:	Blackfalds
Decision By:	Anne Han Development and Planning Technologist	Issuing Office:	Central Region / Red Deer
Issued Date:	2024-11-14	AT Reference #:	RPATH0046772
Description of Development:	Amendment of LUB No 1268.22 Front Parking Pad Land Use Bylaw Amendment Notice		



This will acknowledge receipt of your circulation regarding the above noted proposal. Transportation and Economic Corridors primary concern is protecting the safe and effective operation of provincial highway infrastructure, and planning for the future needs of the highway network in proximity to the proposed land use amendment(s).

Transportation and Economic Corridors offers the following comments and observations with respect to the proposed land use amendment (s):

- We have reviewed the information provided and offer no objections in principle to the proposed Land Use Bylaw amendment, Bylaw No. 1315.24, as noted above.
- Pursuant to Section 618.3(1) of the Municipal Government Act (MGA), the department expects that the municipality will comply with any applicable items related to provincial highways in an ALSA plan if applicable.
- Pursuant to 618.4(1) of the Municipal Government Act, the department expects that the Municipality will mitigate the impacts of traffic generated by developments approved on the local road connections to the highway system, in accordance with Policy 7 of the Provincial Land Use Policies.

Please contact Transportation and Economic Corridors through the [RPATH Portal](#) if you have any questions, or require additional information.



Issued by **Anne Han, Dev and Planning Tech**, on **2024-11-14** on behalf of the Minister of Transportation and Economic Corridors pursuant to *Ministerial Order 52/20 – Department of Transportation and Economic Corridors Delegation of Authority*

PUBLIC HEARING NOTICE

LAND USE BYLAW AMENDING BYLAW NO. 1315.24

Town of Blackfalds Council has given First Reading to Land Use Bylaw Amending Bylaw No. 1315.24 that proposes to allow Front Parking Pads again in the Town of Blackfalds. Front Parking Pads are parking pads in a front yard that do not connect to a garage. Front Parking Pads are proposed to be allowed in the R-1L, R-1M, R-1S Districts (all low-density residential districts) and the R-2 District except for Multiple Housing Developments and Mixed Use Development uses, subject to the following proposed rules:

- A minimum of 25% of the front yard must be retained for landscaping.
- Front Parking Pads must be a minimum of 6 m (19.69 ft) in length.
- Front Parking Pads must be at least 3 m (9.84 ft) in width and no more than 7 m (22.97 ft) in width.
- Front Parking Pads must be installed directly against a sidewalk or a road in situations where there is no sidewalk.
- They must be hard-surfaced if the Front Parking Pad is accessed from a hard-surfaced road.
- Front Parking Pads will not be allowed to directly access a highway, arterial road, or any other location that would create a hazardous traffic situation.

Town Council will hold a Public Hearing in Council Chambers for the purpose of receiving comments on the proposed amending Bylaw No. 1315.24:

BYLAW 1315.24 PUBLIC HEARING

Tuesday, November 26, 2024

Town of Blackfalds Civic Centre, Council Chambers (upstairs)

5018 Waghorn Street, Blackfalds AB

Commencing at 7:00 p.m.

A full copy of the proposed Bylaw can be viewed on the Planning & Development page on the Town's website located at www.blackfalds.ca/p/planning-development, under Public Hearing Notices. A copy may also be inspected at the Town Office Front Counter located upstairs at the Town's Civic Centre (5018 Waghorn Street) during regular business hours, 8:30 a.m. to 4:30 p.m., Mondays to Fridays.

Anyone attending the Public Hearing wishing to make a presentation will be given the opportunity to do so. If unable to attend the Public Hearing, **you may submit written comments on or before noon, November 20, 2024 to:**

Regular Mail or Town of Blackfalds Drop Off Box:
The Office of the CAO, c/o Executive & Legislative Coordinator
Box 220
5018 Waghorn Street, Blackfalds AB T0M 0J0
or Email: info@blackfalds.ca

BEING A BYLAW OF THE TOWN OF BLACKFALDS IN THE PROVINCE OF ALBERTA TO AMEND LAND USE BYLAW 1268.22 SCHEDULE 'A'

A Bylaw of the Town of Blackfalds, in the Province of Alberta, pursuant to the provisions of the *Municipal Government Act*, being Chapter M 26.1 of the Revised Statutes of Alberta, 2000 and amendments thereto, for the purpose of amending Schedule 'A' of Land Use Bylaw No. 1268.22 to include a definition of Front Parking Pads; include Front Parking Pads as an allowable use in the Residential Single Dwelling Large Lot District (R-1L), Residential Single Dwelling Medium Lot District (R-1M), Residential Single Dwelling Small Lot District (R-1S), and the Residential Multi-Dwelling District (R-2) with the exception of Multiple Housing Development and Mixed Use Development Uses; and associated development standards.

WHEREAS, notice of the intention of Council to pass a bylaw has been published in the Lacombe Express on _____ and _____, in accordance with Section 606 of the *Municipal Government Act*, RSA 2000, and amendments thereto;

WHEREAS, a Public Hearing was held on _____, to allow the general public to provide input into the proposed Bylaw amendments;

NOW THEREFORE, the Municipal Council of the Town of Blackfalds, duly assembled hereby enacts the amendments to Schedule 'A' of Bylaw 1268.22:

PART 1 – TITLE

1.1 That this Bylaw shall be cited as the "Front Parking Pad Amendments".

PART 2 – AMENDMENTS

2.1 That Section 1.14 Definitions be amended by deleting the definition for **DRIVEWAY** and replacing it with:

DRIVEWAY means the connection from an on-site parking area to an access and does not include a Front Parking Pad or the area used as a Walkway.

2.2 That Section 1.14 Definitions be amended to include the following definition of **FRONT PARKING PAD**:

FRONT PARKING PAD means a portion of a Front Yard intended for the parking of vehicles and Recreational Vehicles that is not connected to a Garage and does not include a Driveway or the area used as a Walkway.

2.3 That Section 3.15.3 Review and Approval of Landscape Plans, subsection b)xvii) be amended by adding "...Front Parking Pads, ..." after "...Driveways..."

2.4 That Section 3.18 Objects Prohibited or Restricted in Yards, subsection a)vi)i be amended by adding "...or a Front Parking Pad..." after "...Parking Pad (Part 8, Schedule A4)".

2.5 That Section 3.20.4 Tandem Parking, subsection b) be amended by adding "... or Front Parking Pads..." after "...Driveways..."

2.6 That Section 3.20.9 Sight Lines, subsection b) be amended by deleting everything after "...Driveway..." and replacing it with "..., Front Parking Pad or Lane and a Road."

2.7 That Section 3.20.10 Vehicle Access Parking Space Standards, be amended by deleting subsection a)iv) in its entirety and replacing it with the following:

iv) All accesses to any Garage, Carport, Parking Pad or Front Parking Pad must be Hard Surfaced if entering from a hard-surfaced Road or Street.

2.8 That a new Section 4.7 Front Parking Pads as follows and renumber the subsequent sections and subsections accordingly:

4.7 Front Parking Pads

a) Front Parking Pads are Permitted Uses in the following Land Use

Districts:

- i) Residential Single Dwelling Large Lot District (R-1L)
 - ii) Residential Single Dwelling Medium Lot District (R-1M)
 - iii) Residential Single Dwelling Small Lot District (R-1S)
 - iv) Residential Multi-Dwelling District (R-2), except for Multiple Housing Development and Mixed Use Development uses
- b) The Development Authority shall not vary the minimum 25% Front Yard Landscaping requirements to accommodate a Front Parking Pad unless alternative access is not available, at the sole discretion of the Development Authority.
- c) The minimum length of a Front Parking Pad shall be 6.0 m (19.69 ft) measured from the back of the sidewalk or Walkway or where there is no sidewalk or Walkway, 6.0 m (19.69 ft) from the Road.
- d) The minimum width of a Front Parking Pad shall be 3.0 m (9.84 ft) to a maximum width of 7.0 m (22.97 ft) and where possible should be grouped together in pairs to maximize the space available for on-street parking.
- e) Front Parking Pads shall abut the back of the sidewalk or Walkway or where there is no sidewalk or Walkway, abut a Road.
- f) Front Parking Pads on a Corner Lot shall be located as far from the intersection with a Lane and/or Road as possible.
- g) To ensure that the movement of traffic is both safe and efficient, the Development Authority shall prohibit Front Parking Pads onto Highways/Expressways and arterial Roads, as defined in the Town's Transportation Master Plan and amendments thereto, and where, at the sole discretion of the Development Authority, the Front Parking Pad would be liable to create a hazardous traffic situation.
- 2.9 That current Section 4.8 Recreational Vehicle Storage, subsection b) be amended to include "...or Front Parking Pad."
- 2.10 That current Section 4.11 Shipping Containers, subsection d)iii) be amended by adding "...or Front Parking Pad..." after "...Driveway..."
- 2.11 That Section 6.1 Residential Single Dwelling Large District (R-1L), subsection 6.1.3 District Regulations table, in the row addressing Maximum Parcel Coverage, be amended by adding "...Front Parking Pads, ..." after "...Driveways..."
- 2.12 That Section 6.2 Residential Single Dwelling Medium Lot District (R-1M), subsection 6.2.3 District Regulations table, in the row addressing Maximum Parcel Coverage, be amended by adding "..., Front Parking Pads, ..." after "...Driveways..."
- 2.13 That Section 6.3 Residential Single Dwelling Small Lot District (R-1S), subsection 6.3.3 District Regulations table, in the row addressing Maximum Parcel Coverage, be amended by adding "..., Front Parking Pads, ..." after "...Driveways..."
- 2.14 That Section 6.5 Residential Multi-Dwelling District (R-2), subsection 6.5.3 District Regulations table, in the row addressing Maximum Parcel Coverage, be amended by adding "..., Front Parking Pads, ..." after "...Driveways..."

PART 3 – DATE OF FORCE

- 3.1 That this Bylaw shall come into effect, upon the date on which it is finally read and passed.

READ for the first time this _____ day of _____, A.D. 20__.

(RES.)

MAYOR JAMIE HOOVER

CAO KIM ISAAK

READ for the second time this _____ day of _____, A.D. 20__.

(RES.)

MAYOR JAMIE HOOVER

CAO KIM ISAAK

READ for the third time this _____ day of _____, A.D. 20__.

(RES.)

MAYOR JAMIE HOOVER

CAO KIM ISAAK

DRAFT

MEETING DATE: November 26, 2024
PREPARED BY: Jolene Tejkl, Planning & Development Manager
PRESENTED BY: Jolene Tejkl, Planning & Development Manager
SUBJECT: **Bylaw 1315.24 - Front Parking Pad Amendments**

BACKGROUND

Bylaw 1315.24 proposes to amend Land Use Bylaw 1268/22 to allow Front Parking Pads in several residential land use districts and bring in related development standards that have been previously been vetted through Council and subject to a public consultation process.

Council gave First Reading to Bylaw 1315.24 at the October 22, 2024, Meeting and set the Public Hearing for this evening’s Regular Council Meeting:

324/24 Councillor Dennis moved That Council give First Reading to Bylaw 1315.24 - Front Parking Pad Amendments, as presented.

CARRIED UNANIMOUSLY

325/24 Deputy Mayor Sands moved That Council set a Public Hearing date for November 26, 2024, at 7:00 p.m. in Council Chambers.

CARRIED UNANIMOUSLY

DISCUSSION

Bylaw 1315.24 proposes to allow Front Parking Pads in the Residential Single Dwelling Large Lot District (R-1L), Residential Single Dwelling Medium Lot District (R-1M), Residential Single Dwelling Small Lot District (R-1S) and the Residential Multi-Dwelling District (R-2) except for Multiple Housing Development and Mixed Use Development uses. The reason why Multiple Housing Development and Mixed Use Development uses are proposed to be excluded from allowing Front Parking Pads is these types of developments are comprehensively planned with their own associated parking lots.

The other residential land use districts, being the Residential Manufactured Home Park District (R-MHP), Residential Medium Density District (R-3), Residential High Density District (R-4) and Residential Multi Unit District (R-5) are excluded from Front Parking Pads being an allowable use for the same reason as the exclusions proposed in the R-2 District. The developments in these districts are all comprehensively planned developments that include their own parking lots.

The table below outlines the draft development standards previously shared, and identifies the amendment number that corresponds to the numbers in attached Bylaw 1315.24 for reference:

Proposed Development Standards	Bylaw Amendment Number
Shall maintain 25% of front yard landscaping.	Amendment 2.8 which introduces a new Section of the LUB specific to Front Parking Pads and contains a standard that requires the minimum 25% landscaping be retained unless alternative access isn’t available.

	<p>It should be noted that the R-2 District does not have the same 25% landscaping requirement that the other land use districts proposed to allow Front Parking Pads have. There are several challenges with the R-2 District development standards that will necessitate amendments in the near future. When those amendments come forward, Administration intends on introducing a minimum 25% front landscaping requirement in the District. So, although not technically required in the R-2 District at the moment, Administration is proposing to introduce this minimum landscaping requirement where Front Parking Pads are being applied for.</p>
<p>The minimum length of a Front Parking Pad shall be 6.0 m (19.69 ft.).</p>	<p>Amendment 2.8</p> <p>There is one new proposed requirement that came out of the internal review of the draft Bylaw; that Front Parking Pads shall be located as far as possible from the intersection of a road or a lane.</p>
<p>The minimum width of a Front Parking Pad shall be 3.0 m (9.84 ft.) to a maximum width of 7.0 m (22.97 ft.) and where possible shall be grouped together in pairs to maximize the space available for on-street parking.</p>	
<p>To ensure that the movement of traffic is both safe and efficient, the Development Authority will prohibit Front Parking Pads onto Highways/Expressways and arterial Roads as defined in the Town of Blackfalds Transportation Master Plan and amendments thereto, and where, in the opinion of the Development Authority, the Front Parking Pad would be liable to create a hazardous traffic situation.</p>	
<p>The Development Authority shall not vary the minimum landscaping requirements to accommodate a Front Parking pad unless alternative access is not available.</p>	
<p>Front Parking Pad shall abut a sidewalk or road where there is no sidewalk.</p>	
<p>Where access is gained directly from a paved road, Front Parking Pads shall be hard surfaced.</p>	<p>Amendment 2.7. This is consistent with the Driveway hard surfacing requirement location.</p>

When amending the LUB, care must be taken to ensure that the amendments are made in a cohesive manner to avoid conflicting standards. Therefore, the additional amendments are being proposed under Bylaw 1315.24:

Amendment 2.1	Proposes to update the definition of Driveway to clarify the distinction between a Parking Pad (as Driveway is used in the definition of Parking Pad) and Front Parking Pads.
Amendment 2.2	This amendment proposes to introduce the definition of Front Parking Pad, which is essentially what was previously presented to Council and the public with one small amendment; the addition to the Driveway reference to explicitly identify them as different developments.
Amendment 2.3	Adding Front Parking Pads to be shown on landscape plans.
Amendment 2.4	Adding Front Parking Pads to the list of exempted areas which will allow RV's to be parked year-round. This is the same rule that currently applies to Driveways.
Amendment 2.5	This amendment proposes to allow for tandem parking on Front Parking Pads when they're associated with Row Housing, a permitted use in the R-2 District. This is the same rule that currently applies to Driveways.
Amendment 2.6	Proposes to update the sight line requirements to include Front Parking Pads. Administration is taking opportunity with this amendment to fix an existing typo; where the LUB states "land" in this subsection, it should state "lane".
Amendment 2.9	This amendment proposes to clearly state that RV parking is allowed on Front Parking Pads. This is the same rule that currently applies to Driveways.
Amendment 2.10	Adding Front Parking Pads as a location where a temporary shipping container for the sole purpose of using it as a moving storage pad for no more than 14 days may be placed. Consistent with rules for Driveways.
Amendments 2.11 – 2.14	These are amendments to the residential land use districts where Front Parking Pads are proposed to be located to ensure that the prescribed maximum parcel coverage calculation excludes Front Parking Pads, consistent with the current rules for Driveways.

FINANCIAL IMPLICATIONS

None.

ADMINISTRATIVE RECOMMENDATION

That Council considers the following motions:

1. That Council give Second Reading to Bylaw 1315.24 – Front Parking Pad Amendments, as presented.
2. That Council give Third Reading to Bylaw 1315.24 – Front Parking Pad Amendments, as presented.

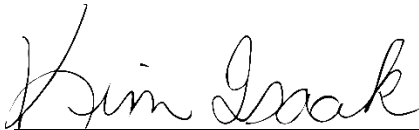
ALTERNATIVES

- a) That Council gives Second Reading to Bylaw 1315.24 – Front Parking Pad Amendments, as amended.
- b) That Council Bylaw 1315.24 – Front Parking Pad Amendments back to Administration for more information or amendments.

ATTACHMENTS

- *Bylaw 1315.24 – Front Parking Pad Amendments*

APPROVALS



Kim Isaak,
Chief Administrative Officer



Department Director/Author

BEING A BYLAW OF THE TOWN OF BLACKFALDS IN THE PROVINCE OF ALBERTA TO AMEND LAND USE BYLAW 1268.22 SCHEDULE 'A'

A Bylaw of the Town of Blackfalds, in the Province of Alberta, pursuant to the provisions of the *Municipal Government Act*, being Chapter M 26.1 of the Revised Statutes of Alberta, 2000 and amendments thereto, for the purpose of amending Schedule 'A' of Land Use Bylaw No. 1268.22 to include a definition of Front Parking Pads; include Front Parking Pads as an allowable use in the Residential Single Dwelling Large Lot District (R-1L), Residential Single Dwelling Medium Lot District (R-1M), Residential Single Dwelling Small Lot District (R-1S), and the Residential Multi-Dwelling District (R-2) with the exception of Multiple Housing Development and Mixed Use Development Uses; and associated development standards.

WHEREAS, notice of the intention of Council to pass a bylaw has been published in the Lacombe Express on _____ and _____, in accordance with Section 606 of the *Municipal Government Act*, RSA 2000, and amendments thereto;

WHEREAS, a Public Hearing was held on _____, to allow the general public to provide input into the proposed Bylaw amendments;

NOW THEREFORE, the Municipal Council of the Town of Blackfalds, duly assembled hereby enacts the amendments to Schedule 'A' of Bylaw 1268.22:

PART 1 – TITLE

- 1.1 That this Bylaw shall be cited as the “**Front Parking Pad Amendments**”.

PART 2 – AMENDMENTS

- 2.1 That Section 1.14 Definitions be amended by deleting the definition for **DRIVEWAY** and replacing it with:

DRIVEWAY means the connection from an on-site parking area to an access and does not include a Front Parking Pad or the area used as a Walkway.

- 2.2 That Section 1.14 Definitions be amended to include the following definition of **FRONT PARKING PAD**:

FRONT PARKING PAD means a portion of a Front Yard intended for the parking of vehicles and Recreational Vehicles that is not connected to a Garage and does not include a Driveway or the area used as a Walkway.

- 2.3 That Section 3.15.3 Review and Approval of Landscape Plans, subsection b)xvii) be amended by adding “...Front Parking Pads, ...” after “...Driveways...”

- 2.4 That Section 3.18 Objects Prohibited or Restricted in Yards, subsection a)vi)i be amended by adding “...or a Front Parking Pad...” after “...Parking Pad (Part 8, Schedule A4)”.

- 2.5 That Section 3.20.4 Tandem Parking, subsection b) be amended by adding “... or Front Parking Pads...” after “...Driveways...”.

- 2.6 That Section 3.20.9 Sight Lines, subsection b) be amended by deleting everything after “...Driveway...” and replacing it with “..., Front Parking Pad or Lane and a Road.”

- 2.7 That Section 3.20.10 Vehicle Access Parking Space Standards, be amended by deleting subsection a)iv) in its entirety and replacing it with the following:

- iv) All accesses to any Garage, Carport, Parking Pad or Front Parking Pad must be Hard Surfaced if entering from a hard-surfaced Road or Street.

- 2.8 That a new Section 4.7 Front Parking Pads as follows and renumber the subsequent sections and subsections accordingly:

4.7 Front Parking Pads

- a) Front Parking Pads are Permitted Uses in the following Land Use Districts:
i) Residential Single Dwelling Large Lot District (R-1L)

- ii) Residential Single Dwelling Medium Lot District (R-1M)
 - iii) Residential Single Dwelling Small Lot District (R-1S)
 - iv) Residential Multi-Dwelling District (R-2), except for Multiple Housing Development and Mixed Use Development uses
- b) The Development Authority shall not vary the minimum 25% Front Yard Landscaping requirements to accommodate a Front Parking Pad unless alternative access is not available, at the sole discretion of the Development Authority.
- c) The minimum length of a Front Parking Pad shall be 6.0 m (19.69 ft) measured from the back of the sidewalk or Walkway or where there is no sidewalk or Walkway, 6.0 m (19.69 ft) from the Road.
- d) The minimum width of a Front Parking Pad shall be 3.0 m (9.84 ft) to a maximum width of 7.0 m (22.97 ft) and where possible should be grouped together in pairs to maximize the space available for on-street parking.
- e) Front Parking Pads shall abut the back of the sidewalk or Walkway or where there is no sidewalk or Walkway, abut a Road.
- f) Front Parking Pads on a Corner Lot shall be located as far from the intersection with a Lane and/or Road as possible.
- g) To ensure that the movement of traffic is both safe and efficient, the Development Authority shall prohibit Front Parking Pads onto Highways/Expressways and arterial Roads, as defined in the Town's Transportation Master Plan and amendments thereto, and where, at the sole discretion of the Development Authority, the Front Parking Pad would be liable to create a hazardous traffic situation.
- 2.9 That current Section 4.8 Recreational Vehicle Storage, subsection b) be amended to include "...or Front Parking Pad."
- 2.10 That current Section 4.11 Shipping Containers, subsection d)iii) be amended by adding "...or Front Parking Pad..." after "...Driveway..."
- 2.11 That Section 6.1 Residential Single Dwelling Large District (R-1L), subsection 6.1.3 District Regulations table, in the row addressing Maximum Parcel Coverage, be amended by adding "...Front Parking Pads, ..." after "...Driveways..."
- 2.12 That Section 6.2 Residential Single Dwelling Medium Lot District (R-1M), subsection 6.2.3 District Regulations table, in the row addressing Maximum Parcel Coverage, be amended by adding "..., Front Parking Pads, ..." after "...Driveways..."
- 2.13 That Section 6.3 Residential Single Dwelling Small Lot District (R-1S), subsection 6.3.3 District Regulations table, in the row addressing Maximum Parcel Coverage, be amended by adding "..., Front Parking Pads, ..." after "...Driveways..."
- 2.14 That Section 6.5 Residential Multi-Dwelling District (R-2), subsection 6.5.3 District Regulations table, in the row addressing Maximum Parcel Coverage, be amended by adding "..., Front Parking Pads, ..." after "...Driveways..."

PART 3 – DATE OF FORCE

- 3.1 That this Bylaw shall come into effect, upon the date on which it is finally read and passed.

READ for the first time this 22nd day of October, A.D. 2024.

(RES. 324/24)

MAYOR JAMIE HOOVER

CAO KIM ISAAK

READ for the second time this _____ day of _____, A.D. 20__.

(RES. _____)

MAYOR JAMIE HOOVER

CAO KIM ISAAK

READ for the third time this _____ day of _____, A.D. 20__.

(RES. _____)

MAYOR JAMIE HOOVER

CAO KIM ISAAK

DRAFT

MEETING DATE: November 26, 2024
PREPARED BY: Jolene Tejkl, Planning & Development Manager
PRESENTED BY: Jolene Tejkl, Planning & Development Manager
SUBJECT: **Subdivision File No. S-04-24, Blackfalds Crossing Trail**

BACKGROUND

A portion of the Town’s trail network adjacent to the Blackfalds Crossing commercial development on the Town’s south end is currently located on privately owned land. This subdivision application proposes to subdivide out the trail and a strip of land to the west to fully encompass the North Red Deer River Water Services Commission Utility Right-of-Way (URW), as shown in the yellow circle. If approved, the subdivision would designate the newly created parcel as a Municipal Reserve (MR) and transfer ownership to the Town of Blackfalds.



DISCUSSION

Earlier this year, Town administration, the Blackfalds Crossing commercial developer, and the developers who created the Blackfalds Crossing Area Structure Plan (ASP), entered a Memorandum of Understanding (MoU) pertaining to the eventual subdivision of this trail and the abutting URW to transfer to Town ownership. This subdivision application is in line with the terms and conditions of the MoU and will not impact the MR allocation in further build-out of the Blackfalds Crossing community.

Section 654(1) of the *Municipal Government Act* (MGA) states that the Subdivision Authority must not approve an application unless:

- The land proposed to be subdivided is suitable for the intended purpose of the subdivision,
- The subdivision conforms to relevant Statutory Plans and the Land Use Bylaw (LUB),
- The application conforms to the relevant sections of the MGA, and
- All outstanding property taxes have been paid, or satisfactory arrangements for their payment have been made with the Town.

The proposed subdivision includes an existing trail that was built in accordance with the direction of the Development Concept contained within the Blackfalds Crossing ASP that shows a multi-use trail between the commercial development and Highway 2A. Administration is satisfied that the land is suitable for the continued use as a trail, and the subdivision conforms to the governing ASP.

The subject lands are currently designated Commercial Highway District (C2), which is not consistent with other Town owned parcels that accommodate trails. However, the trail is existing, no further trails are contemplated on this land, and Administration will take forward a LUB amendment that includes the rezoning of the proposed parcel to Parks and Recreation District (PR). Regardless, the current C2 zoning does not prevent the existing trail from continuing. As such, Administration is satisfied that the proposed subdivision confirms to the LUB.

With respect to the payment of outstanding property taxes, this requirement is always reflected in a condition of subdivision approval to ensure that all property taxes are paid at the time of subdivision endorsement, which can be a year or more from the date of conditional subdivision approval.

Administration is satisfied that the application meets the required criteria set out in Section 654(1) of the MGA for subdivision approval.

Section 9 of the *Matters Related to Subdivision and Development Regulation* also sets out relevant considerations that the Subdivision Authority must consider when making a decision on a subdivision application. These considerations pertain to land suitability, availability of infrastructure, and environmental considerations. The topography of the subject land is relatively flat, all municipal infrastructure is available, and there are no environmentally sensitive lands to protect through the designation of Environmental Reserve (ER).

Administration is satisfied that the application meets the required criteria set out in the *Matters Related to Subdivision and Development Regulation*.

The Town's Municipal Development Plan (MDP) further reiterates the subdivision considerations in the MGA and the Regulations in MDP Policy 3.12, which Administration is satisfied the application before the Authority meets.

Reserve Dedication

The governing ASP shows the subject lands to accommodate a multi-use trail but does not consider it as part of the overall MR dedication for the plan area or zoned Parks and Recreation District under the LUB so it was never contemplated in the overall MR dedication for the development. The MoU addresses this additional MR parcel being taken out, and does not require the Town to compensate the developer for the over dedication of MR. The majority of the proposed subdivision includes a utility right-of-way that restricts development on it anyways.

There is no requirement for ER dedication on this parcel because none of the lands qualify for ER designation, pursuant to section 664(1) of the MGA.

Subdivision Notification and Responses

Because the subject parcel was not identified as part of the MR allocation in the ASP, notification was sent to adjacent landowners. The proposed subdivision was also referred to all required local authorities and agencies listed below and responses provided in Attachment 2 of this report:

- Alberta Health Services, Central Zone
- Alberta Transportation and Economic Corridors
- ATCO Gas
- ATCO Pipelines
- Canada Post

- Fortis Alberta
- Lacombe County
- North Red Deer Regional Wastewater Services Commission
- North Red Deer River Water Services Commission
- Shaw Communications
- TELUS Communications
- Town of Blackfalds Departments

Lacombe County advised they have no comments or concerns, Fortis advised they do not require any easements to be registered, and Alberta Health Services advised they are satisfied that the proposed subdivision poses minimal risk to public health. ATCO Transmission stated they have no objections subject to conditions which this subdivision will adhere to.

Telus advised that they want a condition of subdivision approval be placed requiring the applicant to initiate a Telus Utility Right of Way Agreement. Administration has tried to contact Telus about this requirement to let them know that the parcel is intended to accommodate an existing trail and no other development to see if this condition is still required. At the time of writing this report, Telus has not responded so a condition of subdivision approval is suggested to fulfill this requirement.

The Town's Municipal Engineer noted that the subdivision plan doesn't fully encompass the URW, which it is intended to do. There is a small portion of the URW on the north end of the plan area that veers slightly to the west that wasn't included in the proposed Lot 3MR. A condition of subdivision approval is proposed to address this.

FINANCIAL IMPLICATIONS

None. Parks & Facilities already maintains this trail, this subdivision just brings the ownership into the Town and designates the newly created parcel as a Municipal Reserve on the Certificate of Land Title.

ADMINISTRATIVE RECOMMENDATION

That Council consider the following motion:

That Council, being the designated Subdivision Authority for the Town of Blackfalds, is satisfied that the proposed subdivision meets the relevant considerations, and move to APPROVE the subdivision of Lots 1 & 2 Block 4 Plan 182 2757, Pt. NE 22-39-27-W4M, subject to the following conditions:

1. The Plan of Subdivision shall be updated to fully encompass the North Red Deer River Water Services Commission Utility Right-of-Way.
2. That pursuant to Section 84 of the *Land Titles Act*, the subdivision, as amended pursuant to Condition of Subdivision Approval 1, is registered by Plan of Survey.
3. That pursuant to Section 654(1)(d) of the *Municipal Government Act*, all outstanding property taxes are to be paid, or some other arrangements satisfactory to the Town of Blackfalds for payment thereof be made.

4. That pursuant to Section 655(1) of the *Municipal Government Act*, that the owner/developer register utility easement right of way as per the requirements of the Town of Blackfalds and/or utility companies concurrent with or prior to registering the subdivisions Plan of Survey.

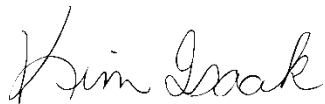
ALTERNATIVES

- a) That Council, being the Subdivision Authority for the Town of Blackfalds, refuses the subdivision with reasons.
- b) That Council, being the Subdivision Authority for the Town of Blackfalds, refers this item back to Administration for further information.

ATTACHMENTS

- *Subdivision Application*
- *Referral Responses*

APPROVALS



Kim Isaak,
Chief Administrative Officer



Department Director/Author



File # _____

The Registered Owner(s) of the land to be subdivided, or a person authorized to act as agent, must complete this application form in its entirety.

 Landowner Forum Blackfalds II GP Inc and Blackfalds Crossing Dev. Address See Titles

Phone _____ Fax _____ City _____ Prov _____ Postal Code _____

 Contractor Bemoco Land Surveying Address 100-6040-47 Ave

 Phone 403-342-2611 Fax _____ City Red Deer Prov AB Postal Code T4N 1C2
LEGAL DESCRIPTION AND AREA OF LAND TO BE SUBDIVIDED

All/Part of the _____ ¼ sec. _____ twp _____ range _____ west of the fourth meridian,

 being all/part of Lot 1&2 Block 4 Plan 1822757,

 Certificate of Title No. 182 299 403 Area of the parcel of land to be subdivided 2.6 and 2.17 hectares.
232 241 022
LOCATION OF LAND TO BE SUBDIVIDED

The land is located in the Town of Blackfalds.

- a. Is the land situated immediately adjacent to the municipal boundary?
 No Yes, and the adjoining municipality is _____
- b. Is the land situated within 0.8 kilometers of the right-of-way of a highway?
 No Yes, Highway # 2
- c. Does the parcel contain or is it bounded by a river, stream, lake or other body of water, or by a drainage ditch or canal?
 No Yes: if yes, state the name: _____
- d. Is the parcel within 1.5 km of a sour gas facility?
 No Yes

EXISTING AND PROPOSED USE OF LAND TO BE SUBDIVIDED

- a. Describe the existing use of the land: C1
- b. Describe the proposed use of the land: C1
- c. The designated use of the land, as classified under the Land Use By-law is C1

PHYSICAL CHARACTERISTICS OF LAND TO BE SUBDIVIDED

- a. Describe the nature of the land's topography (flat, rolling, steep, mixed) Flat
- b. Describe the nature of the vegetation and water on the land (brush, shrubs, tree stands, woodlots, etc; sloughs, creeks, etc.) Bare land
- c. Describe the kind of soil on the land (sandy, loam, clay, etc.) Clay

EXISTING BUILDINGS ON THE LAND TO BE SUBDIVIDED

 Describe any buildings and any structures on the land and whether they are to be demolished or moved:
None

WATER AND SEWER SERVICES

If the proposed subdivision is to be serviced by other than a water distribution system and a wastewater collection system, describe the manner of providing water and sewage:

None - Dedicated MR

REGISTERED OWNER(S) OR PERSON ACTING ON OWNER'S BEHALF

I/We, Bemoco Land Surveying Ltd, hereby certify that:
(Please print full name)

- I/We are the registered owner(s); or
- I am the agent authorized to act on behalf of the registered owner

And that the information given on this form is full and complete and is, to the best of my knowledge, a true statement of the facts relating to this application for subdivision.

Signature: [Signature] Date: October 25-24

Signature: _____ Date: _____

AGENT AUTHORIZATION (WHEN APPLICABLE)

I/We, _____, being the registered owner(s) of the land being subdivided do hereby authorize Bemoco Land Surveying Ltd
(individual or firm seeking application)

to make application for subdivision affecting the above noted property.

Signature: _____ Date: _____

Signature: _____ Date: _____

RIGHT TO ENTRY

Pursuant to Sections 653 and 542 of the Municipal Government Act, I hereby do , or do not grant consent for a designated officer of the Town of Blackfalds to enter upon the land described above, which is subject to an application for subdivision, for the purpose of a site inspection.

Name (please print): Kevin Vennard

Signature: [Signature] Date: October 25-24

COMMENTS (FURTHER INFORMATION MAY BE PROVIDED ON AN ATTACHED SHEET)

The land to be dedicate to MR for trail

FOR OFFICE USE ONLY

Date Completed Application Submitted _____ Fees Submitted _____

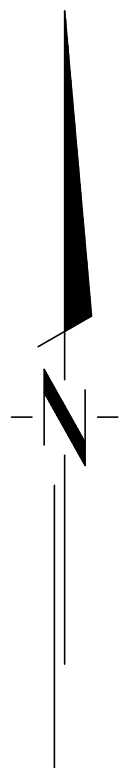
Clear **Submit**

Personal information is collected under the authority of the Municipal Government Act and Section 33 (c) of the Alberta Freedom of Information and Protection of Privacy Act (FOIP), and will be protected under Part 2 of the FOIP Act. This information will be used solely to administer Applications for Subdivision for the Town of Blackfalds. Questions regarding this collection of personal information may be directed to the Town of Blackfalds FOIP Coordinator at: Town of Blackfalds, Box 220, 5018 Waghorn Street, Blackfalds AB T0M 0J0; by phone at 403.885.6248; or by email at foip@blackfalds.com

NOTES:

STATUTORY IRON POSTS FOUND ARE SHOWN THUS: ● AND ARE MARKED P090.
 STATUTORY IRON POSTS PLACED ARE SHOWN THUS: ○ AND ARE MARKED P090.
 ALBERTA SURVEY CONTROL MARKERS FOUND ARE SHOWN THUS: ⊙
 TEMPORARY POINTS ARE SHOWN THUS: X
 DISTANCES ARE SHOWN IN METRES AND DECIMALS THEREOF.
 ALL PLACED AND FOUND STATUTORY IRON POSTS ARE FLUSH WITH THE GROUND
 UNLESS NOTED OTHERWISE.
 AREA TO BE REGISTERED IS BOUNDED THUS: ———— AND CONTAINS FROM:
 LOT 1, BLOCK 2, PLAN 182 2757 = 0.231 HA.
 LOT 2, BLOCK 2, PLAN 182 2757 = 0.226 HA.
 TOTAL = 0.457 HA.

THE GEO-REFERENCED POINT IS AN ALBERTA SURVEY CONTROL MARKER
 (938928) AND IS SHOWN THUS: ⊙ RP
 WITH UTM NAD 83 (ORIGINAL) COORDINATES OF: 5,805,873.93 N
 309,719.06 E
 COMBINED SCALE FACTOR: 0.999912
 REFERENCE MERIDIAN: 111°W
 BEARINGS ARE GRID, DERIVED FROM THE LINE BETWEEN ASCM 938928 AND ASCM 307520.

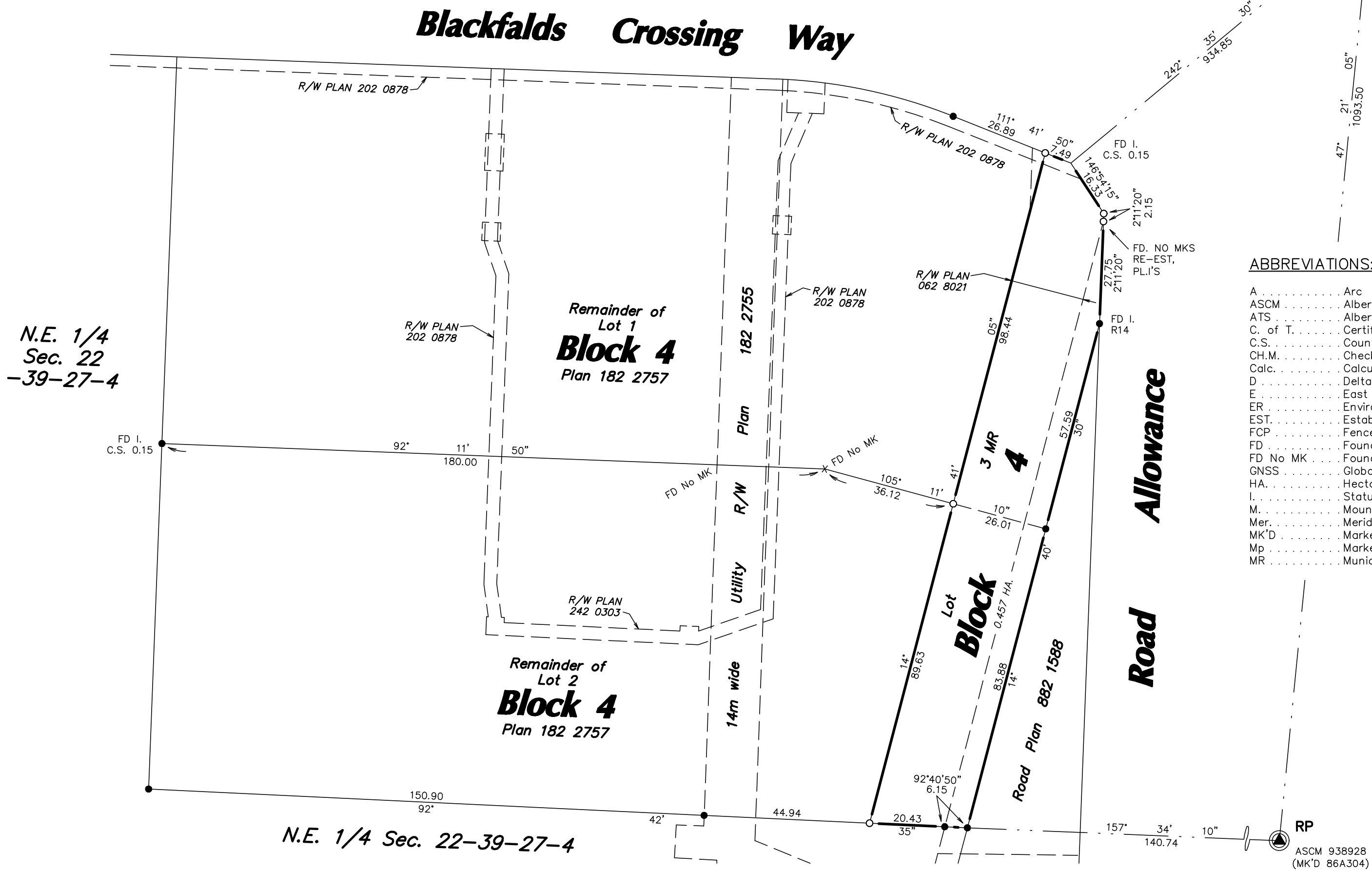


PLAN SHOWING SURVEY OF
SUBDIVISION
 OF
LOTS 1 & 2, BLOCK 4, PLAN 182 2757
 WITHIN THE
N.E. 1/4 Sec. 22, Twp. 39, Rge. 27, W. 4 Mer.
TOWN OF BLACKFALDS
ALBERTA

2024
 SCALE = 1 : 1000



ASCM 307520
 (MK'D 307520)



ABBREVIATIONS:

- | | |
|---|--|
| A Arc | N North |
| ASCM Alberta Survey Control Marker | NAD North American Datum |
| ATS Alberta Township System | P Standard Brass Cap |
| C. of T. Certificate of Title | Pit 4 Pits |
| C.S. Counter Sunk | PL Placed |
| CH.M. Check Measured | POS. Position |
| Calc. Calculated | PUL Public Utility Lot |
| D Delta | R Radius |
| E East | (R) Radial Bearing |
| ER Environmental Reserve | RE-EST. Re-established |
| EST. Established | REF. Reference |
| FCP Fence Corner Post | Rge. Range |
| FD Found | R/W Right of Way |
| FD No MK Found no Mark | S South |
| GNSS Global Navigation Satellite System | SR School Reserve |
| HA Hectares | Sec. Section |
| I Statutory Iron Post | Temp. Temporary |
| M Mound | Twp. Township |
| Mer. Meridian | W West |
| MK'D Marked | WIT Witness |
| Mp Marker Post | Wo. Wood Post |
| MR Municipal Reserve | 3TM 3-Degree Transverse Mercator |

LAND TITLES

PLAN No.
 ENTERED AND REGISTERED
 ON _____
 INSTRUMENT No. _____

 A.D. REGISTRAR

SURVEYOR

KEVIN VENNARD, A.L.S.
 SURVEYED ON THE DATE OF
 JULY 12th, 2024
 IN ACCORDANCE WITH THE PROVISIONS OF
 THE SURVEYS ACT.



REGISTERED OWNER(S)

**BLACKFALDS CROSSING DEVELOPMENT GP
 INC.
 AND
 FORUM BLACKFALDS II GP INC.**

PLANNING AUTHORITY

TOWN OF BLACKFALDS
 FILE No: _____

BEMOCO LAND SURVEYING LTD

100, 6040-47th AVENUE
 RED DEER, ALBERTA
 WWW.BEMOCO.COM PHONE: 403-342-2611

DRAWN BY: RFP CHK'D: KV FILE No: S-037-23 sub



Sent via email only to: jtejkl@blackfalds.ca

November 13, 2024

Town of Blackfalds
Box 220, 5018 Waghorn St.
Blackfalds, Alberta T0M 0J0

Dear Jolene:

RE: Notice of Subdivision Application – S-04-24

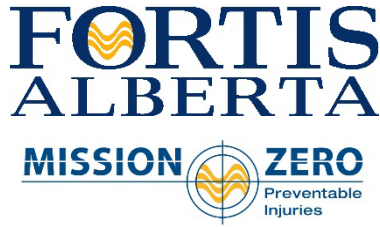
The County appreciates the opportunity to comment on Subdivision Application S-04-24. The County has no comments or concerns regarding the noted application.

Yours truly,
LACOMBE COUNTY

A handwritten signature in blue ink that reads "Nat Wright".

Natasha Wright
Planner/Development Officer

Telephone | 403-782-8389
Email | nwright@lacombecounty.com



Diana Pounall
Land Department

FortisAlberta Inc.
320 - 17 Ave SW
Calgary, AB
T2S 2V1
Phone# 587-775-6264
Cell#
www.fortisalberta.com
Email:
Diana.Pounall@fortisalberta.com

November 8, 2024

Town of Blackfalds
5018 Waghorn Street
PO Box 220
Blackfalds, Alberta
T0M 0J0

Attention: Candice Hilgersom

RE: FortisAlberta Condition for Subdivision Approval

FortisAlberta Reference No.: 320150977

MD File No.: S-04-24

Location/Legal Description: NE 22-39-27 W4

Customer Name: Blackfalds Crossing Development GP Inc. and Forum Blackfalds II GP Inc.

Thank you for contacting FortisAlberta regarding the above application for subdivision. We have reviewed the plan and determined that no easement is required by FortisAlberta.

FortisAlberta is the Distribution Wire Service Provider for this area. The developer can arrange installation of electrical services for this subdivision through FortisAlberta. Please have the developer contact 310-WIRE (310-9473) to make application for electrical services.

Please contact FortisAlberta land services at landserv@fortisalberta.com or by calling (403) 514-4783 for any questions.

Sincerely,

D. Pounall

Diana Pounall

RE: 320150977

November 14, 2024

Town of Blackfalds
Attention: Development Officer/Planner
Box 220, 5108 Waghorn St
Blackfalds, AB T0M 0J0

File No: S-04-24

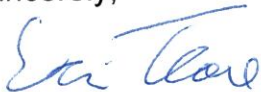
Name: Blackfalds Crossing Trail

Legal: Lots 1 & 2 Block 4 Plan 182 2757, Pt NE 22-39-27 W4M

The aforementioned application has been received by our office and we are satisfied that the application poses a minimal risk to public health.

If you have any questions or concerns regarding this application, please contact me.

Sincerely,



Erin Teare MPH CPHI(C)
Public Health Inspector
Environmental Public Health – Central Zone
403-356-6383 or 1-833-476-4743

November 8, 2024

Our File No.: 24-4128

Your File No.: S-04-24

TOWN OF BLACKFALDS

SENT: via email

Attention: JOLENE TEJKL

RE: Proposed Subdivision – NE 22-39-27-W4M (PLAN 182 2757; BLOCK 4; LOTS 1 & 2)

The Engineering Department of ATCO Transmission, (a division of ATCO Gas and Pipelines Ltd.) has reviewed the above named plan and has no objections subject to the following conditions:

1. Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties.
2. Ground disturbances and surface works within 30 meters require prior written approval from ATCO Transmission before commencing any work.
 - Municipal circulation file number must be referenced; proposed works must be compliant with ATCO Transmission requirements as set forth in the company's conditional approval letter.
 - Contact ATCO Transmission Land Department at 1-888-420-3464 or landadmin@atco.com for more information.
3. Parking and/or storage is not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.
4. Encroachments are not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.
5. ATCO Transmission recommends a minimum 15 meter setback from the centerline of the pipeline(s) to any buildings.
6. Any changes to grading that alter drainage affecting ATCO Transmission right-of-way or facilities must be adequate to allow for ongoing access and maintenance activities.
 - If alterations are required, the cost will be borne by the developer/owner.
7. Any revisions or amendments to the proposed plans(s) must be re-circulated to ATCO Transmission for further review.

If you have any questions or concerns, please contact the undersigned at hp.circulations@atco.com.

Sincerely,
ATCO Transmission, a division of ATCO Gas and Pipelines Ltd.

vicki porter

Vicki Porter
Sr. Administrative Coordinator, Operations Engineering

APPROVED: AS TO FORM AS TO CONTENT <i>MA</i> AP

Subject: Notice of Subdivision Application S-04-24 - Blackfalds Crossing Trail

From: circulations . <circulations@telus.com>
Sent: November 15, 2024 12:38 PM
To: Candice Hilgersom <CHilgersom@blackfalds.ca>
Subject: Re: Notice of Subdivision Application S-04-24 - Blackfalds Crossing Trail

Good Day,

Further to the above-noted circulation, TELUS Communications Inc. will require a utility right of way in order to provide service to this new development.

TELUS' reference number for this file is: RIGHTS OF WAY FILE: **ABROW-530**

We kindly request that, if possible, our Rights of Way file number be quoted on upcoming agreements and related correspondence for this file.

Please have TELUS' requirement added as a condition of approval and have the applicant contact circulations@telus.com to initiate a TELUS Utility Right of Way Agreement.

(Please include the original circulation package and this response)

Jane Willox

Real Estate Specialist | TELUS Land Solutions Team

Customer Network Planning (CNP)

2930 Centre Avenue NE, Calgary, AB T2A 4Y2

On Thu, Oct 31, 2024 at 2:59 PM Candice Hilgersom <CHilgersom@blackfalds.ca> wrote:

Sorry, I inadvertently didn't include the Subdivision Application form with the previous email. It is included with this email.

Thank you,

Candice Hilgersom
Development Officer I

Town of Blackfalds

Box 220, 5018 Waghorn St
Blackfalds, AB T0M 0J0

T: 403.885.9679

D: 403.885.6258

This message is private and confidential. If you have received this message in error, please notify us and remove it from your system.

From: Candice Hilgersom

Sent: October 31, 2024 2:53 PM

To: CentralZone.EnvironmentalHealth@ahs.ca; land.admin@atcogas.com; HP.circulations@atco.com; Robert Cote <RCote@blackfalds.ca>; NEVERS, Malcolm <Malcolm.Nevers@canadapost.postescanada.ca>; Rick Kreklewich <RKreklewich@blackfalds.ca>; Preston Weran <pweran@blackfalds.ca>; landserv@fortisalberta.com; planning@lacombecounty.com; Niki Burkinshaw <NBurkinshaw@blackfalds.ca>; JThompson@lacombe.ca; Jeff Heindel <JHeindel@blackfalds.ca>; projectmanagernorthernalberta@sjrb.ca; Brad.VanderHeyden@stantec.com; circulations@telus.com

Cc: Jolene Tejkl <JTejkl@blackfalds.ca>

Subject: Notice of Subdivision Application S-04-24 - Blackfalds Crossing Trail

Good Afternoon,

Please review the Notice of Subdivision Application.

Please provide a response by Thursday November 21, 2024. If we do not receive a written reply by this date, it will be assumed that you have no objections or requirements related to the subdivision.

Thank you,

Candice Hilgersom
Development Officer I

Town of Blackfalds

Box 220, 5018 Waghorn St
Blackfalds, AB T0M 0J0

T: 403.885.9679

D: 403.885.6258

This message is private and confidential. If you have received this message in error, please notify us and remove it from your system.

Subject: Notice of Subdivision Application S-04-24 - Blackfalds Crossing Trail
Attachments: Subdivision Plan - NEB markups (2024-11-06).pdf

-----Original Message-----

From: Niki Burkinshaw <NBurkinshaw@blackfalds.ca>
Sent: November 6, 2024 10:55 AM
To: Candice Hilgersom <CHilgersom@blackfalds.ca>
Cc: Jolene Tejkl <JTejkl@blackfalds.ca>
Subject: RE: Notice of Subdivision Application S-04-24 - Blackfalds Crossing Trail

Hi Candice.

I have one question / comment on the Subdivision Plan.

It seems the area being subdivided is intended to follow the utility right-of-way (URW). If that is the case, the north end of the plan should be confirmed, as the URW veers to the west south of Blackfalds Crossing Way but it does not appear that 3MR includes that section that veers. There is a line that might match the URW, but it's not a bold line, so I don't believe that its part of the proposed subdivision. In my markups I've included a screenshot from Spin so you can see the piece I'm talking about that veers west.

Hopefully that was somewhat clear.

Thanks,

Niki Burkinshaw, P.Eng.

Municipal Engineer

Town of Blackfalds <<http://www.blackfalds.ca/>>

Box 220, 5018 Waghorn St

Blackfalds, AB T0M 0J0

D: 403.600.0606

C: 403.373.6429

This message is private and confidential. If you have received this message in error, please notify us and remove it from your system.

From: Candice Hilgersom <CHilgersom@blackfalds.ca>
Sent: October 31, 2024 2:59 PM
To: CentralZone.EnvironmentalHealth@ahs.ca; land.admin@atcogas.com; HP.circulations@atco.com; Robert Cote <RCote@blackfalds.ca>; NEVERS, Malcolm <Malcolm.Nevers@canadapost.postescanada.ca>; Rick Kreklewich <RKreklewich@blackfalds.ca>; Preston Weran <pweran@blackfalds.ca>; landserv@fortisalberta.com; planning@lacombecounty.com; Niki Burkinshaw <NBurkinshaw@blackfalds.ca>; JThompson@lacombe.ca; Jeff Heindel <JHeindel@blackfalds.ca>; projectmanagernorthernalberta@sjrb.ca; Brad.VanderHeyden@stantec.com; circulations@telus.com
Cc: Jolene Tejkl <JTejkl@blackfalds.ca>
Subject: RE: Notice of Subdivision Application S-04-24 - Blackfalds Crossing Trail

Sorry, I inadvertently didn't include the Subdivision Application form with the previous email. It is included with this email.

Thank you,

Candice Hilgersom
Development Officer I

Town of Blackfalds <<http://www.blackfalds.ca/>> Box 220, 5018 Waghorn St Blackfalds, AB T0M 0J0

T: 403.885.9679

D: 403.885.6258

This message is private and confidential. If you have received this message in error, please notify us and remove it from your system.

From: Candice Hilgersom
Sent: October 31, 2024 2:53 PM
To: CentralZone.EnvironmentalHealth@ahs.ca <<mailto:CentralZone.EnvironmentalHealth@ahs.ca>>; land.admin@atcogas.com <<mailto:land.admin@atcogas.com>>; HP.circulations@atco.com <<mailto:HP.circulations@atco.com>>; Robert Cote <RCote@blackfalds.ca <<mailto:RCote@blackfalds.ca>>>; NEVERS, Malcolm <Malcolm.Nevers@canadapost.postescanada.ca <<mailto:Malcolm.Nevers@canadapost.postescanada.ca>>>; Rick Kreklewich <RKreklewich@blackfalds.ca <<mailto:RKreklewich@blackfalds.ca>>>; Preston Weran <pweran@blackfalds.ca <<mailto:pweran@blackfalds.ca>>>; landserv@fortisalberta.com <<mailto:landserv@fortisalberta.com>>; planning@lacombecounty.com <<mailto:planning@lacombecounty.com>>; Niki Burkinshaw <NBurkinshaw@blackfalds.ca <<mailto:NBurkinshaw@blackfalds.ca>>>; JThompson@lacombe.ca <<mailto:JThompson@lacombe.ca>>; Jeff Heindel <JHeindel@blackfalds.ca <<mailto:JHeindel@blackfalds.ca>>>; projectmanagernorthernalberta@sjrb.ca <<mailto:projectmanagernorthernalberta@sjrb.ca>>; Brad.VanderHeyden@stantec.com <<mailto:Brad.VanderHeyden@stantec.com>>; circulations@telus.com <<mailto:circulations@telus.com>>
Cc: Jolene Tejkl <JTejkl@blackfalds.ca <<mailto:JTejkl@blackfalds.ca>>>
Subject: Notice of Subdivision Application S-04-24 - Blackfalds Crossing Trail

Good Afternoon,

Please review the Notice of Subdivision Application.

Please provide a response by Thursday November 21, 2024. If we do not receive a written reply by this date, it will be assumed that you have no objections or requirements related to the subdivision.

Thank you,

Candice Hilgersom
Development Officer I

Town of Blackfalds <<http://www.blackfalds.ca/>> Box 220, 5018 Waghorn St Blackfalds, AB T0M 0J0

T: 403.885.9679

D: 403.885.6258

This message is private and confidential. If you have received this message in error, please notify us and remove it from your system.

NOTES:

STATUTORY IRON POSTS FOUND ARE SHOWN THUS: AND ARE MARKED P090.
 STATUTORY IRON POSTS PLACED ARE SHOWN THUS: .
 ALBERTA SURVEY CONTROL MARKERS FOUND ARE SHOWN THUS: .
 TEMPORARY POINTS ARE SHOWN THUS: X
 DISTANCES ARE SHOWN IN METRES AND DECIMALS THEREOF.
 ALL PLACED AND FOUND STATUTORY IRON POSTS ARE FLUSH WITH THE GROUND UNLESS NOTED OTHERWISE.
 AREA TO BE REGISTERED IS BOUNDED THUS: AND CONTAINS FROM:
 LOT 1, BLOCK 2, PLAN 182 2757 = 0.231 HA.
 LOT 2, BLOCK 2, PLAN 182 2757 = 0.226 HA.
 TOTAL = 0.457 HA.

THE GEO-REFERENCED POINT IS AN ALBERTA SURVEY CONTROL MARKER (938928) AND IS SHOWN THUS: RP
 WITH UTM NAD 83 (ORIGINAL) COORDINATES OF: 5,805,873.93 N
 309,719.06 E
 COMBINED SCALE FACTOR: 0.999912
 REFERENCE MERIDIAN: 111°W
 BEARINGS ARE GRID, DERIVED FROM THE LINE BETWEEN ASCM 938928 AND ASCM 307520.

PLAN SHOWING SURVEY OF
SUBDIVISION
 OF
LOTS 1 & 2, BLOCK 4, PLAN 182 2757
 WITHIN THE
N.E. 1/4 Sec. 22, Twp. 39, Rge. 27, W. 4 Mer.
TOWN OF BLACKFALDS
ALBERTA
2024

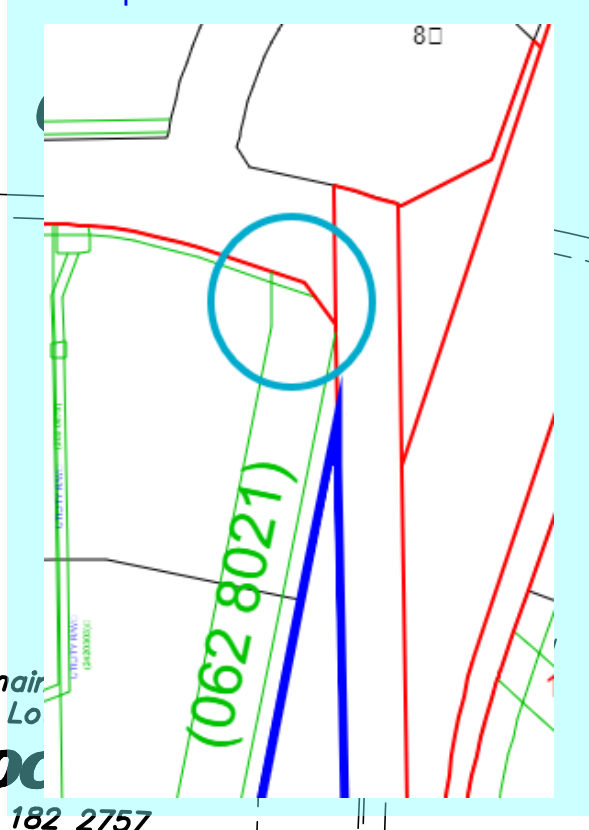
SCALE = 1 : 1000



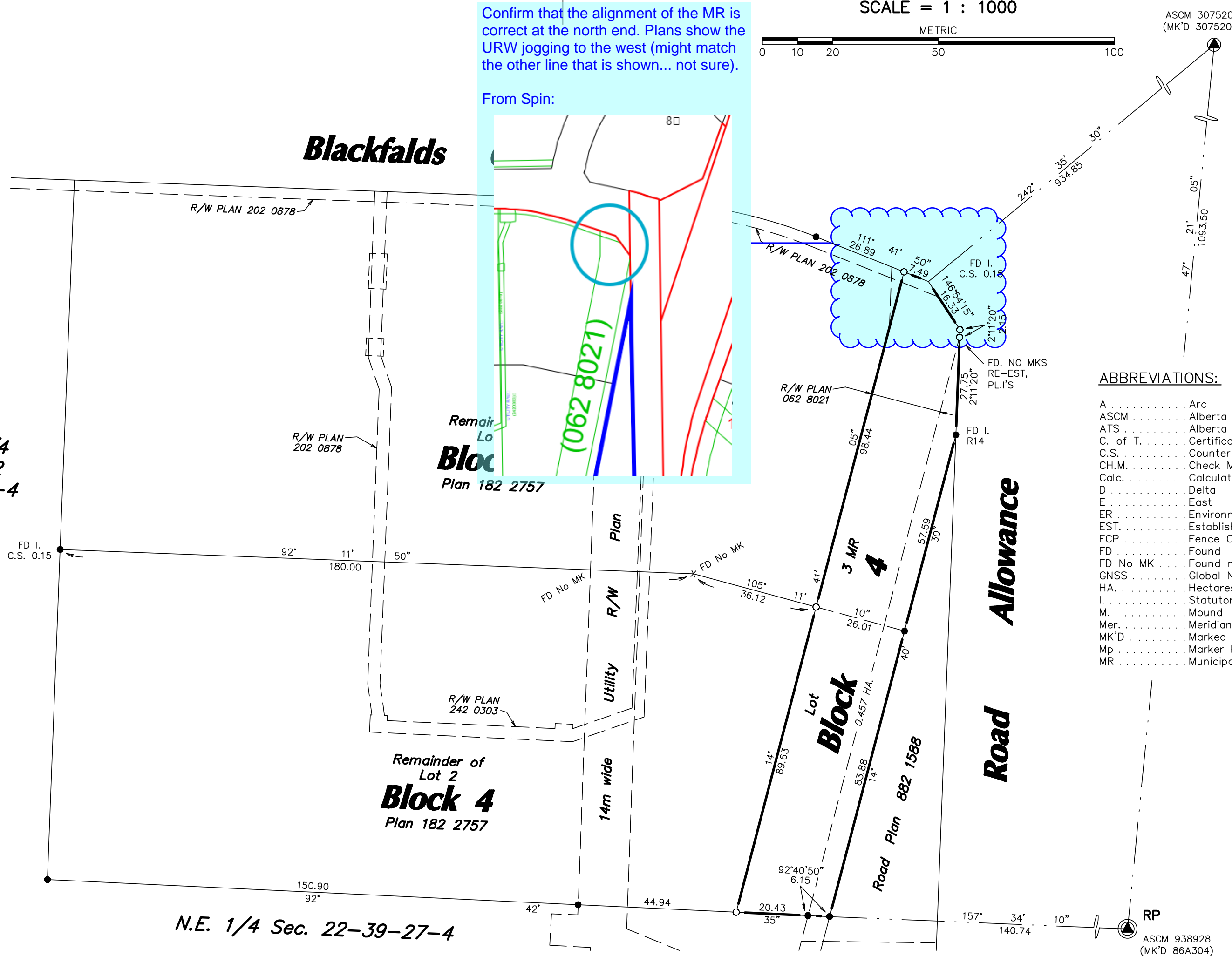
ASCM 307520
(MK'D 307520)

Confirm that the alignment of the MR is correct at the north end. Plans show the URW jogging to the west (might match the other line that is shown... not sure).

From Spin:



N.E. 1/4
 Sec. 22
 -39-27-4



ABBREVIATIONS:

- | | |
|---|--|
| A Arc | N North |
| ASCM Alberta Survey Control Marker | NAD North American Datum |
| ATS Alberta Township System | P Standard Brass Cap |
| C. of T. Certificate of Title | Pit 4 Pits |
| C.S. Counter Sunk | PL Placed |
| CH.M. Check Measured | POS. Position |
| Calc. Calculated | PUL Public Utility Lot |
| D Delta | R Radius |
| E East | (R) Radial Bearing |
| ER Environmental Reserve | RE-EST. Re-established |
| EST. Established | REF. Reference |
| FCP Fence Corner Post | Rge. Range |
| FD Found | R/W Right of Way |
| FD No MK Found no Mark | S South |
| GNSS Global Navigation Satellite System | SR School Reserve |
| HA Hectares | Sec. Section |
| I Statutory Iron Post | Temp. Temporary |
| M Mound | Twp. Township |
| Mer. Meridian | W West |
| MK'D Marked | WIT Witness |
| Mp Marker Post | Wo. Wood Post |
| MR Municipal Reserve | 3TM 3-Degree Transverse Mercator |

LAND TITLES

PLAN No.
 ENTERED AND REGISTERED
 ON _____
 INSTRUMENT No. _____

 A.D. REGISTRAR

SURVEYOR

KEVIN VENNARD, A.L.S.
 SURVEYED ON THE DATE OF
 JULY 12th, 2024
 IN ACCORDANCE WITH THE PROVISIONS OF
 THE SURVEYS ACT.



REGISTERED OWNER(S)

**BLACKFALDS CROSSING DEVELOPMENT GP
 INC.
 AND
 FORUM BLACKFALDS II GP INC.**

PLANNING AUTHORITY

TOWN OF BLACKFALDS
 FILE No: _____

BEMOCO LAND SURVEYING LTD

100, 6040-47th AVENUE
 RED DEER, ALBERTA
 WWW.BEMOCO.COM PHONE: 403-342-2611

DRAWN BY: RFP CHK'D: KV FILE No: S-037-23 sub

MEETING DATE: November 26, 2024
PREPARED BY: Rick Kreklewich, Director of Community Services
PRESENTED BY: Rick Kreklewich, Director of Community Services
SUBJECT: **Bylaw 1318.24 - Schedule "C" - Community Services Facilities Fee Schedule**

BACKGROUND

Each year, the Recreation, Culture and Parks Board ('RCP') reviews the rates and fees for recreation facilities and recommends changes for Council consideration. Last year, changes included increases to room rental rates and ball diamond/soccer pitch rates. Changes to the rates and fees for recreation facilities typically come into effect in January of the following year, with the exception of arena fees, which come into effect the following ice usage season (August). The rates and fees were discussed at the RCP Board Meeting on September 4, 2024, and October 2, 2024.

DISCUSSION

Administration has reviewed the rates and fees with the RCP Board. In the attached copy of the rates and fees, all proposed changes are shown in red. Changes include the removal of the Minor Baseball/Soccer Player Fee. Instead, our local non-profit minor sports associations playing on our ball diamonds and soccer pitches will be charged the local non-profit rates. These rates have been reduced slightly to make it more affordable for the local non-profit minor sports associations. An addition was made to the definition of local non-profit to include that a minimum of 80% of participants must reside in Blackfalds or Lacombe County. An increase is being proposed for the non-alcohol event damage deposit from \$100 to \$300. This would apply to all facilities except the Abbey, which will only apply to 2/3 Field House Gym and Full Field House Gym rentals.

FINANCIAL IMPLICATIONS

The proposed rates and fees will provide additional rental revenue to help offset the expenses of operating our recreation facilities.

ADMINISTRATIVE RECOMMENDATION

That Council consider the following motions:

1. That Council give First Reading to Bylaw 1318.24 - Schedule "C" - Community Services Facilities Fee Schedule, as presented.
2. That Council give Second Reading to Bylaw 1318.24 - Schedule "C" - Community Services Facilities Fee Schedule, as presented.

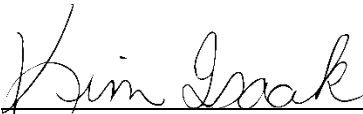
ALTERNATIVES

- a) That Council refer Bylaw 1318.24 - Schedule "C" - Community Services Facilities Fee Schedule back to Administration for more information or amendments.

ATTACHMENTS

- *Bylaw 1318.24.24 - Schedule "C" - Community Services Facilities Fee Schedule*
- [Bylaw 1053/07 - Rate Bylaw](#) (link)
- *Ball and Soccer Rate Comparisons with other Communities*

APPROVALS



Kim Isaak,
Chief Administrative Officer



Department Director/Author

BEING A BYLAW OF THE TOWN OF BLACKFALDS IN THE PROVINCE OF ALBERTA TO AMEND THE RATE BYLAW 1053/07 TO CHARGE FOR VARIOUS GOODS AND SERVICES PROVIDED BY THE TOWN OF BLACKFALDS

A Bylaw of the Town of Blackfalds, in the Province of Alberta, pursuant to the provisions of the Municipal Government Act being chapter M-26.1 of the Revised Statutes of Alberta 2000 and amendments thereto, to provide for amendments to Bylaw 1053/07, known as the Rate Bylaw of the Town of Blackfalds.

WHEREAS the Municipal Council deems it necessary and expedient to amend Bylaw 1053/07.

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

THAT Bylaw 1053/07 - Schedule "C" – Community Services Facilities Fee Schedule is hereby amended by this Bylaw.

PART 1 - TITLE

1.1 That this Bylaw shall be cited as the "**Schedule "C" – Community Services Facilities Fee Schedule**".

1.2 That Appendix A, attached to this Bylaw, shall form part of this Bylaw.

PART 2 - REPEAL

2.1 That Bylaw 1293.23 is hereby repealed upon this Bylaw coming into effect.

PART 3 - DATE OF FORCE

3.1 That this Bylaw shall come into effect upon the date on which it is finally read and passed.

READ for the first time this day of , A.D.

(RES.)

MAYOR JAMIE HOOVER

CAO KIM ISAAK

READ for the second time this day of , A.D.

(RES.)

MAYOR JAMIE HOOVER

CAO KIM ISAAK

READ for the third time this ____ day of _____, A.D.

(RES.)

MAYOR JAMIE HOOVER

CAO KIM ISAAK

Bylaw 1318.24 - Schedule "C" - Community Services Facilities Fee Schedule Appendix A

FACILITY - COMMUNITY CENTRE	Local	Non-local	Local Non-Profit	Notes
Main Hall				
Hourly Rental Rate	\$ 65.00	\$ 78.00	\$ 39.00	\$20 more than the Banquet Rm. Day Rate = to 8 x hourly. Weekend Rate = 1.5 x day rate.
Daily Rental Rate	\$ 520.00	\$ 624.00	\$ 312.00	
Partial Weekend Rate	\$ 780.00	\$ 936.00	\$ 468.00	
Full Weekend Rate	\$ 910.00	\$ 1,092.00	\$ 546.00	
Multipurpose Room				
Hourly Rental Rate	\$ 45.00	\$ 54.00	\$ 27.00	Comparable to Banquet Room amount. Day Rate = to 8 x hourly. Weekend Rate = 1.5 x day rate.
Daily Rental Rate	\$ 360.00	\$ 432.00	\$ 216.00	
Partial Weekend Rate	\$ 540.00	\$ 648.00	\$ 324.00	
Full Weekend Rate	\$ 630.00	\$ 756.00	\$ 378.00	
Main Hall & Multipurpose Room				
Hourly Rental Rate	\$ 81.25	\$ 97.50	\$ 48.75	Hourly Rate, Daily Rate and Weekend Rate is 1.25 x Main Hall rates. Non-local = 1.2 x base rate, Local Non-profit = .6 x base rate.
Daily Rental Rate	\$ 650.00	\$ 780.00	\$ 390.00	
Partial Weekend Rate	\$ 975.00	\$ 1,170.00	\$ 585.00	
Full Weekend Rate	\$ 1,137.50	\$ 1,365.00	\$ 682.50	
Meeting Room 1				
Hourly Rental Rate	\$ 35.00	\$ 42.00	\$ 21.00	Comparable to Program Room, Performance Room and Fitness Studio 2
Daily Rental Rate	\$ 280.00	\$ 336.00	\$ 168.00	
Full Weekend Rate	\$ 560.00	\$ 672.00	\$ 336.00	

FACILITY - EAGLE BUILDERS CENTRE	Local	Non-local	Local Non-Profit	Notes
Banquet Room				
Hourly Rental Rate	\$ 45.00	\$ 54.00	\$ 27.00	Comparable to Multipurpose Room amount. Day Rate = to 8 x hourly. Weekend Rate = 1.5 x day rate.
Daily Rental Rate	\$ 360.00	\$ 432.00	\$ 216.00	
Partial Weekend Rate	\$ 540.00	\$ 648.00	\$ 324.00	
Full Weekend Rate	\$ 630.00	\$ 756.00	\$ 378.00	
Performance Room				
Hourly Rental Rate	\$ 35.00	\$ 42.00	\$ 21.00	Comparable to Program Room, Community Centre Meeting Room and Fitness Studio 2
Daily Rental Rate	\$ 280.00	\$ 336.00	\$ 168.00	
Full Weekend Rate	\$ 560.00	\$ 672.00	\$ 336.00	
Ag. Room				
Hourly Rental Rate	\$ 26.00	\$ 31.20	\$ 15.60	Day Rate = to 8 x hourly. Weekend Rate = 2 x day rate.
Daily Rental Rate	\$ 208.00	\$ 249.60	\$ 124.80	
Full Weekend Rate	\$ 416.00	\$ 499.20	\$ 249.60	
Ice Rate				
Hourly Rental Rate	\$ 180.00	\$ 216.00	\$ 108.00	Local = Base Rate, Non-local = 1.2 x base rate, Local Non-profit = .6 x base rate.
Tournament Rate	\$ 153.00	n/a	n/a	
Junior Hockey Rate	\$ 153.00	n/a	n/a	0.85 x the local base rate
Non-Prime Rate (Weekdays 8 am to 2 pm)	\$ 72.00	n/a	n/a	0.4 x the local base rate
Dry Floor Arena				
Hourly Rental Rate	\$ 85.00	\$ 102.00	\$ 51.00	Comparable to 2/3 of Field House. Day Rate = to 8 x hourly. Weekend Rate = 2 x day rate.
Daily Rental Rate	\$ 680.00	\$ 816.00	\$ 408.00	
Full Weekend Rate	\$ 1,360.00	\$ 1,632.00	\$ 816.00	

FACILITY - STERLING INDUSTRIES SPORTS PARK/COM. GARDEN	Local	Non-local	Local Non-Profit	Notes
Ball Diamonds				
Hourly Rental Rate	\$ 15.00	\$ 18.00	\$ 9.00	Local = Base Rate, Non-local = 1.2 x base rate, Local Non-profit = .6 x base rate. Day Rate = to 8 x hourly. Weekend Rate = 2.5 x day rate x 3 diamonds. Extended Weekend Rate = 3.5 x day rate x 3.
Daily Rental Rate per Diamond	\$ 120.00	\$ 144.00	\$ 72.00	
Full Weekend Rate	\$ 900.00	\$ 1,080.00	\$ 540.00	
Extended Weekend Rate	\$ 1,260.00	\$ 1,512.00	\$ 756.00	
Concession Day Rate	\$ 82.50	\$ 99.00	\$ 49.50	
Concession Weekend Rate	\$ 247.50	\$ 297.00	\$ 148.50	
Campground - Tenting	\$ 10.00			
Campground - Trailer	\$ 20.00			
Soccer Pitches				
Hourly Rental Rate	\$ 15.00	\$ 18.00	\$ 9.00	Day Rate = to 8 x hourly. Weekend Rate = 2.5 x day rate x 1.5 pitches.
Daily Rental Rate	\$ 120.00	\$ 144.00	\$ 72.00	
Full Weekend Rate	\$ 450.00	\$ 540.00	\$ 270.00	
Community Garden				
Large Garden	\$ 30.00	per garden plot		
Small Garden	\$ 15.00	per garden plot		

FACILITY - ABBEY CENTRE	Local	Non-local	Local Non-Profit	Notes
Program Room				
Hourly Rental Rate	\$ 35.00	\$ 42.00	\$ 21.00	Comparable to Community Centre Meeting Room, Performance Room and Fitness Studio 2
Daily Rental Rate	\$ 280.00	\$ 336.00	\$ 168.00	
Full Weekend Rate	\$ 560.00	\$ 672.00	\$ 336.00	
Fitness Studio 1				
Hourly Rental Rate	\$ 45.00	\$ 54.00	\$ 27.00	\$5 more than Banquet Rm, \$10 more than Fitness Studio 2 & Program Rm.
Daily Rental Rate	\$ 360.00	\$ 432.00	\$ 216.00	
Fitness Studio 2				
Hourly Rental Rate	\$ 35.00	\$ 42.00	\$ 21.00	Comparable to Community Centre Meeting Room, Performance Room and Servus Program Room
Daily Rental Rate	\$ 280.00	\$ 336.00	\$ 168.00	
Full Weekend Rate	\$ 560.00	\$ 672.00	\$ 336.00	
1/3 Field House Gym				
Hourly Rental Rate	\$ 45.00	\$ 54.00	\$ 27.00	Day Rate = to 8 x hourly. Weekend Rate = 2 x day rate.
Daily Rental Rate	\$ 360.00	\$ 432.00	\$ 216.00	
Full Weekend Rate	\$ 720.00	\$ 864.00	\$ 432.00	
2/3 Field House Gym				
Hourly Rental Rate	\$ 85.00	\$ 102.00	\$ 51.00	Day Rate = to 8 x hourly. Weekend Rate = 2 x day rate.
Daily Rental Rate	\$ 680.00	\$ 816.00	\$ 408.00	
Full Weekend Rate	\$ 1,360.00	\$ 1,632.00	\$ 816.00	
Full-use Field House Gym				
Daily Rental Rate	\$ 850.00	\$ 1,020.00	\$ 510.00	Day Rate is based on 1.25 x the 2/3 Field House. Weekend Rate = 2 x day rate.
Partial Weekend Rate	\$ 1,105.00	\$ 1,326.00	\$ 663.00	
Full Weekend Rate	\$ 1,700.00	\$ 2,040.00	\$ 1,020.00	
Amphitheatre				
Hourly Rental Rate	\$ 21.00	\$ 25.20	\$ 12.60	Day Rate is based on 8 x the hourly rate. Weekend Rate = 2 x day rate.
Daily Rental Rate	\$ 168.00	\$ 201.60	\$ 100.80	
Full Weekend Rate	\$ 336.00	\$ 403.20	\$ 201.60	

ABBEY CENTRE MEMBERSHIP/ADMISSIONS

Single Admission	Rate	Notes
Track	\$ 2.00	
Infant	FREE	Under 1
Toddler	\$ 1.00	1 and 2
Child	\$ 5.00	3 to 7
Youth	\$ 5.50	8 to 12
Teen	\$ 6.50	13 to 17
Adult	\$ 9.00	18 to 59
Senior	\$ 7.00	60+
Senior+	FREE	75+
Family	\$ 20.00	Max. of 5 family members in household (max 2 ages 18-74)
Punch Passes	Rate	Notes
Track	\$ 20.00	10 Admissions
Toddler	\$ 9.00	10 admissions for the price of 9 per age category.
Child	\$ 45.00	
Youth	\$ 49.50	
Teen	\$ 58.50	
Adult	\$ 81.00	
Senior	\$ 63.00	
Family	\$ 180.00	
Monthly Memberships*	Rate	Notes
Child	\$ 26.25	Equal to the price of 5.25 admissions per age category.
Youth	\$ 28.88	
Teen	\$ 34.13	
Adult	\$ 47.25	
Senior	\$ 36.75	
Family	\$ 105.00	
Annual Memberships*	Rate	Notes
Child	\$ 262.50	10 x the monthly membership rate per age category.
Youth	\$ 288.75	
Teen	\$ 341.25	
Adult	\$ 472.50	
Senior	\$ 367.50	
Family	\$ 1,050.00	
Child Minding	Rate	Notes
One Child (per half hour)	\$ 3.00	10 hour punch cards are based on 9 hours of use.
Family (per half hour)	\$ 5.00	
One Child (10 hour punch pass)	\$ 54.00	
Family (10 hour punch pass)	\$ 90.00	

***Note:** When purchasing a monthly or annual family membership, an additional child, youth or teen can be added to the family at a discount of 50% from a regular, child, youth or teen membership of the same membership type.

DEFINITIONS	
Local	Individuals/businesses who pay their taxes to either the Town of Blackfalds or Lacombe County.
Non-Local	Individuals/businesses who do not pay their taxes to the Town of Blackfalds or Lacombe County.
Local Non-Profit	Registered non-profit organizations based in Blackfalds or Lacombe County with a mailing address in either municipality and where a minimum of 80% of participants reside in Blackfalds or Lacombe County (not including other Towns or Cities in Lacombe County).

ADDITIONAL FEES/CHARGES		
Lost Key	cost to re-key the building	Changed the Non-alcohol Event Damage Deposit from \$100 to \$300.
Lost Fob	\$25.00	
Damage Fee	\$50.00/hour plus supplies	
Clean Up Fee	\$75.00/hour	
Late Fee	\$50.00/half hour	
Non-Refundable Booking Fee	\$300.00	
Com. Centre Stage Setup Fee	\$15/stage panel (max. 6 panels)	
Sound System Fee (Arena, Community Centre)	\$50.00	
Non-alcohol Event Damage Deposit*	\$300.00	
Alcohol Event Damage Deposit	\$500 (excl. Abbey Centre)	
<p>*Note: The Non-alcohol Event Damage Deposit applies to all facilities excluding the Abbey Centre except for 2/3 Field House Gym and Full-use Field House Gym rentals.</p>		

Ball and Soccer Rate Comparisons with other Communities

Ball Diamond Rates per Diamond	
Municipality	Local Non-Profit/Local Youth
Lacombe	\$29 per game/practice
Penhold	\$30 per game
Rocky MTN House	\$13.50 per hour
Innisfail	\$26.50 per game/practice
Ponoka	\$20.25 per use
Olds	\$20.00 per hour
Sylvan Lake	\$21.79 per hour
Red Deer	\$15.95 per hour
Stettler	\$7400 for entire Minor Ball season (50% of that is subsidized)
Average	16.78 per hour

Soccer Pitch Rates	
Municipality	Local Non-Profit/Local Youth
Lacombe	\$34 per game
Penhold	\$30 per game
Rocky MTN House	\$11.25 per hour
Innisfail	\$26.40 per game
Ponoka	\$13.50 per hour
Olds	\$20.00 per hour
Sylvan Lake	\$25.70 per hour
Red Deer	\$15.95 per hour
Stettler	\$7400 for entire Minor Soccer season
Average	\$16.45 per hour

MEETING DATE: November 26, 2024

PREPARED BY: Justin de Bresser, Director of Corporate Services

PRESENTED BY: Justin de Bresser, Director of Corporate Services

SUBJECT: **Bylaw 1319.24 - Affordable Housing Taxation Bylaw**

BACKGROUND

Bill 20, the *Municipal Affairs Statutes Amendment Act*, was passed in May 2024 and received proclamation in October. One of the many changes brought about by this legislation is the full exemption of non-profit subsidized affordable housing from property taxation, starting in the 2025 tax year.

DISCUSSION

At the November 12th, 2024, Regular Council meeting, Council made the following resolution:

345/26 That Council directs Administration to bring forward a bylaw to reinstate the Municipal portion of the property tax on the affordable housing units within Blackfalds.

CARRIED UNANIMOUSLY

As a result of this resolution, Administration has drafted a Bylaw recommending that Council give it first reading.

The *Alberta Housing Act* defines “affordable housing accommodation” as “a housing accommodation designated by the Minister of Seniors, Community and Social Services as an affordable housing accommodation.” Any residences that are designated by the Minister of Seniors, Community and Social Services as “affordable housing accommodations” will automatically be exempt from municipal taxation. [Ministerial Order 2024-11](#) further requires that to be designated as “affordable housing”, a housing accommodation must:

- Be subject to an agreement between the owner or operator of the housing accommodation and the Government of Canada, Province of Alberta, or a municipality;
- Have rental rates which are below market rates; and
- Be owned or operated by a not-for-profit organization.

A Municipal Council will be enabled, by bylaw, to make affordable housing accommodations subject to municipal property taxes. However, the property will remain exempt from paying provincial requisitions regardless of whether Council passes a bylaw to make the property subject to municipal taxation.

The Town of Blackfalds has 20 units that meet this definition within the Lacombe Foundation / Bethany Group. Administration received a letter from the Lacombe Foundation last month requesting that Council consider leaving the full property tax exemption in place.

Property taxation is a method of financing public services such as recreation facilities, roads, snow removal, parks, and playgrounds, among others.

FINANCIAL IMPLICATIONS

The 20 units within the Municipality have an average property tax of \$2,788 or \$55,157 total. As stated above, regardless of whether the Town wants to bring forward a bylaw, the Alberta School Education Taxes portion will be exempt. Saving the Lacombe Foundation / Bethany Group on average \$649 per unit or \$12,980 total.

Average Municipal Property Tax for the affordable units within Blackfalds

Municipal	\$2,120
Lacombe Foundation	\$ 18
Alberta Education	<u>\$ 649</u>
Total	\$2,788

ADMINISTRATIVE RECOMMENDATION

That Council consider the following motion:

1. That Council give First Reading to Bylaw 1319.24 - Affordable Housing Taxation Bylaw, as presented.

ALTERNATIVES

- a) That Council refer Bylaw 1319.24 - Affordable Housing Taxation Bylaw back to Administration.

ATTACHMENTS

- *Bylaw 1319.24 – Affordable Housing Taxation Bylaw*

APPROVALS



Kim Isaak,
Chief Administrative Officer



Department Director/Author

BEING A BYLAW OF THE TOWN OF BLACKFALDS IN THE PROVINCE OF ALBERTA TO PROVIDE FOR MAKING SPECIFIC PROPERTIES SUBJECT TO TAXATION IN ACCORDANCE WITH THE *MUNICIPAL GOVERNMENT ACT*.

A Bylaw of the Town of Blackfalds, in the Province of Alberta, pursuant to the provisions of the *Municipal Government Act*, being Chapter M 26.1 of the Revised Statutes of Alberta, 2000 and amendments thereto, for the purpose of imposing municipal property taxes on the Affordable Housing units within the Town of Blackfalds.

WHEREAS, pursuant to *Municipal Government Act*, RSA 2000, Chapter M-26 and amendments thereto, a municipality may, by Bylaw, make any property referred to in subsection (1) (d) subject to taxation other than for the purpose of raising revenue to pay requisition under Section 236 of the *Municipal Government Act*.

NOW THEREFORE, pursuant to Section 363 (2) of the *Municipal Government Act*, the Council of the Town of Blackfalds, in the Province of Alberta, enacts as follows:

PART 1 – TITLE

1.1 That this Bylaw shall be cited as the “**Affordable Housing Taxation Bylaw**”.

PART 2 – DEFINITIONS

2.1 In this Bylaw:

- (a) “**Act**” means the *Municipal Government Act* R.S.A. 2000 c. M-26 and regulations made thereunder.
- (b) “**Affordable Housing**” means a housing accommodation designated by the Minister as an affordable housing accommodations under Section 31.1(1) of the *Alberta Affordable Housing Act*.
- (c) “**Chief Administrative Officer**” means that person appointed by Council to the position of Chief Administrative Officer pursuant to the Act.
- (d) “**Lacombe Foundation**” means the property taxes imposed under the annual property tax rate Bylaw to raise tax revenue for the Lacombe Foundation.

PART 3 – LEVY OF PROPERTY TAXATION

- 3.1 The Chief Administrative Officer is authorized and directed to impose and collect property tax on the Affordable Housing units within the Town of Blackfalds.
- 3.2 The Affordable Housing units will be subject to Lacombe Foundation Seniors requisition

PART 4 - DATE OF FORCE

- 4.1 That this Bylaw shall come into effect, upon the date on which it is finally read and passed.

READ for the first time this _____ day of _____, A.D. 20__.

(RES.)

MAYOR JAMIE HOOVER

CAO KIM ISAAK

READ for the second time this _____ day of _____, A.D. 20__.

(RES. _____)

MAYOR JAMIE HOOVER

CAO KIM ISAAK

READ for the third time this _____ day of _____, A.D. 20__.

(RES. _____)

MAYOR JAMIE HOOVER

CAO KIM ISAAK

DRAFT

MEETING DATE: November 26, 2024
PREPARED BY: Kim Isaak, Chief Administrative Officer
PRESENTED BY: Kim Isaak, Chief Administrative Officer
SUBJECT: **Council Policy CP 187.24 - Member at Large Recognition**

BACKGROUND

As part of the Council Committee Audit, it was recommended that a formal policy be drafted outlining how recognition would be provided to Members at Large who are appointed to Council Committees.

DISCUSSION

Administration took the current practice of providing new appointees with a Town of Blackfalds promotional item at the start of the term and a welcome letter along with the addition of an annual appreciation meal that would be held at the last meeting of the year.

This Policy was brought to the Standing Committee of Council on November 18, 2024, for review and discussion, where the Committee recommended it be brought forward to this meeting for Council's consideration.

FINANCIAL IMPLICATIONS

No change to budget.

ADMINISTRATIVE RECOMMENDATION

That Council consider the following motion:

1. That Council formally adopt Council Policy CP 187.24 Member at Large Recognition, effective immediately.

ALTERNATIVES

- a) That Council recommend amendments to Council Policy CP 187.24 - Member at Large Recognition.

ATTACHMENTS

- *Council Policy CP 187.24 - Member at Large Recognition Policy*

APPROVALS



Kim Isaak,
Chief Administrative Officer

Department Director/Author

MEMBER AT LARGE RECOGNITION

POLICY NO.:	187.24
DIVISION DEPARTMENT	Administration
REVIEW PERIOD	Every 4 Years or Upon Legislative Change

1. POLICY PURPOSE

- 1.1 To recognize the important contribution Council Committee Members at Large make to the community and to establish that a formal acknowledgement shall be given to each Member at Large upon the commencement and conclusion of service on the applicable Council Committee.

2. POLICY STATEMENT

- 2.1 Council for the Town of Blackfalds recognizes that leadership and engagement are crucial to move towards the Town’s goals and will acknowledge the time commitment and value that Member at Large volunteers make through their participation on Council Committees.

3. DEFINITIONS

- 3.1 “**Chief Administrative Officer**” means the individual appointed by Council to the position as per the *Municipal Government Act*, as amended.
- 3.2 “**Committee**” means a committee, commission, board, authority, task force or other body established by Council.
- 3.3 “**Council**” means the Council of the Town of Blackfalds elected pursuant to the *Local Authorities Election Act* of Alberta, as amended.
- 3.4 “**Member(s) at Large**” means a Town of Blackfalds or Lacombe County resident who has been appointed to a Council Committee by resolution of Council for a specified term.
- 3.5 “**Town**” means the municipality of the Town of Blackfalds.

4. SCOPE

- 4.1 This Policy applies to all Member at Large appointees.

5. AUTHORITY AND RESPONSIBILITIES

5.1 Council to:

5.1.1 Adopt and support this Policy by resolution.

5.1.2 Consider the allocation of resources for the successful implementation of this Policy in the annual budget process.

5.2 Chief Administrative Officer to:

5.2.1 Advise Council on the development, implementation, and amendment of this Policy.

5.2.2 Ensure Policy review occurs and verify the implementation of this Policy.

6. POLICY

6.1. At the beginning of the Member at Large appointees' term, the Member at Large will be provided with a Town of Blackfalds promotional item and a welcome letter from the Mayor.

6.2. At the last meeting, prior to the end of the year, an appreciation meal will be provided to the Council Committee.

6.3. At the conclusion of a Member at Large term or upon the resignation of a Member at Large, a letter of thanks will be provided from the Mayor.

6.4. Other forms of recognition may be considered as determined by Council.

6.5. The Legislative / Executive Assistant shall be responsible for ensuring recognition is given upon the commencement, conclusion or resignation of a Member at Large term.

7. EXCLUSIONS

None

8. SPECIAL SITUATIONS

8.1. Other forms of recognition may be considered as determined by Council.

9. RELATED DOCUMENTS

None

10. END OF POLICY

Mayor

Chief Administrative Officer

Date

Date

POLICY RECORD HISTORY

	Resolution No:	Date
Policy Adopted		
Policy Reviewed		
Policy Revised		

ADMINISTRATIVE REVISIONS

Date	Description

MEETING DATE: November 26, 2024

PREPARED BY: Kim Isaak, Chief Administrative Officer

PRESENTED BY: Kim Isaak, Chief Administrative Officer

SUBJECT: **Effect of Bill 20 Changes to *Local Authorities Election Act***

BACKGROUND

Bill 20 which came into force on October 31, 2024 resulted in some significant changes to the *Local Authorities Election Act* which is the governing legislation that Municipalities in Alberta must follow in relation to General Municipal Elections. The most significant and noted change resulted in the removal of voting tabulators for the 2025 General Municipal Election and the requirement for a municipality to use a permanent voters list provided by Elections Alberta. Other noted changes are listed below:

- Allows municipalities to require criminal record checks to be submitted with a candidates nomination package.
- Campaign period for the general election has changed. The period starts on January 1st of the year immediately following the election and ending on December 31 immediately following the next general election. For the upcoming 2025 election the “campaign period” starts on October 31, 2025, and ends on December 31, 2025.
- Intended and nominated candidates must give notice to the Town of Blackfalds before accepting contributions or incurring any campaign expenses.
- Donations may be received outside of the local election year and will require annual reporting.
- Expands the use of special ballots.
- Limits vouching abilities.
- Clarifies rules and streamlines processes for scrutineers.

DISCUSSION

Administration is still working through these changes and will be updating the applicable election materials to reflect these changes and a report will be coming forward in December with additional information.

The one item that Administration is seeking Council direction on through this report is whether or not the Town of Blackfalds should require criminal record checks to be submitted with a candidates nomination package, if the decision is to require them it must be done through bylaw by December 31, 2024.

Administration has been monitoring how other municipalities are managing this, and while there have been a number that will be implementing this new provision, there are many more that have chosen not to.

The main reasons that these municipalities have cited for not including the provisions include the following:

- Section 174 of *the Municipal Government Act* outlines that a Councillor may be disqualified if they are convicted of an offence punishable by imprisonment for 5 or more years, or under section 123, 124, or 125 of the Criminal Code of Canada.
- The *Local Authority Election Act* requires nominations to include a written acceptance sworn or affirmed that the individual is eligible to be elected to office.
- Bill 20 requires a municipality that has included the requirement for a criminal record check to be submitted with the nomination forms to not withhold or redact the criminal record check provided by the candidate with the exception of their mailing address. This appears to contravene the FOIP Act.
- Criminal record checks are only as good as the date they are received.

Administration does not see any relative value in including the requirement of a criminal record check with the nomination package considering the above factors. However, if it is the wish of Council, Administration will proceed with the drafting of a bylaw that requires a candidate to provide a criminal record check with their nomination package.

FINANCIAL IMPLICATIONS

None.

ADMINISTRATIVE RECOMMENDATION

That Council consider the following:

1. That Council provide direction to Administration on whether or not to draft a bylaw to require criminal record checks to be included with a candidate's nomination package for Municipal General Elections.

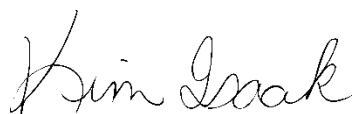
ALTERNATIVES

- a) That Council refer the Effects of Bill 20 Changes to *Local Authorities Election Act* back to Administration for more information.
- b) That Council accept the Effects of Bill 20 Changes to *Local Authorities Election Act* for information.

ATTACHMENTS

- *Municipal Affairs Statutes Amendment Act, 2024 Fact Sheet*

APPROVALS



Kim Isaak,
Chief Administrative Officer

Department Director/Author

Municipal Affairs Statutes Amendment Act, 2024

The *Municipal Affairs Statutes Amendment Act, 2024*, makes changes to two pieces of municipal-related legislation: the *Local Authorities Elections Act (LAEA)* and the *Municipal Government Act (MGA)*. This legislation comes into force on October 31, 2024.

- The **LAEA** establishes the framework for the conduct of elections in Alberta municipalities, school divisions, irrigation districts, and Metis Settlements.
- The **MGA** establishes the rules governing the conduct of local elected officials once on council, as well as the overall administration and operation of municipal authorities in Alberta.

Changes to local election rules under the LAEA

Description of Changes	Previous Status Before Legislation
Aligns candidate eligibility criteria with councillor disqualification criteria in the MGA.	Candidates elected to council may face immediate disqualification due to misalignment with the MGA's criteria.
Allows municipalities to require criminal record checks for candidates.	No provisions were in place.
Allows union and corporate donations to local candidates, with the same donation limits as individual donors (\$5,000 per municipality per year).	Unions and corporations were prohibited from donating to municipal campaigns in the 2021 campaign. Donations outside of the campaign period (January 1 to December 31 in the year of a general election) were restricted to a maximum of \$5,000.
Allows donations outside the local election year and requires annual reporting of donations.	
Requires third-party advertisers campaigning for or against an issue on a ballot, such as a plebiscite, to register and report finances.	The LAEA only regulated third-party advertising for the promotion or opposition of a candidate during an election.
Limits donations to third-party advertisers to \$5,000 per election period, which begins May 1 of the election year.	The donation limit was \$30,000 for all individuals, unions, and corporations.
Enables regulation-making authority to define local political parties. Registration of local political parties will be limited to Calgary and Edmonton for the 2025 local general election.	No provisions were in place to regulate political parties at the local level.
Repeals the municipal authority to develop a voters list based on enumeration.	Municipalities could prepare a voters list, which had to be shared with all candidates.
Requires municipalities to create a permanent electors register. (This will be done in partnership with Elections Alberta, building off the provincial register of electors).	A permanent electors register is an internal document that assists with the conduct of an election. Municipalities could choose to develop one or not.
Expands the use of special ballots and strengthens special ballot processes.	Special ballots could only be requested for very specific reasons, including physical disability, absence from the municipality, or for municipal election workers.
Limits vouching to the ability to vouch for someone's address.	Vouching was permitted for an individual's age, residence, and identity.
Repeals the ability for a candidate's official agent or scrutineer to object to an elector.	Candidate's official agents or scrutineers could object to an elector; however, the elector could still vote.
Enables regulation-making authority to postpone elections in emergencies.	No provisions were in place to enable the Minister to postpone an election in the event of a natural disaster or emergency.
Prohibits automated voting equipment, such as electronic tabulators.	The LAEA permitted municipalities, by bylaw, to process ballots by automated voting equipment.
Requires recounts if requested by a runner up candidate when the margin is within 0.5 percent of total votes.	Returning officers had discretion regarding recounts.
Clarifies rules and streamlining processes for scrutineers.	Rules and processes were unclear for scrutineers.

Strengthening the accountability of local councils under the *MGA*

Description of Changes	Previous Status Before Legislation
Requires a councillor's seat to become vacant upon disqualification for specific matters.	Municipal councils or electors could only remove a disqualified councillor through the courts if they refuse to vacate their seat.
Requires mandatory orientation training for councillors.	Training for councillors must be offered, but there was no requirement for the councillor to attend the training.
Allows Cabinet to order a vote of the electors to determine whether a councillor should be removed. An elector vote to remove a councillor is limited to councillors who Cabinet consider to be unwilling, unable, or refusing to do the job for which they were elected, or if Cabinet considers such a vote to be in the public interest by taking into consideration illegal or unethical behaviour by a councillor.	Minister could only remove a sitting councillor through the municipal inspection process and only under very specific circumstances.
Allows elected officials to recuse themselves for real or perceived conflicts of interest.	Elected officials could only recuse themselves for matters in which they have a financial interest.
Makes the Minister responsible for validating municipal recall petitions.	A municipality's chief administrative officer was responsible for validating recall petitions.
Enables Cabinet to require a municipality to amend or repeal a bylaw given specific requirements are met (including: the bylaw exceeds the scope of the <i>MGA</i> or otherwise exceeds the authority granted to a municipality under the <i>MGA</i> or any other statute, conflicts with the <i>MGA</i> or any other statute, is contrary to provincial policy, or contravenes the Constitution of Canada).	Cabinet could only intervene with respect to a land use bylaw or statutory plan. No provisions were in place.
Gives Cabinet authority to direct a municipality to take specific action to protect public health and/or safety.	
Allows the Minister to outline joint use planning agreement exemptions, criteria and requirements by regulation.	All criteria for joint use planning agreements were in the <i>MGA</i> .
Specifies that the assessed person for an electric generation system is the operator.	There was a lack of clarity regarding who should be assessed for electrical generation systems.

Accelerating housing development under the *MGA*

Description of Changes	Previous Status Before Legislation
Requires municipalities to offer electronic options for public hearings on planning and development and restricts them from holding extra public hearings when not required by legislation.	No requirements were in place for electronic options. Municipalities could hold extra hearings beyond what was legislated.
Fully exempts non-profit, affordable housing from property taxation.	Limited provisions in place in the <i>MGA</i> .
Enables multi-year residential property tax incentives.	Municipalities could offer multi-year incentives for non-residential development, but not residential development.
Regulation-making authority to define which non-statutory studies may be required for building and development permits. No regulation is currently in place.	No provisions were in place.

Additional resources

- [Municipal Affairs Statutes Amendment Act](#)
- [Municipal Government Act](#)
- [Local Authorities Election Act](#)
- [Local Political Parties and Campaign Expense Limits](#) (Fact Sheet)

MEETING DATE: November 26, 2024

PREPARED BY: Niki Burkinshaw, Municipal Engineer

PRESENTED BY: Preston Weran, Director of Infrastructure and Property Services

SUBJECT: **Womacks Road & Broadway Avenue Intersection Improvements**

BACKGROUND

This matter was brought to the November 18, 2024, Standing Committee of Council (“**SCC**”) Meeting seeking direction regarding options for intersection improvements at Womacks Road and Broadway Avenue to address increasing traffic in the area as well as sightline concerns.

The SCC was provided with a summary of the high-level intersection assessment that was completed for the intersection, which focused on providing traffic modelling and a conceptual design for a roundabout at that location. The other options included for the assessment were a signalized intersection concept and smaller geometric improvements (providing bulbing at the intersection). The accompanying memo (attached) was finalized in October 2024.

The following resolutions were carried unanimously by the SCC:

048/24 Mayor Hoover moved that Standing Committee of Council recommend to Council to direct Administration to move forward with the design and construction of a roundabout (with westbound right-turn lane) at the intersection of Womacks Road and Broadway Avenue.

CARRIED UNANIMOUSLY

049/24 Councillor Svab moved that Standing Committee of Council recommend to Council to direct Administration to amend the 2024 Capital Budget to include \$200,000 for starting the detailed design and utility coordination for the intersection improvements and earmark \$1,000,000 for 2025 budget.

CARRIED UNANIMOUSLY

050/24 Councillor Appel moved that Standing Committee of Council recommend to Council to direct Administration to direct Administration to develop public information and/or engagement activities to raise awareness about navigating roundabouts leading up to the opening of the Womacks Road and Broadway Avenue roundabout.

CARRIED UNANIMOUSLY

DISCUSSION

The 2015 Transportation Master Plan (by Stantec) recommended signalization of the Womacks Road and Broadway Avenue intersection by the 12,000 population horizon. It is noted that at the time the Master Plan was completed, roundabouts were just starting to become a focus of road agencies when looking at intersection improvements and, so roundabouts were not considered as part of that study. Currently, most road agencies – including Alberta Transportation and Economic Corridors (ATEC) and municipalities across the province – require that roundabouts be considered at locations

where traffic control greater than stop signs are needed (e.g. prior to or instead of signalization). Construction of the Eagle Builders Centre was also not considered as part of the 2015 study.

Installation of a four-way stop at the intersection has not been considered. This is because, while it would partially address the sightline concerns, a four-way stop would not address the growing delays as traffic volumes increase at the intersection. Four-way stops also do not clear traffic under a train delay or operate as efficiently as roundabouts under higher volume conditions, such as when an event at the Eagle Builders Centre ends, due to driver misunderstanding with regards to who has the right of way at four-way stops and the time it takes to stop and go again (drivers need to consider three other directions of traffic). Similar to the bulbing option presented below, a four-way stop will also not address increasing traffic demands at the intersection. While it may provide some improvement in the short-term, additional intersection improvements (e.g. roundabout or signalization) would still be required in the future.

The options looked at for improvements to the Womacks Road and Broadway Avenue intersection, along with key considerations for each, are listed below:

- **Option 1 (recommended option) – roundabout with westbound right-turn lane**
 - Addresses sightline concerns and increasing traffic demands.
 - Roundabouts have proven benefits compared to other types of intersections (including traffic signals) including – increased safety with reduced conflict points, promoting lower speeds and traffic calming, improved operational performance, environmental benefits (e.g. less idling), and lower operating costs.
 - Reduced westbound traffic queuing (e.g. towards the CPKC rail crossing) compared to the signalized alternative.

- **Option 2 – signalization with dedicated westbound right-turn and southbound left-turn lanes**
 - Addresses sightline concerns and increasing traffic demands.
 - Lower capital costs, but higher operating cost, compared to roundabout.
 - Design would need to address skewed north/south traffic movement (due to a dedicated southbound left-turn lane) and shielding of traffic signal lights with the close proximity of residential properties.

- **Option 3 – northwest corner bulb**
 - Addresses sightline concerns by moving the stop bar for southbound traffic further south (e.g. making it easier to see to the east when stopped).
 - Does not address increasing traffic demands (a roundabout or signalization would still be required in the future).
 - Lower capital cost for improvement.

- **Option 4 (Status Quo) – do not complete intersection improvements**
 - Does not address sightline concerns or increasing traffic demands.
 - No costs incurred, as no intersection improvements would be completed

A concept plan illustrating the recommended option (roundabout with westbound right-turn lane) is attached. While minimal impacts to parking on the west leg of the intersection is anticipated due to the existing no-parking zones west of the intersection, both the roundabout and traffic signal options would result in a reduction of a small number of parking spaces along Broadway Avenue, south of Womacks Road. The extent of the parking reduction would be confirmed through detailed design.

If approved, this would be Blackfalds' first roundabout. While many drivers may be familiar with their operation from other municipalities, including Lacombe and Red Deer, and with the Highway 2A and Highway 597 roundabout that has been in operation since the summer of 2015, some drivers may not be familiar with their operation. It is recommended to plan public information and/or engagement events leading up to the opening of the roundabout, should it be the selected option.

FINANCIAL IMPLICATIONS

The financial resources needed for each of the options is summarized below and approximate:

- Option 1 (roundabout with WB right-turn lane) – 2024/25 design & construction - \$1,400,000
- Option 2 (signalization) – \$500,000 to \$750,000
- Option 3 (NW bulb) – \$66,000
- Option 4 (Status Quo) – no financial resources required

A funding request has been included as part of the 2025 Capital Budget relating to the proposed roundabout at Womacks Road and Broadway Avenue.

Due to the short amount of time to complete the design, utility coordination, and detour planning needed to be able to construct the roundabout in 2025, Administration is requesting that \$200,000 be approved as an adjustment to the 2024 Capital Budget for beginning the design and utility coordination for the intersection improvements in 2024.

ADMINISTRATIVE RECOMMENDATION

That Council consider the following motions:

1. That Council direct Administration to move forward with the design and construction of a roundabout (with westbound right-turn lane) at the intersection of Womacks Road and Broadway Avenue, pending 2025 budget approval.
2. That Council approves \$200,000 for starting the detailed design and utility coordination for the Womacks Road & Broadway Avenue intersection improvements in 2024.
3. That Council direct Administration to develop public information and/or engagement activities to raise awareness about navigating roundabouts leading up to the opening of the Womacks Road and Broadway Avenue roundabout.

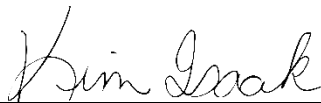
ALTERNATIVES

- a) That Council refers Womacks Road & Broadway Avenue Intersection Improvements back to Administration for more information.
- b) That Council direct Administration to move forward with the design and construction of a roundabout (with both a westbound and northbound right-turn lane) at the intersection of Womacks Road and Broadway Avenue, pending 2025 budget approval.

-
- c) That Council direct Administration to move forward with the design and construction of traffic signals at the intersection of Womacks Road and Broadway Avenue, pending 2025 budget approval.
- d) That Council direct Administration to move forward with the design and construction of a bulb at the northwest corner of Womacks Road and Broadway Avenue, pending 2025 budget approval.
- e) That Council direct Administration to not move forward with intersection improvements at Womacks Road and Broadway Avenue.

ATTACHMENTS

- *Womacks Road and Broadway Avenue Intersection Assessment (Memo) – Stantec Consulting Ltd., October 2024*
- *Roundabout with Right Turn Concept – Stantec Consulting Ltd., November 2024*
- *Womacks Road & Broadway Avenue Intersection Improvements Business Case November 13, 2024*

APPROVALS

Kim Isaak,
Chief Administrative Officer



Department Director / Author

Womacks Road and Broadway Avenue Intersection Assessment

Technical Memorandum

October 25, 2024

Prepared for:
Town of Blackfalds

Prepared by:
Stantec Consulting Ltd.

Project/File:
1136785892



Womacks Road and Broadway Avenue Intersection Assessment

The conclusions in the Memorandum (memo) titled Womacks Road and Broadway Avenue Intersection Assessment are Stantec's professional opinion, as of the time of the Memo, and concerning the scope described in the Memo. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Memo relates solely to the specific project for which Stantec was retained and the stated purpose for which the Memo was prepared. The Memo is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from Town of Blackfalds (the "Client") and third parties in the preparation of the Memo to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Memo is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Memo may be provided by the Client to applicable authorities having jurisdiction and to other third parties in connection with the project, Stantec disclaims any legal duty based upon warranty, reliance or any other theory to any third party, and will not be liable to such third party for any damages or losses of any kind that may result.

Prepared by

Signature

Patrick Wong

Printed Name

Signature

Graeme Nickle

Printed Name



1 Introduction

The extension of Womacks Road across the CPKC railway was completed in 2022 forming a new 4-legged intersection with Broadway Avenue. The Womacks Road and Broadway Avenue intersection is free flowing on Womacks Road (east/west) and stop-controlled on Broadway Avenue (north/south). Marked pedestrian crossings are on the south and west legs. The existing intersection is illustrated in **Figure 1.1**. The sightlines for Broadway Avenue, southbound traffic on the north side of Womacks Road have been identified as a recognized concern by members of the public. The sight line calculations for the posted, 40 km/hr. speed on Womacks Road meet TAC Guidelines. As the north leg is stop controlled, sight line calculations for the posted, 50 km/hr. speed on Broadway Avenue were not completed.

To improve upon the existing intersection, this memo describes three potential upgrades that can improve sightlines and/or intersection safety:

- bulbing the northwest corner to shift the stop line further south;
- traffic signals; and
- a roundabout (with provisional expansion options).

To support the evaluation of the options, this memo also includes considerations for operational level of service at the 16.5k and 22.5k population horizons, conceptual drawings complete with turning movements of large vehicles, and opinions of probable costs.

Figure 1.1 - Womacks Road & Broadway Avenue Intersection



2 Traffic Analysis

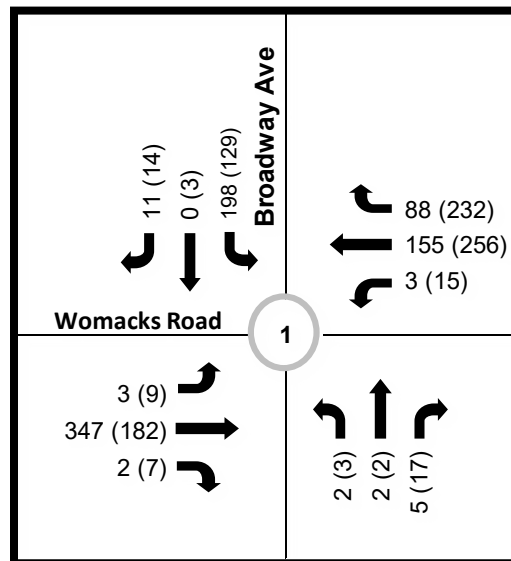
2.1 Existing Traffic Data

Traffic counts were completed on Wednesday April 17, 2024, at the following time slots:

- AM Peak between 7:30 am and 9:30 am and PM Peak between 2:30 pm and 4:30 pm

The 2024 existing traffic volumes are illustrated in **Figure 2.1**.

Figure 2.1 - 2024 Existing Traffic Volumes – AM Peak Hour (PM Peak Hour)



2.1.1 Signal Warrant Analysis – Existing Conditions

The Signal Warrant Analysis was completed using Transportation Association of Canada's (TAC) Traffic Signal Analysis Spreadsheet (2014). When the spreadsheet yields a W-value equal to or greater than 100 points, signalization is required. The analysis was completed for the 2024 existing conditions.

The warrant yielded the following results summarized in **Table 2.1**.

Table 2.1 - Signal Warrant Analysis Results

	2024	Warranted?
Womacks Road & Broadway Ave	39	No

According to the results, signals are not warranted at the study intersection. The full signal warrants can be found appended to this memorandum.



Womacks Road and Broadway Avenue Intersection Assessment

2.1.2 Intersection Capacity Analysis – Existing Conditions

Synchro models were created to analyze the study intersection with a two-way stop controlled. **Table 2.2** summarizes the unsignalized intersection capacity analysis results for both AM and PM peak periods under the 2024 existing conditions.

Table 2.2 - Unsignalized Intersection Analysis Results

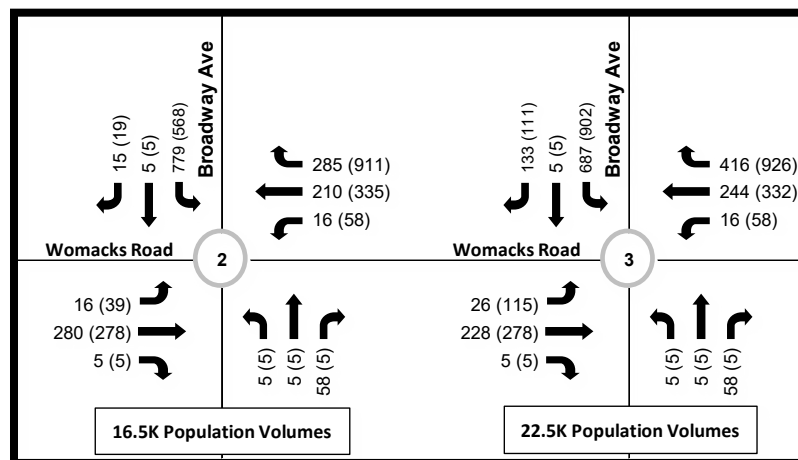
Womacks Road & Broadway Ave (2024 Existing Conditions)	Intersection Movements												Overall Intersection
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Intersection / Laning Characteristics	SH	1	SH	SH	1	SH	SH	1	SH	SH	1	SH	
AM Peak Hour													
Volumes (veh/h)	3	347	2	3	155	88	2	2	5	198	0	11	Intersection Delay 7.1s LOS A
Volume/Capacity Ratio (v/c)	-	0	-	-	0	-	-	0.02	-	-	0.6	-	
Total Delay (s)	-	0.1	-	-	0.1	-	-	12.2	-	-	26.9	-	
Lane LOS	-	A	-	-	A	-	-	B	-	-	D	-	
Queue Length 95th (m)	-	0.1	-	-	0	-	-	0.5	-	-	28.4	-	
PM Peak Hour													
Volumes (veh/h)	9	182	7	15	256	232	3	2	17	129	3	14	Intersection Delay 4.6s LOS A
Volume/Capacity Ratio (v/c)	-	0.01	-	-	0.01	-	-	0.04	-	-	0.47	-	
Total Delay (s)	-	0.5	-	-	0.4	-	-	11	-	-	24	-	
Lane LOS	-	A	-	-	A	-	-	B	-	-	C	-	
Queue Length 95th (m)	-	0.2	-	-	0.3	-	-	0.9	-	-	18.2	-	

The SYNCHRO analysis results indicated that the existing two-way stop controlled intersection functions adequately for both peak hours, with the max v/c ratio at 0.6 for the southbound movements during the AM peak hour and a LOS of D.

2.2 16.5K and 22.5K Population Traffic Data

The 16.5K and 22.5K population traffic data, as illustrated in **Figure 2.2**, were obtained from the Town's Transportation Master Report.

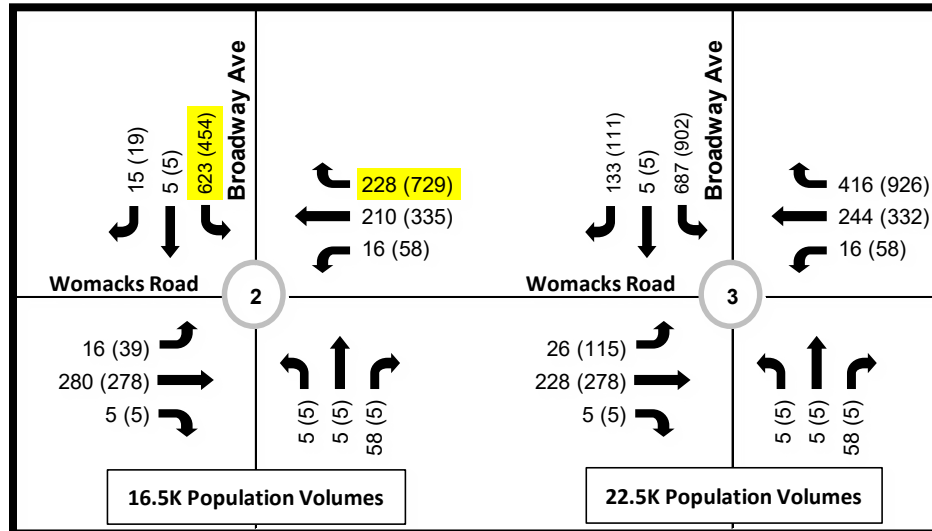
Figure 2.2 - 16.5K and 22.5K Traffic Volumes – AM Peak Hour (PM Peak Hour)



Womacks Road and Broadway Avenue Intersection Assessment

Upon discussion with the Town, it was determined that the volumes for the southbound left turn and westbound right turn were too conservative at the 16.5K conditions, as such, a factor of 0.8 was applied to these movements for the analysis. **Figure 2.3** illustrates the adjusted volumes.

Figure 2.3 - 16.5K and 22.5K Adjusted Traffic Volumes – AM Peak Hour (PM Peak Hour)



2.3 Intersection Capacity Analysis

2.3.1 Analysis Criteria

The Intersection Capacity Analysis (ICA) was completed to determine whether the Level of Service (LOS) and the delay of the studied intersections remains at an acceptable level once they are subjected to the design volumes. The traffic modeling software package of Synchro Studio 11 (for signalized intersections) and SIDRA 9.0 (for roundabouts) have been used to complete intersection capacity analysis. The LOS for the intersection is based on the computed delays on each of the traffic movements. LOS 'A' represents minimal delays and LOS 'F' represents a scenario with significant vehicular delays. The LOS criteria for unsignalized intersections are described in **Table 2.3**.

Table 2.3 - Level of Service Criteria

LOS	Control Delay (seconds per vehicle)
	Signalized Intersection
A	10.0 or less
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	More than 80.0



Womacks Road and Broadway Avenue Intersection Assessment

Table 2.4 - Roundabout Analysis Results

Womacks Road & Broadway Ave (2024 Existing Conditions)	Intersection Movements												Overall Intersection
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Intersection / Laning Characteristics	SH	1	SH	SH	1	SH	SH	1	SH	SH	1	SH	
AM Peak Hour													Intersection Delay 3.8s LOS A
Volumes (veh/h)	3	347	2	3	155	88	2	2	5	198	1	11	
Volume/Capacity Ratio (v/c)	-	0.374	-	-	0.184	-	-	0.014	-	-	0.217	-	
Total Delay (s)	-	2.8	-	-	1.4	-	-	5.8	-	-	8.2	-	
Queue Length 95th (m)	-	17.9	-	-	8	-	-	0.5	-	-	8.6	-	
PM Peak Hour													Intersection Delay 3.0s LOS A
Volumes (veh/h)	9	182	7	15	256	232	3	2	17	129	3	14	
Volume/Capacity Ratio (v/c)	-	0.185	-	-	0.352	-	-	0.024	-	-	0.155	-	
Total Delay (s)	-	2.3	-	-	1.6	-	-	3.7	-	-	8.5	-	
Queue Length 95th (m)	-	7.6	-	-	17.7	-	-	0.8	-	-	5.9	-	
Womacks Road & Broadway Ave (16.5K Conditions - Adjusted)	Intersection Movements												Overall Intersection
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Intersection / Laning Characteristics	SH	1	SH	SH	1	SH	SH	1	SH	SH	1	SH	
AM Peak Hour													Intersection Delay 6.7s LOS A
Volumes (veh/h)	16	280	5	16	210	228	5	5	58	623	5	15	
Volume/Capacity Ratio (v/c)	-	0.467	-	-	0.323	-	-	0.141	-	-	0.607	-	
Total Delay (s)	-	7.6	-	-	1.7	-	-	10	-	-	9.5	-	
Queue Length 95th (m)	-	27	-	-	17.2	-	-	6.8	-	-	38	-	
PM Peak Hour													Intersection Delay 5.3s LOS A
Volumes (veh/h)	39	278	5	58	335	729	5	5	5	454	5	19	
Volume/Capacity Ratio (v/c)	-	0.436	-	-	0.809	-	-	0.026	-	-	0.569	-	
Total Delay (s)	-	5.8	-	-	2.5	-	-	8	-	-	11.6	-	
Queue Length 95th (m)	-	23.2	-	-	112.6	-	-	1.1	-	-	37.5	-	
Womacks Road & Broadway Ave (22.5K Conditions)	Intersection Movements												Overall Intersection
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Intersection / Laning Characteristics	SH	1	SH	SH	1	SH	SH	1	SH	SH	1	SH	
AM Peak Hour													Intersection Delay 8.3s LOS A
Volumes (veh/h)	26	228	5	16	244	416	5	5	58	687	5	133	
Volume/Capacity Ratio (v/c)	-	0.475	-	-	0.485	-	-	0.163	-	-	0.803	-	
Total Delay (s)	-	8.9	-	-	1.8	-	-	10.5	-	-	13.2	-	
Queue Length 95th (m)	-	28.8	-	-	33.3	-	-	8.3	-	-	92.5	-	
PM Peak Hour													Intersection Delay 115s LOS F
Volumes (veh/h)	115	278	5	58	332	926	5	5	5	902	5	111	
Volume/Capacity Ratio (v/c)	-	0.912	-	-	1.083	-	-	0.054	-	-	1.182	-	
Total Delay (s)	-	45.9	-	-	83.9	-	-	17.3	-	-	183.8	-	
Queue Length 95th (m)	-	126.3	-	-	815.3	-	-	2.8	-	-	963.4	-	

The SIDRA analysis results indicated that the single lane roundabout would function adequately for the existing and 16.5K conditions. During the 16.5K horizon, queuing of the westbound traffic during the PM peak (113 m) will extend beyond the railway crossing (approx. 85m). The single lane roundabout is



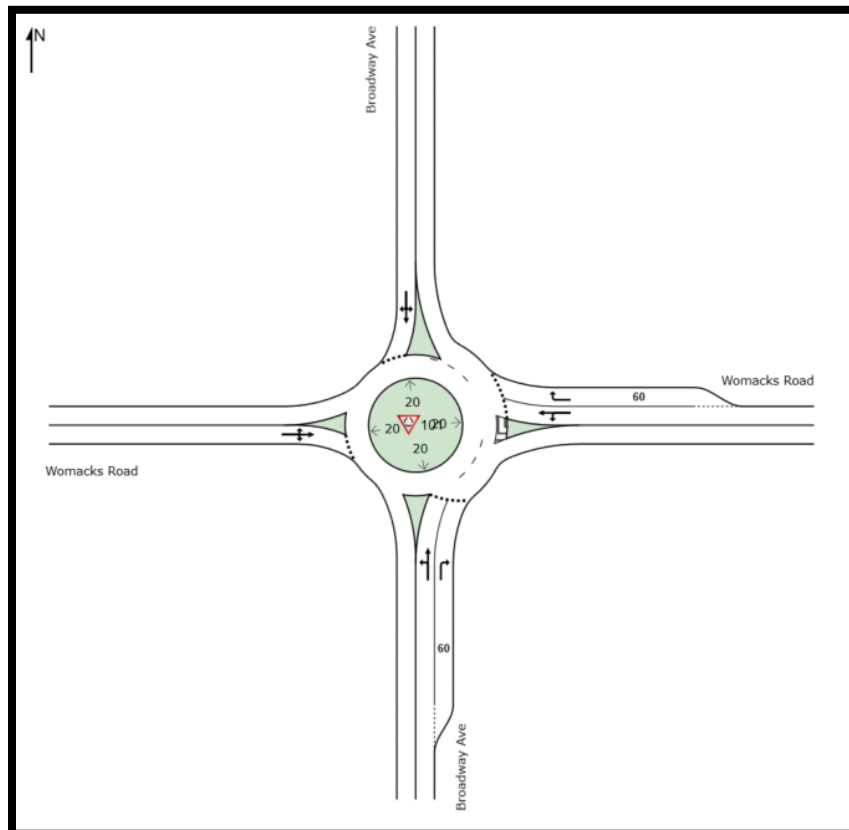
Womacks Road and Broadway Avenue Intersection Assessment

expected to be slightly over capacity at the 22.5K population horizon; however, queueing for westbound and southbound traffic is quite substantial. It is recommended that the Town monitors the single lane roundabout prior to the 22.5K population horizon to determine whether a further study is needed.

2.3.3 Roundabout Expansion Analysis Results

Figure 2.5 illustrates the proposed configurations for the roundabout and **Table 2.5** summarizes the roundabout capacity analysis results for both AM and PM peak periods under the 2024 existing conditions, 16.5K conditions and 22.5K conditions.

Figure 2.5 - Proposed Roundabout Configurations



Womacks Road and Broadway Avenue Intersection Assessment

Table 2.5 - Roundabout Expansion Analysis Results

Womacks Road & Broadway Ave (2024 Existing Conditions)	Intersection Movements												Overall Intersection
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Intersection / Laning Characteristics	SH	1	SH	SH	1	1	SH	1	1	SH	1	SH	
AM Peak Hour													Intersection Delay 3.7s LOS A
Volumes (veh/h)	3	347	2	3	155	88	2	2	5	198	1	11	
Volume/Capacity Ratio (v/c)	-	0.374	-	0.11	0.11	0.075	0.006	0.006	0.006	-	0.217	-	
Total Delay (s)	-	2.8	-	5.5	1.2	2	8.8	4.6	4.6	-	8.2	-	
Lane LOS	-	A	-	A	A	A	A	A	A	-	A	-	
Queue Length 95th (m)	-	17.9	-	4.5	4.5	2.9	0.2	0.2	0.3	-	8.6	-	
PM Peak Hour													Intersection Delay 3.0s LOS A
Volumes (veh/h)	9	182	7	15	256	232	3	2	17	129	3	14	
Volume/Capacity Ratio (v/c)	-	0.185	-	0.177	0.177	0.177	0.006	0.006	0.015	-	0.155	-	
Total Delay (s)	-	2.3	-	5.5	1.3	2	7.4	3.2	3.2	-	4.5	-	
Lane LOS	-	A	-	A	A	A	A	A	A	-	A	-	
Queue Length 95th (m)	-	7.6	-	7.3	7.3	7.2	0.2	0.2	0.6	-	5.9	-	
Womacks Road & Broadway Ave (16.5K Conditions - Adjusted)	Intersection Movements												Overall Intersection
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Intersection / Laning Characteristics	SH	1	SH	SH	1	1	SH	1	1	SH	1	SH	
AM Peak Hour													Intersection Delay 8.6s LOS A
Volumes (veh/h)	16	280	5	16	210	228	5	5	58	623	5	15	
Volume/Capacity Ratio (v/c)	-	0.438	-	0.163	0.163	0.145	0.022	0.022	0.085	-	0.584	-	
Total Delay (s)	-	9.8	-	8.9	4.3	4.3	16.5	11.9	10.2	-	10.7	-	
Lane LOS	-	A	-	A	A	A	B	B	B	-	B	-	
Queue Length 95th (m)	-	23.9	-	7.2	7.2	6.4	1	1	4.5	-	34.4	-	
PM Peak Hour													Intersection Delay 7.2s LOS A
Volumes (veh/h)	39	278	5	58	335	729	5	5	5	454	5	19	
Volume/Capacity Ratio (v/c)	-	0.408	-	0.313	0.313	0.467	0.012	0.012	0.008	-	0.524	-	
Total Delay (s)	-	8.4	-	9.1	4.5	4.5	12.6	8	9.2	-	12.3	-	
Lane LOS	-	A	-	A	A	A	B	A	A	-	B	-	
Queue Length 95th (m)	-	20.9	-	16.3	16.3	30.6	0.6	0.6	0.4	-	30.1	-	
Womacks Road & Broadway Ave (22.5K Conditions)	Intersection Movements												Overall Intersection
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Intersection / Laning Characteristics	SH	1	SH	SH	1	1	SH	1	1	SH	1	SH	
AM Peak Hour													Intersection Delay 8.2s LOS A
Volumes (veh/h)	26	228	5	16	244	416	5	5	58	687	5	133	
Volume/Capacity Ratio (v/c)	-	0.473	-	0.207	0.207	0.274	0.027	0.027	0.106	-	0.8	-	
Total Delay (s)	-	8.9	-	5.7	1.4	2.1	14.2	9.9	8.8	-	13.1	-	
Lane LOS	-	A	-	A	A	A	B	A	A	-	B	-	
Queue Length 95th (m)	-	28.6	-	9.9	9.9	14.6	1.3	1.3	6	-	90.5	-	
PM Peak Hour													Intersection Delay 67.6s LOS E
Volumes (veh/h)	115	278	5	58	332	926	5	5	5	902	5	111	
Volume/Capacity Ratio (v/c)	-	0.953	-	0.379	0.379	0.68	0.029	0.029	0.02	-	1.146	-	
Total Delay (s)	-	61.4	-	6.5	2.2	3	18.6	14.3	17.9	-	154.4	-	
Lane LOS	-	E	-	A	A	A	B	B	B	-	F	-	
Queue Length 95th (m)	-	157	-	21.2	21.2	60.9	1.7	1.7	1	-	838.1	-	

The SIDRA analysis results indicated that the single lane roundabout expansion would function adequately for the existing and 16.5K conditions. The single lane roundabout expansion is expected to be slightly over capacity at the 22.5K population horizon; however, queuing for southbound traffic is quite substantial. It is



Womacks Road and Broadway Avenue Intersection Assessment

recommended that the Town monitors the single lane roundabout prior to the 22.5K population horizon to determine whether a further study is needed.

2.3.4 Signalized Intersection Analysis Results

Figure 2.6 illustrates the proposed configurations for the signalized intersection and **Table 2.6** summarizes the signalized intersection capacity analysis results for both AM and PM peak periods under the 2024 existing conditions, 16.5K conditions and 22.5K conditions.

Figure 2.6 - Proposed Signalized Intersection Configurations



Womacks Road and Broadway Avenue Intersection Assessment

Table 2.6 - Signalized Intersection Analysis Results

Womacks Road & Broadway Ave (2024 Existing Conditions)	Intersection Movements												Overall Intersection
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Intersection / Laning Characteristics	SH	1	SH	SH	1	SH	SH	1	SH	SH	1	SH	
AM Peak Hour													Intersection Delay 11.8s LOS A
Volumes (veh/h)	3	347	2	3	155	88	2	2	5	198	0	11	
Volume/Capacity Ratio (v/c)	-	0.47	-	-	0.34	-	-	0.02	-	-	0.55	-	
Total Delay (s)	-	11.8	-	-	8.5	-	-	8.7	-	-	15.7	-	
Queue Length 95th (m)	-	45	-	-	26.3	-	-	2.4	-	-	26.7	-	
PM Peak Hour													Intersection Delay 11.1s LOS B
Volumes (veh/h)	9	182	7	15	256	232	3	2	17	129	3	14	
Volume/Capacity Ratio (v/c)	-	0.21	-	-	0.56	-	-	0.05	-	-	0.43	-	
Total Delay (s)	-	8.2	-	-	10.4	-	-	8.5	-	-	17.9	-	
Queue Length 95th (m)	-	22.4	-	-	59.4	-	-	4.4	-	-	26.2	-	
Womacks Road & Broadway Ave (16.5K Conditions - Adjusted)	Intersection Movements												Overall Intersection
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Intersection / Laning Characteristics	SH	1	SH	SH	1	1	SH	1	SH	1	1	SH	
AM Peak Hour													Intersection Delay 21.8s LOS C
Volumes (veh/h)	16	280	5	16	210	228	5	5	58	623	5	15	
Volume/Capacity Ratio (v/c)	-	0.59	-	-	0.46	0.39	-	0.23	-	0.8	0.02	-	
Total Delay (s)	-	32.4	-	-	29.9	5.9	-	15.7	-	20.7	4.6	-	
Queue Length 95th (m)	-	89.3	-	-	67.1	17.7	-	15.2	-	123.6	3.4	-	
PM Peak Hour													Intersection Delay 15.6s LOS B
Volumes (veh/h)	39	278	5	58	335	729	5	5	5	454	5	19	
Volume/Capacity Ratio (v/c)	-	0.47	-	-	0.6	0.71	-	0.04	-	0.76	0.04	-	
Total Delay (s)	-	17.5	-	-	20.2	5.4	-	28.2	-	26.8	8.1	-	
Queue Length 95th (m)	-	75	-	-	97.4	23.2	-	7.9	-	106.3	5.2	-	
Womacks Road & Broadway Ave (22.5K Conditions)	Intersection Movements												Overall Intersection
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Intersection / Laning Characteristics	SH	1	SH	SH	1	1	SH	1	SH	1	1	SH	
AM Peak Hour													Intersection Delay 20.6s LOS C
Volumes (veh/h)	26	228	5	16	244	416	5	5	58	687	5	133	
Volume/Capacity Ratio (v/c)	-	0.55	-	-	0.55	0.59	-	0.24	-	0.85	0.16	-	
Total Delay (s)	-	33.5	-	-	33.7	6.5	-	16.5	-	23.5	2.1	-	
Queue Length 95th (m)	-	79.8	-	-	80.2	24.4	-	15.6	-	146.2	7.9	-	
PM Peak Hour													Intersection Delay 86s LOS F
Volumes (veh/h)	115	278	5	58	332	926	5	5	5	902	5	111	
Volume/Capacity Ratio (v/c)	-	0.83	-	-	0.56	0.8	-	0.08	-	1.42	0.18	-	
Total Delay (s)	-	40.7	-	-	24.5	7.1	-	36.8	-	224.8	4.1	-	
Queue Length 95th (m)	-	#151.7	-	-	105.3	32.4	-	8.5	-	#313	10.4	-	

- 95th percentile volume exceeds capacity, queue may be longer.

The SYNCHRO analysis results indicated that for the existing conditions, a shared left-through-right lane would be sufficient for all approaches, the worst LOS is B with a max v/c ratio of 0.55. However, due to the



Womacks Road and Broadway Avenue Intersection Assessment

projected heavy southbound left turn and westbound right turn movements, a minimum of a southbound left turn lane and a westbound right turn lane would be needed. With the added turn lanes, the southbound left turn movement is expected to fail at the 22.5K population horizon with a LOS F and a v/c ratio of 1.42.

The signalized intersection results were reviewed further with the Town. It was determined that due to the poor level of service that a signalized intersection would provide without significant improvements and impacts to surrounding lands, it does not need to be evaluated further. Should this intersection be considered to undergo significant improvements, constructing the ultimate Womacks Road alignment should be considered which proposes to signalize the Womacks Road and Broadway Avenue intersection.

2.4 Traffic Analysis Summary

The existing intersection, as it continues to operate will be hindered by the southbound left turn during the AM peak and the westbound right turn during the PM peak. As the Town continues to grow, the existing intersection could become over capacity as the (approximately) population approaches the 14.5K horizon (assuming the current population is 13K).

Based on the above findings, a single lane roundabout is the most desirable option to improve the Womacks Road and Broadway Avenue intersections level of service. The analysis results show the roundabout functioning adequately as the Town continues to grow, approaching the 22.5K population horizon and at that time, the ultimate buildout of Womacks Road may become a viable option.

3 Intersection Figures and Turning Movements

A conceptual figure for each of the signal lane roundabout, the single lane roundabout expansion, and the northwest bulbed corner options have been prepared and are attached to this document. A figure for the signalized intersection option was not prepared due to the results from the section above.

3.1 Northwest Bulbed Corner

While the existing configuration of the Womacks Road and Broadway Avenue intersection exceeds the minimum specification for sight lines as set by the Transportation Association of Canada for the 40km/hr. posted speed of Womacks Road, they can be improved upon. Bulbing the northwest corner of the intersection is considered as an improvement, allowing the Broadway Avenue, north leg stop bar to move approximately 1.1m south of the current stop bar location. The shift of the stop bar farther south does improve southbound vehicle visibility to the east and meets the minimum standard by TAC which notes, the edge of the major road (Womacks Road in this case) to the stop bar being 2.0m or 4.4m (vertex of the clear sight triangle) to the driver's eye in a passenger car. **Figures 3.1A to 3.1C** appended to this memorandum reflect the northwest corner bulb. The bulb also improves the sight of crossing pedestrians to vehicles across the west intersection leg. There is no pedestrian route proposed on the northeast corner of the intersection mitigating the need for a crosswalk at this time. Should a crosswalk on the north leg be added in the future, the stop bar would need to be moved north. A slight shift of the centerline is also proposed.



Womacks Road and Broadway Avenue Intersection Assessment

Turning movements of vehicles hauling longer trailers have been modeled and reflect minimal tracking into the adjacent lane to turn north onto Broadway Avenue. Turning movements for the WB-21 (semi-transport) design vehicle have also been modelled. **Figure 3.1A** and **3.1B** reflect the design vehicle turning movements.

The footprint of this option would be quite small requiring asphalt and concrete removals, and new concrete sidewalk and curb & gutter to be installed. A shallow utility manhole would have to be slightly adjusted, but otherwise, franchise shallow utilities are unaffected. A RRFB (rectangular rapid flash beacon) would also have to be relocated. There is no deep utility work anticipated to be required. **Figure 3.1C** is reflective of the utility improvements.

3.2 Single Lane Roundabout

The single lane roundabout option is representative of a roundabout with only one circulatory lane (no designated turn lanes) with splitters island on each leg, a ~16.0m inner mountable island to accommodate larger turning vehicles and provides an ~25.0m outer diameter. The proposed roundabout size is similar to one constructed on the south side of Red Deer, at the intersection of Lantern Street and Liberty Avenue in Gasoline Alley pictured below (from Google Streetview).

As part of the intersection analysis, turning movements for the WB-21 and bus (coach bus) design vehicles were considered. The turning movement figures (3.2A, 3.2B, 3.3A, 3.3B) can be found appended to this memorandum. The bus design vehicle is utilized for all legs and do not track overtop of medians/island. A school bus would maneuver the roundabout in a similar manner. The WB-21 design vehicle was utilized for turning movements on the east and north legs only as it is the Towns designated truck route. In addition, the WB-21 turning movement is shown on the west leg to show that larger trucks can utilize this leg of the intersection as there is commercial land to the west. The WB-21 design vehicle is shown to drive over the medians/islands instead of following the circulatory road to make respective turns due to the driving radius of the design vehicle (13.8m) being larger than the roundabout radius (~11.0m). The WB-21 turning movements, however, do not track into adjacent lanes. Large trucks (WB-21) are not permitted on the south leg due to the constrained geometry within the parking lot.

The proposed size of the roundabout is small enough that no additional land would be required at Broadway Avenue and Womacks Road. Franchise shallow utilities would need to relocate their existing infrastructure, including telecommunications pedestals and streetlights. Deep utility infrastructure adjustments to manholes and valves would also be required as well as catch basin relocations. Utility improvements for this option as shown in **Figure 3.2C** attached. The roundabout geometry does require sidewalks to be adjusted, but pedestrian routes are still maintained on the west and south legs of the intersection. There is opportunity to include a future pedestrian crossing on the north leg near splitter island with enough space for a sidewalk to allow pedestrian traffic on the east side of Broadway Avenue. To accommodate the sidewalk, back sloping into property would likely be needed to achieve desirable slopes or mitigating disturbance on private property by installing a retaining wall. It is likely some of the existing fence would have to be removed and reinstalled as well.



Figure 3: Single Lane Roundabout Example



3.3 Single Lane Roundabout Expansion

Expanding the single lane roundabout to include a yielding, dedicated westbound right turn lane and a yielding, dedicated northbound right turn lane is also considered. This roundabout configuration and turning movements for a WB-21 design vehicle are reflected in **Figures 3.4A** and **3.4B** appended to this memorandum.

The additions of the yielding dedicated right turn lanes increase the roundabout footprint. In the northeast corner, the roundabout footprint is maintained within the right-of-way but would require back sloping into private property or installation of a retaining wall. It is likely some of the existing fence would have to be removed and reinstalled as well. In the southeast corner, varying widths of the proposed monowalk/asphalt trail allow work to remain in the right of way but would require back sloping into private property. Land acquisition should be provisioned for in respective corners to increase the space behind Town infrastructure.

Franchise shallow utility relocations as part the single lane roundabout phase should also consider locations outside of the expansion footprint to minimize throwaway costs. This should apply to the southwest, northwest, and northeast quadrant of the intersection. The southeast quadrant would require existing overhead power and power poles to be relocated, likely underground. This could be completed as part of the single lane roundabout but has been factored in with the expansion of the south leg. Deep utility work would be required through the likes of catch basin relocations and lead adjustments.

Similar to the single lane roundabout option above, pedestrian crossing would be accommodated on the west and south legs and could be planned for a north leg crossing. On the north leg, there would however be minor adjustment as the curb line thus affecting the sidewalk width.



4 Opinion of Probable Cost and Constructability

4.1 Opinion of Probable Cost

For the roundabout and bulbed corner options presented above, an opinion of probable costs has been prepared, reflective of recent pricing from similar projects in Central Alberta. Table 4.1 below provides a high-level summary of each options cost.

Table 4.1 - Conceptual Opinions of Probable Cost

	Conceptual Cost (Construction incl Contingency)	Additional Work Outside Construction Contract (Engineer, Land, Franchise)	Conceptual Total
Single Lane Roundabout	\$627,288.00	\$325,000.00	\$952,288.00
Roundabout Expansion – Northbound Right Turn Lane	\$112,410.00	\$87,000.00	\$199,410.00
Roundabout Expansion – Westbound Right Turn Lane	\$166,416.00	\$30,000.00	\$196,416.00
NW Corner Bulb	\$52,272.00	\$13,000.00	\$65,272.00

A more detailed breakdown of each options cost can be found appended to the back of this document.

A conceptual opinion of probable for the traffic signals was not prepared; however, a set of traffic signals could cost between \$500K-\$750K.

4.2 Constructability

The constructability of the bulbed corner and single lane roundabout would vary substantially which this section considers.

The bulbed corner would be the easiest to construct and could very likely be completed while allowing the intersection to remain operational during construction with minimal detouring or lane closures.

To construct the roundabout, the Womacks Road and Broadway Avenue intersection in its entirety would probably have to be temporarily closed and a temporary detour road constructed, possibly through the Eagle Builders Centre parking lot. Roundabout construction may typically see half the roundabout constructed at a time while allowing traffic to flow through the intersection depending on available space. The Womacks Road and Broadway Avenue intersection is quite constrained which would make



Womacks Road and Broadway Avenue Intersection Assessment

construction difficult to complete alongside active, two-way traffic through the intersection and could result in an increased construction duration.

Phasing of the single lane roundabout expansion lanes should also be considered as the westbound right turn lane will affect the roundabout geometrics significantly more than the northbound right turn lane. To allow for phasing the expansion lanes, the northbound right turn lane would have to be constructed in phase 1 and the westbound right turn lane in phase 2. The northbound right turn lane can be constructed by simply adjusting the curb line and widening the existing road in the southeast quadrant of the intersection. The westbound right turn lane requires the north leg splitter island to be extended south, the west leg splitter island to be shifted south, the roundabout inner circle to be adjusted in addition the northeast curb line being adjusted. It would be difficult to phase the westbound right turn lane ahead of the northbound right turn lane due to the amount of roundabout geometry affected without constructing both right turn lane options. In both cases, the western half of the roundabout would remain untouched. The costs noted above reflect phase 1 as the northbound right turn lane and phase 2, the westbound right turn lane.

5 Closing

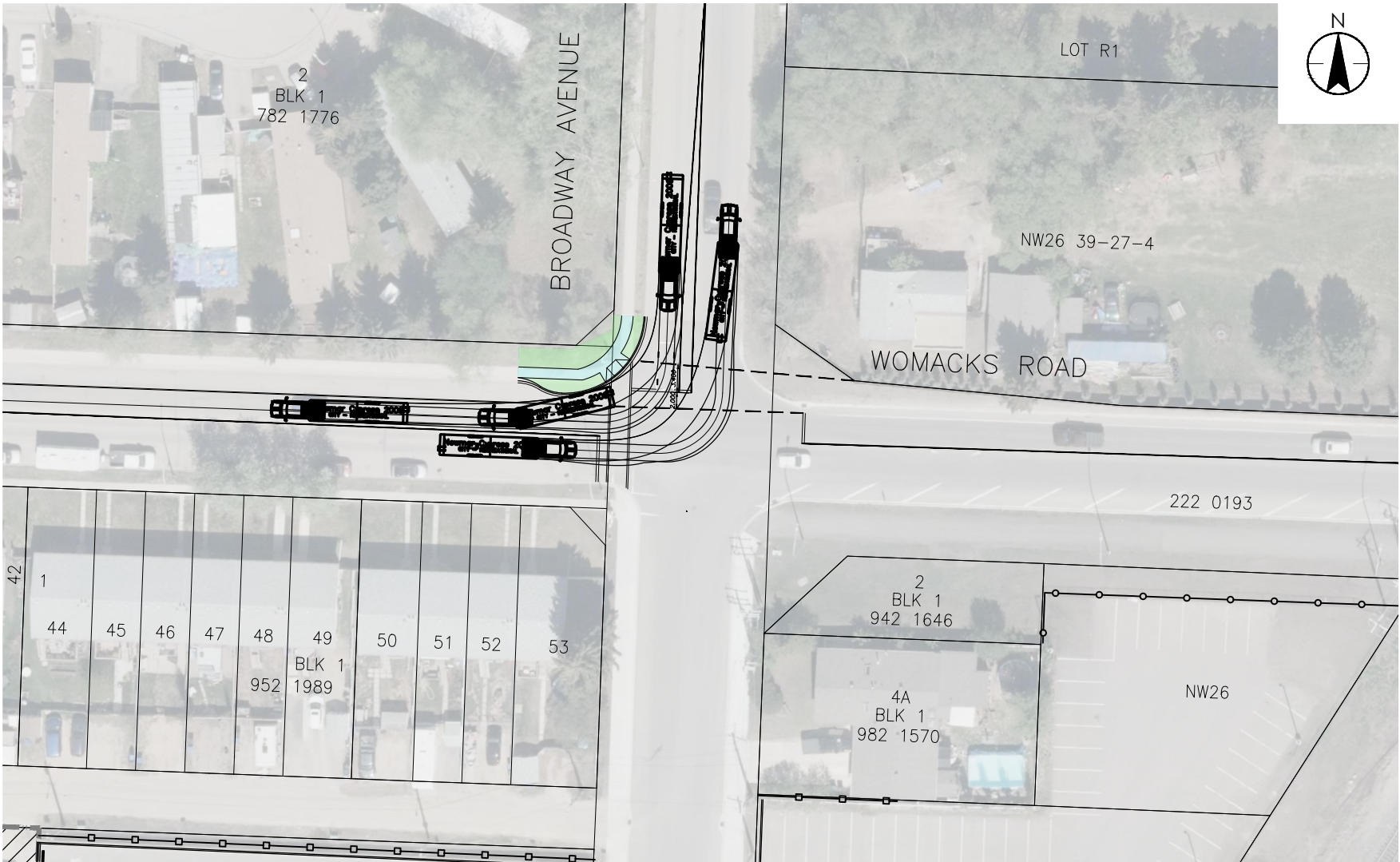
The options presented above are both able to improve sight lines at the Womacks Road and Broadway Avenue intersection; however, the roundabout option will also improve the intersections level of service as the Town continues to grow and provides options for expansion.

Should you have any further questions or comments, please feel free to contact us.



Appendix A Figures and Traffic Analysis Results

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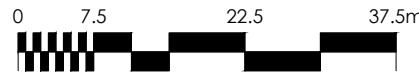


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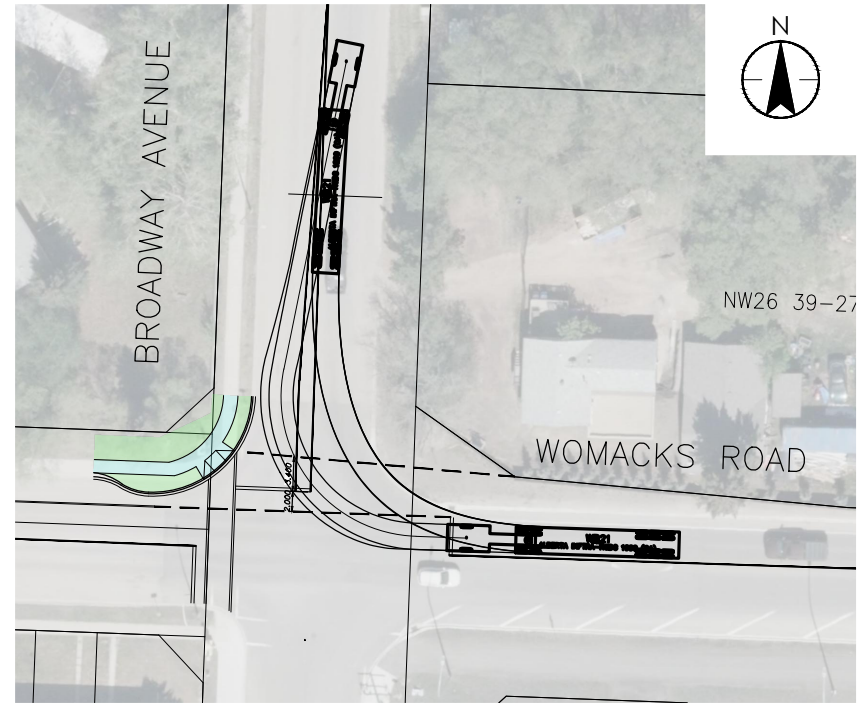
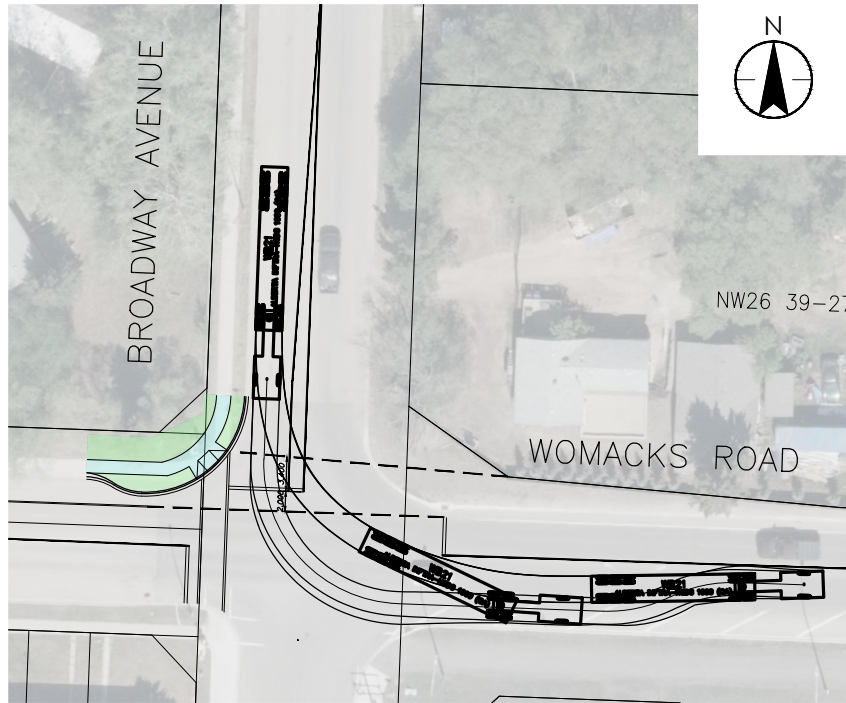
PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

Client/Project
TOWN OF BLACKFALDS
WOMACKS ROAD AND BROADWAY AVENUE

Figure No.
3.1A

Title
NW BULBOUT CONCEPT TRUCK
CAMPER TURNING MOVEMENTS

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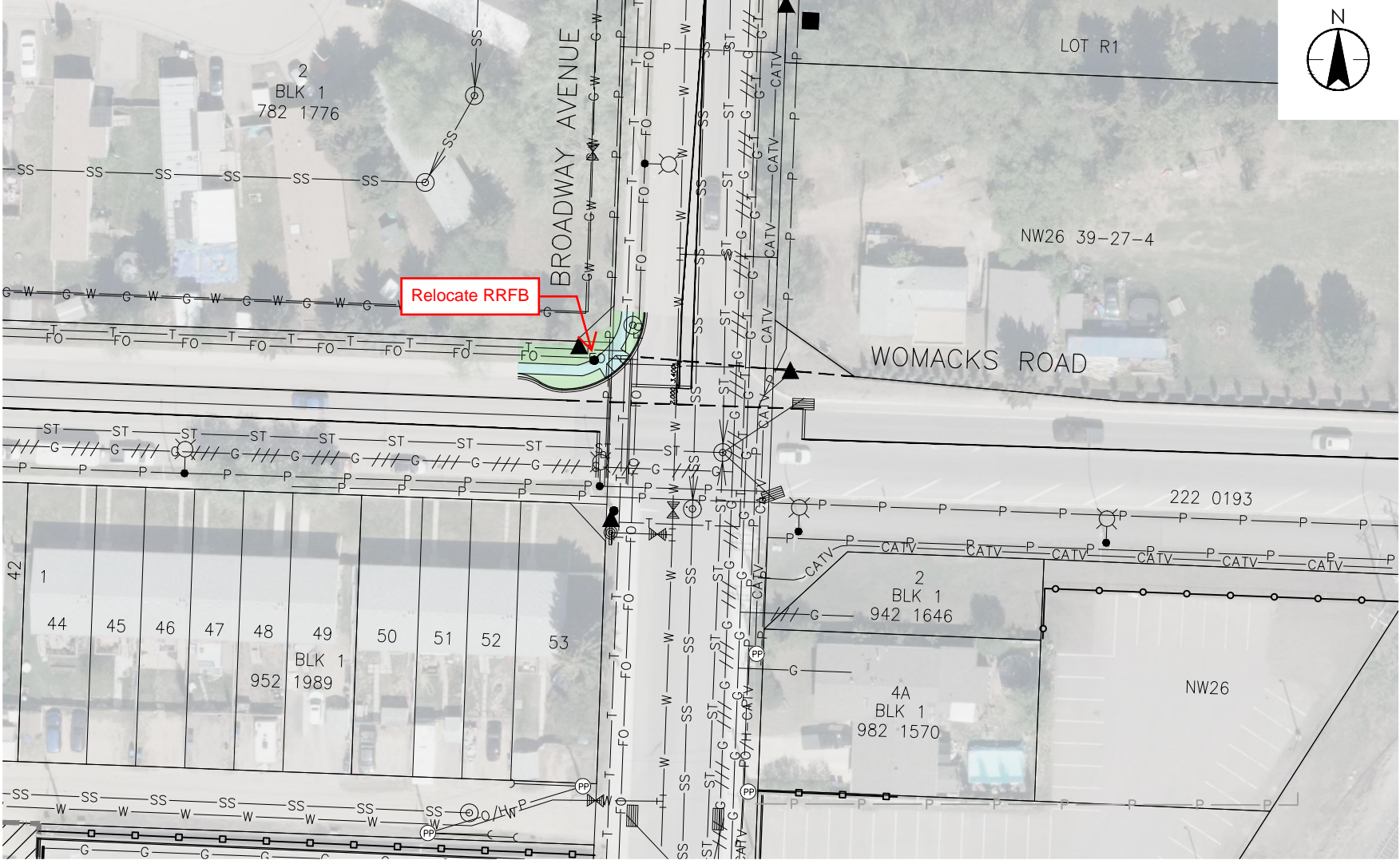
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Client/Project
TOWN OF BLACKFALDS
WOMACKS ROAD AND BROADWAY AVENUE

Figure No.
3.1B

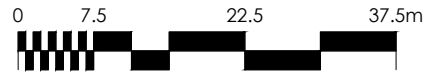
Title
NW BULBOUT CONCEPT WB-21
TURNING MOVEMENTS

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Client/Project
TOWN OF BLACKFALDS
WOMACKS ROAD AND BROADWAY AVENUE

Figure No.
3.1C

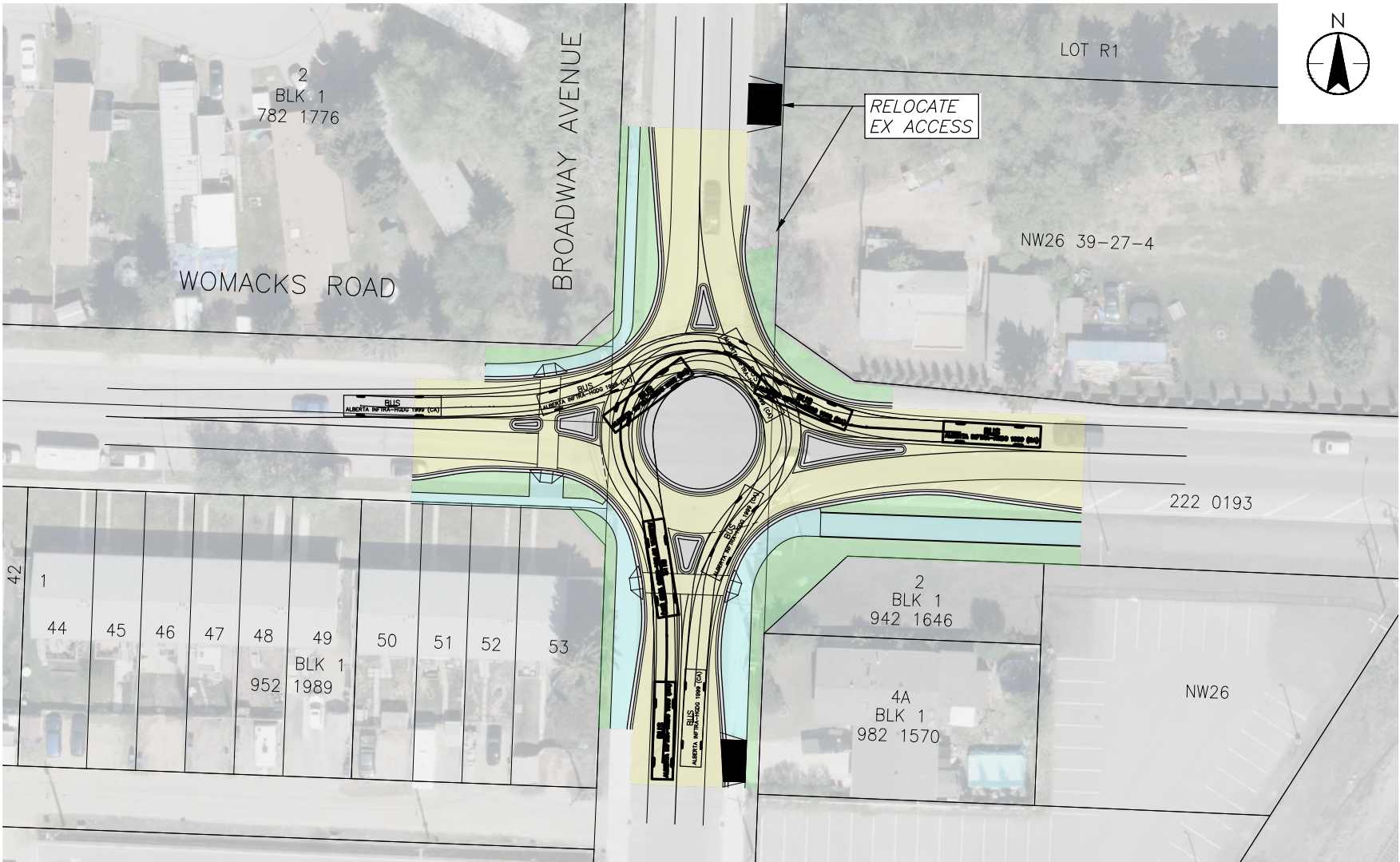
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NW BULBOUT CONCEPT UTILITIES
IMPROVEMENTS



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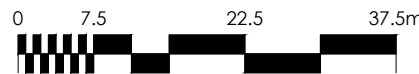


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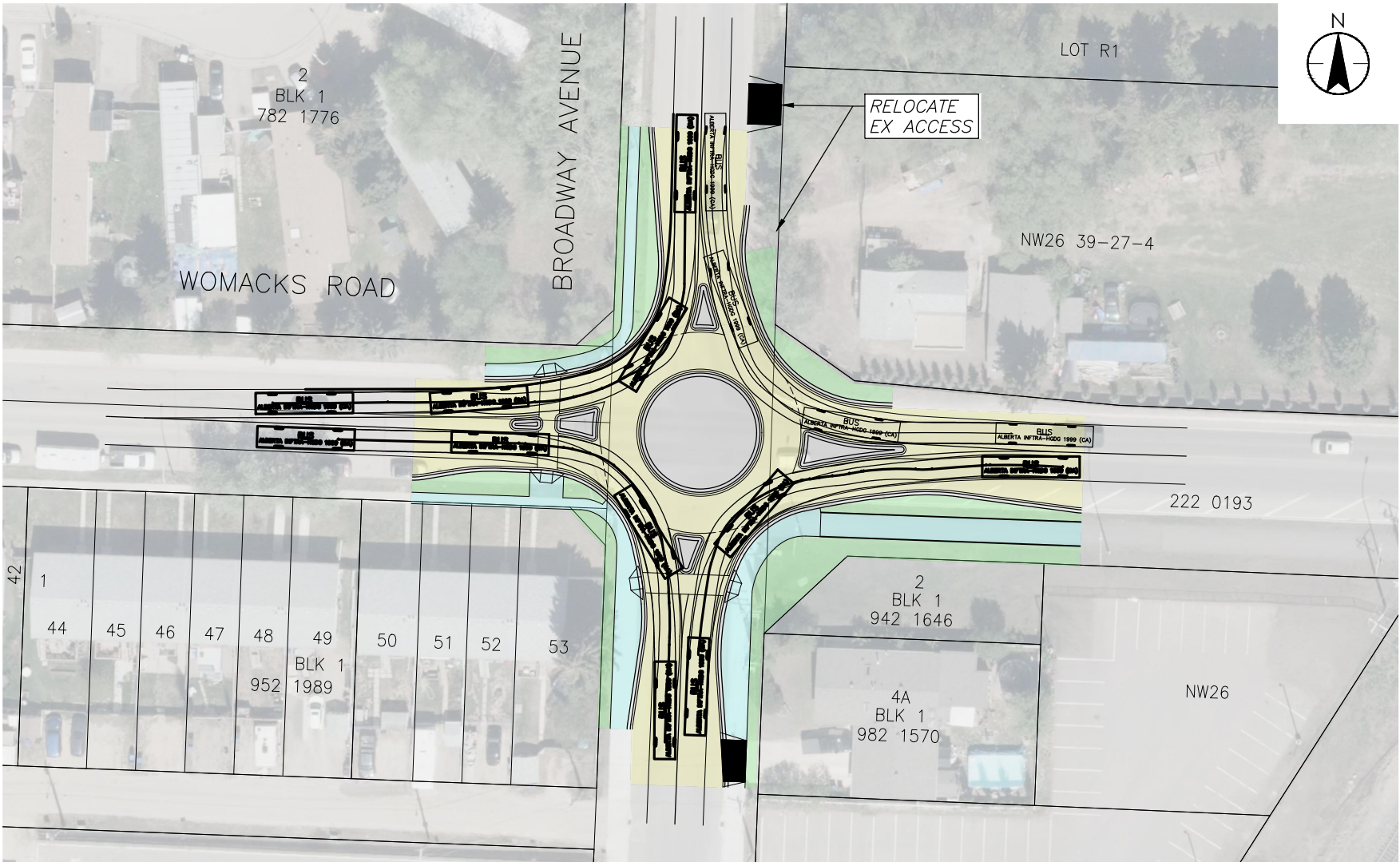
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Client/Project
TOWN OF BLACKFALDS
WOMACKS ROAD AND BROADWAY AVENUE

Figure No.
3.2A

Title
ROUNDBOUT BUS TURNING
MOVEMENTS

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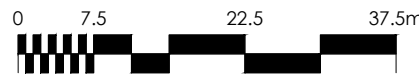


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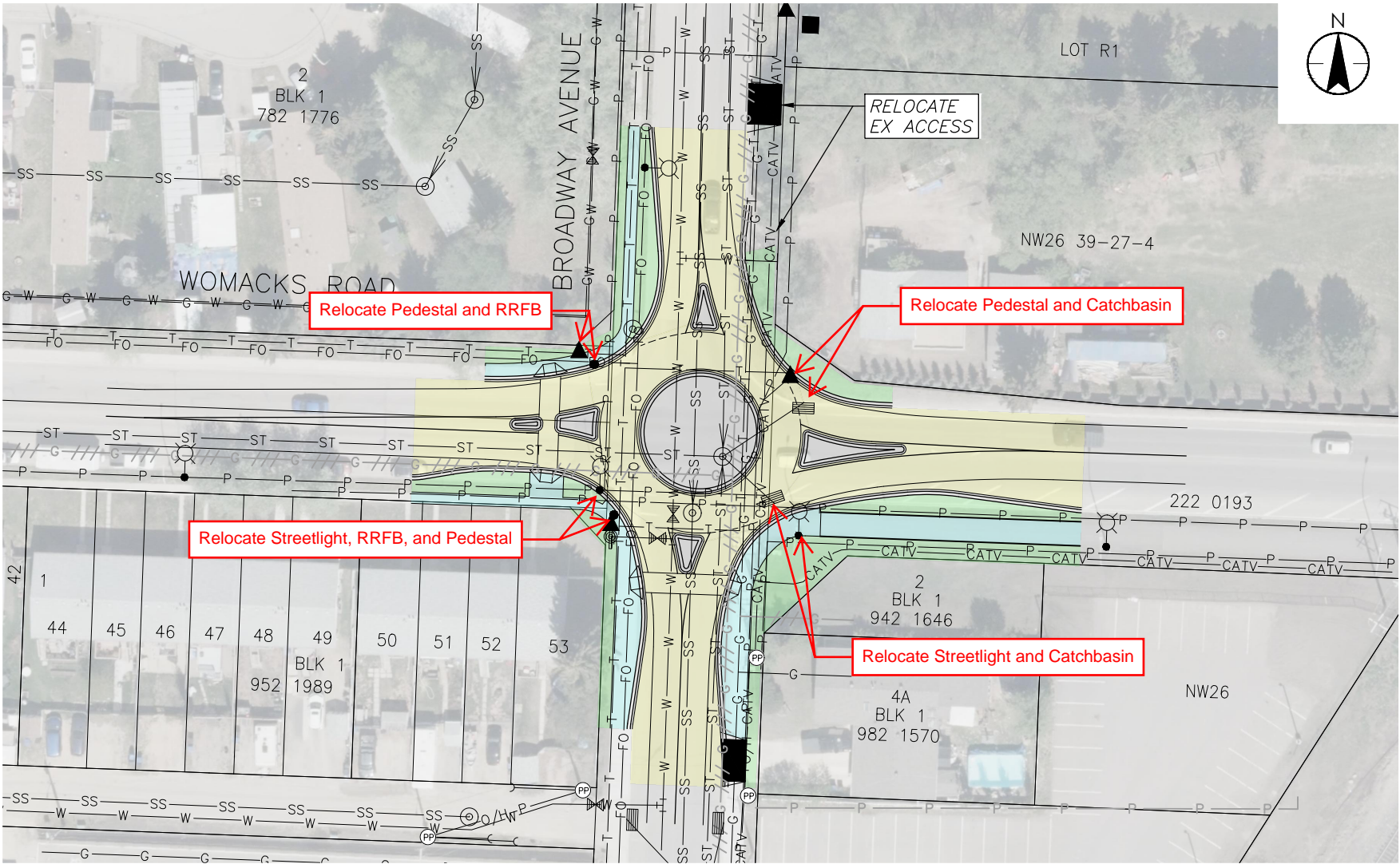
PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

Client/Project
TOWN OF BLACKFALDS
WOMACKS ROAD AND BROADWAY AVENUE

Figure No.
3.2B

Title
ROUNDBOUT BUS TURNING
MOVEMENTS

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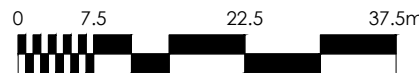


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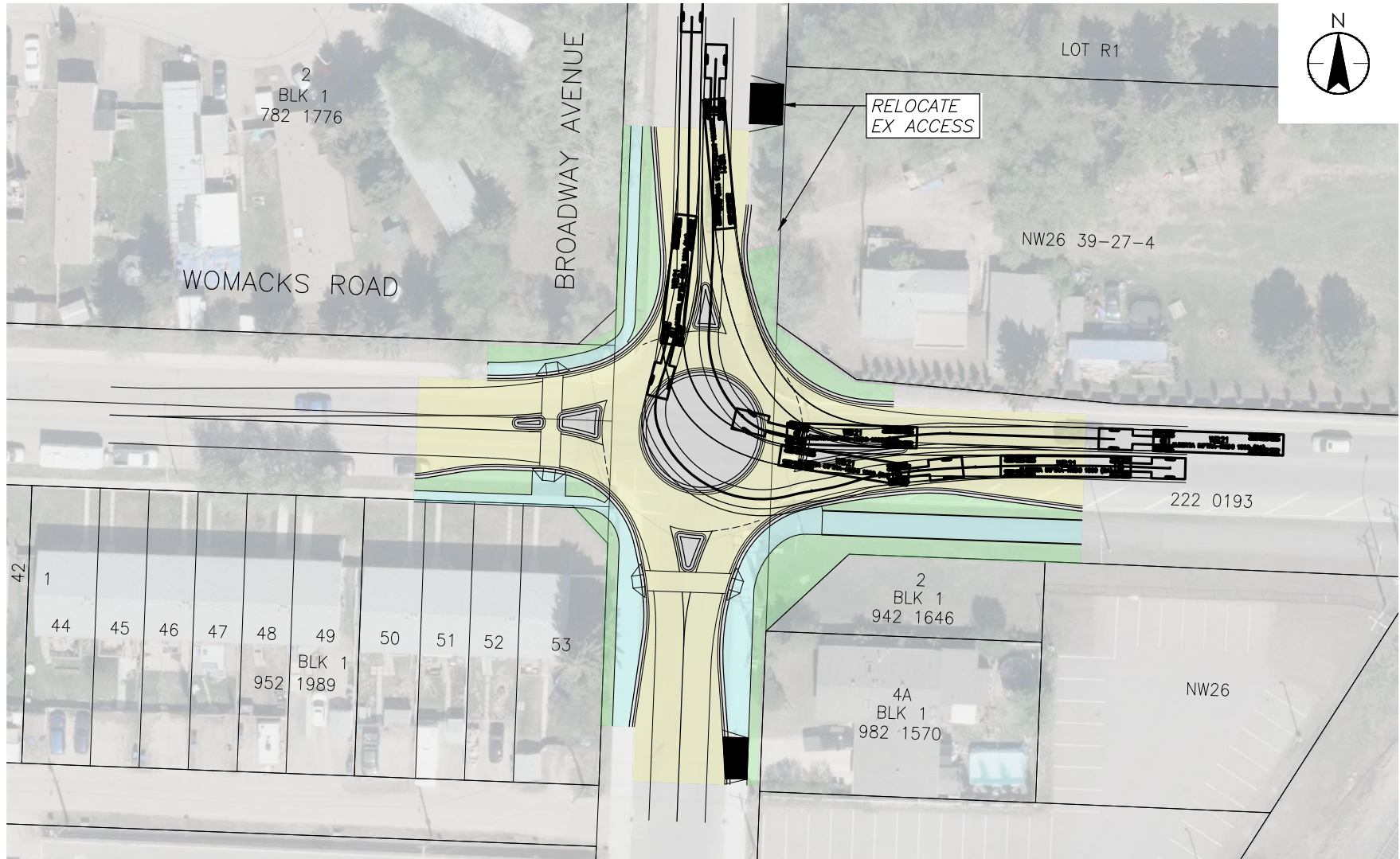
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Client/Project
TOWN OF BLACKFALDS
WOMACKS ROAD AND BROADWAY AVENUE

Figure No.
3.2C

Title
ROUNDAABOUT UTILITY
IMPROVEMENTS

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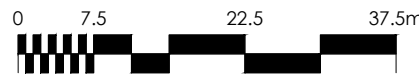


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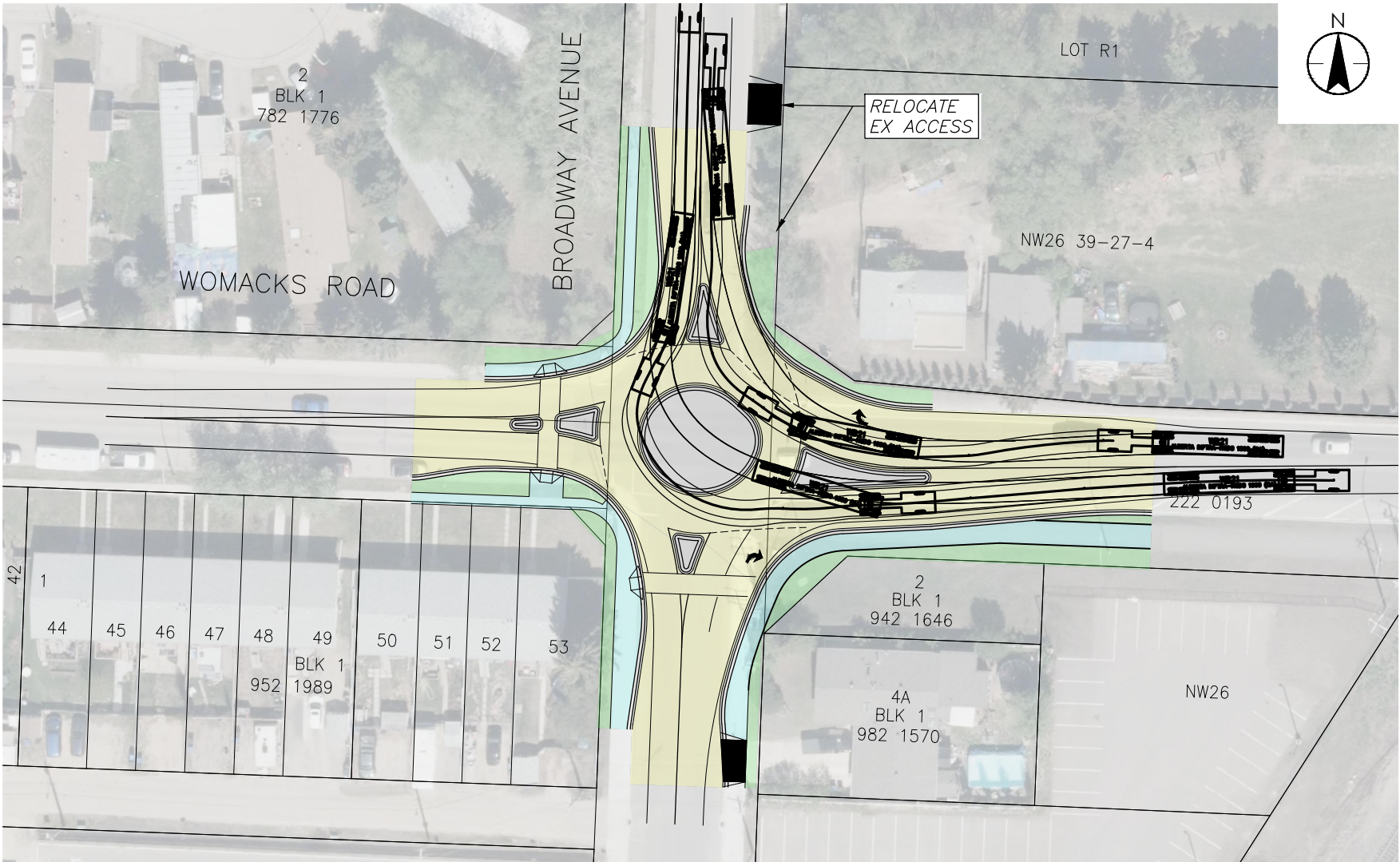
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Client/Project
TOWN OF BLACKFALDS
WOMACKS ROAD AND BROADWAY AVENUE

Figure No.
3.3A

Title
ROUNDBOUT WB-21 TURNING
MOVEMENT

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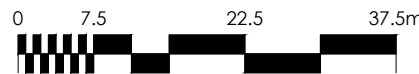


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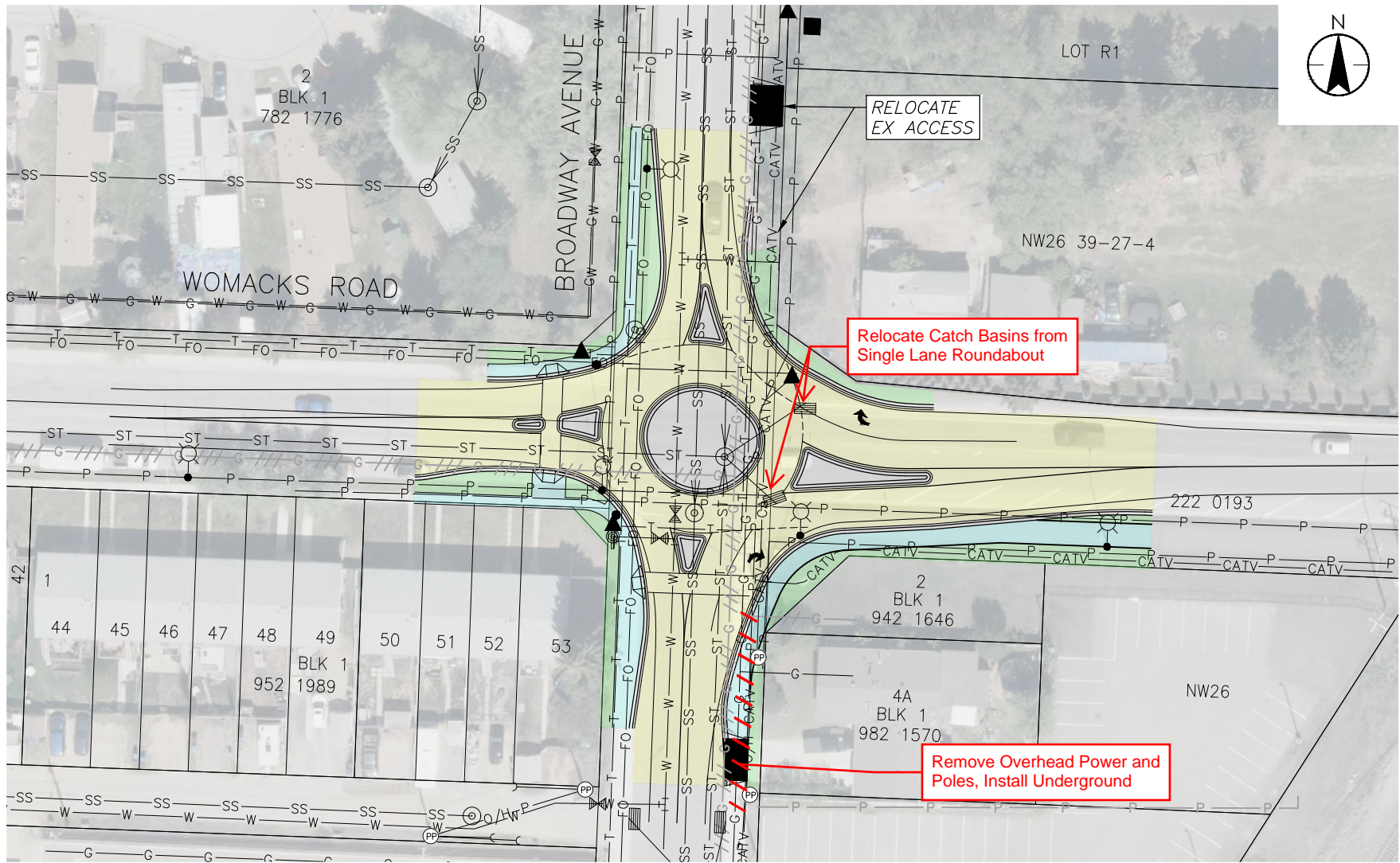
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Client/Project
TOWN OF BLACKFALDS
WOMACKS ROAD AND BROADWAY AVENUE

Figure No.
3.4A

Title
ROUNDAABOUT WITH RIGHT TURNS
WB-21 TURNING MOVEMENTS

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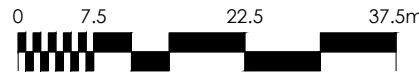


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TOWN OF BLACKFALDS
WOMACKS ROAD AND BROADWAY AVENUE

Figure No.
3.4B

Title
ROUNDOUT WITH RIGHT TURNS
UTILITY IMPROVEMENTS

Town of Blackfalds - Womacks Road and Broadway Avenue Intersection Assessment Schedule 1 - Northwest Corner Bulbout

Item	Item of Work	Unit	Estimated Quantity	Unit Price	Total
Part 1: General Requirements					
1.1	Mobilization and Demobilization	L.S.	1	\$4,000.00	\$4,000.00
1.2	Traffic Accommodation Strategy	L.S.	1	\$1,000.00	\$1,000.00
1.3	Hydrovac (Provisional)	P.C.S	1	\$5,000.00	\$5,000.00
	Subtotal Part 1:				\$10,000.00
Part 2: Site Work, Demolition, and Removals					
2.1	Sawcut, Remove, and Dispose Existing Asphalt	sq. m	20	\$5.00	\$100.00
2.2	Sawcut, Remove, and Dispose Existing Curb and Gutter and/or Pinned Curb including granular base	lin. m	5	\$20.00	\$100.00
2.3	Sawcut, Remove, and Dispose of Existing Concrete Sidewalk/Monowalk/Apron including granular base	sq. m	30	\$10.00	\$300.00
	Subtotal Part 2:				\$500.00
Part 3: Concrete Work					
3.1	250mm Standard, Reversed, Depressed Curb & Gutter including granular base	lin. m	22	\$180.00	\$3,960.00
3.2	1.5m Separate Concrete Sidewalk including granular base	lin. m	12	\$200.00	\$2,400.00
3.3	Monolithic Concrete Sidewalk, width varies up to 3.8m including granular base	lin. m	10	\$350.00	\$3,500.00
3.4	Curb Ramps including granular base (Paraplegic)	each	2	\$1,100.00	\$2,200.00
	Subtotal Part 3:				\$12,060.00
Part 4: Roadway Excavation, Subgrade, Sub Base and Base Preparation					
4.1	Waste Excavation and Dispose Off-Site (Provisional)	cu. m	50	\$20.00	\$1,000.00
	Subtotal Part 4:				\$1,000.00
Part 5: Pavement Markings and Signage					
5.1	Painted Pavement Markings	L.S.	1	\$2,500.00	\$2,500.00
5.2	Signage	L.S.	1	\$2,500.00	\$2,500.00
5.3	RRFB Relocation	L.S.	1	\$10,000.00	\$10,000.00
	Subtotal Part 5:				\$15,000.00
Part 6: Landscaping and Fine Grading					
6.1	Landscaping and Fine Grading	L.S.	1	\$5,000.00	\$5,000.00
	Subtotal Part 6:				\$5,000.00

Town of Blackfalds - Womacks Road and Broadway Avenue Intersection Assessment

Schedule 1 - Northwest Corner Bulbout

Item	Item of Work	Unit	Estimated Quantity	Unit Price	Total
Schedule 1 - Northwest Corner Bulbout Summary					
	Part 1: General Requirements				\$10,000.00
	Part 2: Site Work, Demolition, and Removals				\$500.00
	Part 3: Concrete Work				\$12,060.00
	Part 4: Roadway Excavation, Subgrade, Sub Base and Base Preparation				\$1,000.00
	Part 5: Pavement Markings and Signage				\$15,000.00
	Part 6: Landscaping and Fine Grading				\$5,000.00
	SUBTOTAL				\$43,560.00
	CONTINGENCY			20%	\$8,712.00
	SUBTOTAL INCL. CONTINGENCY				\$52,272.00
Additional Work Outside Construction Contract					
	Professional Services (Engineering) (Rounded to nearest \$1,000)			15%	\$ 8,000.00
	Shallow Utility Relocations - Estimate Only				\$ 5,000.00
	ESTIMATED CONSTRUCTION CONTRACT PLUS ADDITIONAL WORK				\$ 65,272.00

Town of Blackfalds - Womacks Road and Broadway Avenue Intersection Assessment Schedule 2 - Single Lane Roundabout Concept

Item	Item of Work	Unit	Estimated Quantity	Unit Price	Total
Part 1: General Requirements					
1.1	Mobilization and Demobilization	L.S.	1	\$39,000.00	\$39,000.00
1.2	Traffic Accommodation Strategy and Detour Road	L.S.	1	\$59,000.00	\$59,000.00
1.3	Hydrovac (Provisional)	P.C.S	1	\$35,000.00	\$35,000.00
Subtotal Part 1:					\$133,000.00
Part 2: Site Work, Demolition, and Removals					
2.1	Sawcut, Remove, and Dispose Existing Asphalt	sq. m	1,866	\$5.00	\$9,330.00
2.2	Asphalt Concrete Pavement Milling - 50mm Depth	sq. m	100	\$10.00	\$1,000.00
2.3	Sawcut, Remove, and Dispose Existing Curb and Gutter and/or Pinned Curb including granular base	lin. m	160	\$20.00	\$3,200.00
2.4	Sawcut, Remove, and Dispose of Existing Concrete Sidewalk/Monowalk/Apron including granular base	sq. m	330	\$10.00	\$3,300.00
2.5	Remove and Dispose Existing Storm Sewer Catch Basin	each	2	\$500.00	\$1,000.00
Subtotal Part 2:					\$17,830.00
Part 3: Storm Sewer					
3.1	Catch Basin Lead - Trench excavation, pipe supply and install, bedding, backfill and compaction 250mm Pipe	lin. m	20	\$370.00	\$7,400.00
3.2	Supply and Install Catch Basin	each	2	\$5,000.00	\$10,000.00
3.3	Replace unsuitable material and replace with 40 mm screened rock backfill material (provisional)	cu. m	2	\$60.00	\$120.00
3.4	Adjust Storm Manhole/Catch Basin Manhole RIM Elevation including remove and drop existing barrels, and grade ring adjustments	each	1	\$465.00	\$465.00
Subtotal Part 3:					\$17,985.00
Part 4: Sanitary Sewer					
4.1	Adjust Sanitary Manhole Rim Elevation including remove and drop existing barrels, and grade ring adjustments	each	2	\$475.00	\$950.00
Subtotal Part 4:					\$950.00
Part 5: Water Main					
5.1	Adjust Water Valve Rim Elevation including valve box replacement and rod adjustment	each	1	\$800.00	\$800.00
Subtotal Part 5:					\$800.00
Part 6: Concrete Work					
6.1	250mm Standard, Reversed, Depressed, Reinforced Curb & Gutter excluding granular base	lin. m	305	\$180.00	\$54,900.00
6.2	1.5m Separate Concrete Sidewalk including granular base	lin. m	55	\$200.00	\$11,000.00
6.3	Monolithic Concrete Sidewalk, width varies up to 3.8m excluding granular base	lin. m	85	\$350.00	\$29,750.00
6.4	Curb Ramps including granular base (Paraplegic)	each	4	\$1,100.00	\$4,400.00
6.5	Reinforced Concrete Median Cap excluding granular base	sq. m	240	\$180.00	\$43,200.00

Town of Blackfalds - Womacks Road and Broadway Avenue Intersection Assessment Schedule 2 - Single Lane Roundabout Concept

Item	Item of Work	Unit	Estimated Quantity	Unit Price	Total
6.6	Reinforced Concrete Apron, 150mm Depth with 15M Reinforcement	sq. m	45	\$500.00	\$22,500.00
Subtotal Part 6:					\$165,750.00
Part 7: Roadway Excavation, Subgrade, Sub Base and Base Preparation					
7.1	Waste Excavation and Dispose Off-Site (Provisional)	cu. m	1,255	\$20.00	\$25,100.00
7.2	Woven Geotextile	sq. m	2,280	\$3.00	\$6,840.00
7.3	Des. 2 Class 25 Granular Base, 200mm depth	sq.m	2,280	\$11.00	\$25,080.00
7.4	75mm Minus Granular Subbase, 350mm Depth	sq. m	2,280	\$16.00	\$36,480.00
Subtotal Part 7:					\$93,500.00
Part 8: Asphaltic Concrete Paving					
8.1	Asphalt Top/Overlay Lift, 50mm Type 5b.(3)	sq. m	1,680	\$15.00	\$25,200.00
8.2	Asphalt Bottom Lift, 75mm Type 5b.(2)	sq. m	1,580	\$20.00	\$31,600.00
8.3	Asphalt Trail, 75mm Type 5b(1), 3.00m wide including granular base	lin. m	35	\$175.00	\$6,125.00
Subtotal Part 8:					\$62,925.00
Part 9: Pavement Markings and Signage					
9.1	Painted Pavement Markings	L.S.	1	\$10,000.00	\$10,000.00
9.2	Signage	L.S.	1	\$10,000.00	\$10,000.00
Subtotal Part 9:					\$20,000.00
Part 10: Landscaping and Fine Grading					
10.1	Landscaping and Fine Grading	L.S.	1	\$10,000.00	\$10,000.00
Subtotal Part 10:					\$10,000.00

Town of Blackfalds - Womacks Road and Broadway Avenue Intersection Assessment

Schedule 2 - Single Lane Roundabout Concept

Item	Item of Work	Unit	Estimated Quantity	Unit Price	Total
Schedule 2 - Single Lane Roundabout Concept Summary					
	Part 1: General Requirements				\$133,000.00
	Part 2: Site Work, Demolition, and Removals				\$17,830.00
	Part 3: Storm Sewer				\$17,985.00
	Part 4: Sanitary Sewer				\$950.00
	Part 5: Water Main				\$800.00
	Part 6: Concrete Work				\$165,750.00
	Part 7: Roadway Excavation, Subgrade, Sub Base and Base Preparation				\$93,500.00
	Part 8: Asphaltic Concrete Paving				\$62,925.00
	Part 9: Pavement Markings and Signage				\$20,000.00
	Part 10: Landscaping and Fine Grading				\$10,000.00
	SUBTOTAL				\$522,740.00
	CONTINGENCY			20%	\$104,548.00
	SUBTOTAL INCL. CONTINGENCY				\$627,288.00
Additional Work Outside Construction Contract					
	Professional Services (Engineering) (Rounded to nearest \$1,000)			15%	\$ 95,000.00
	Shallow Utility Streetlights - Estimate Only				\$ 150,000.00
	Shallow Utility Relocations - Estimate Only				\$ 80,000.00
	ESTIMATED CONSTRUCTION CONTRACT PLUS ADDITIONAL WORK				\$ 952,288.00

Town of Blackfalds - Womacks Road and Broadway Ave Roundabout Concept Schedule 2A - Northbound Right Turn Lane Addition

Costs have been derived assuming this lane addition would be completed as the first phase.

Item	Item of Work	Unit	Estimated Quantity	Unit Price	Total
Part 1: General Requirements					
1.1	Mobilization and Demobilization	L.S.	1	\$8,000.00	\$8,000.00
1.2	Traffic Accommodation Strategy	L.S.	1	\$4,000.00	\$4,000.00
1.3	Hydrovac (Provisional)	P.C.S	1	\$10,000.00	\$10,000.00
Subtotal Part 1:					\$22,000.00
Part 2: Site Work, Demolition, and Removals					
2.1	Sawcut, Remove, and Dispose Existing Asphalt/Trail	sq. m	105	\$5.00	\$525.00
2.2	Asphalt Concrete Pavement Milling - 50mm Depth	sq. m	70	\$10.00	\$700.00
2.3	Sawcut, Remove, and Dispose Existing Curb and Gutter and/or Pinned Curb including granular base	lin. m	70	\$20.00	\$1,400.00
2.4	Sawcut, Remove, and Dispose of Existing Concrete Sidewalk/Monowalk/Apron including granular base	sq. m	125	\$10.00	\$1,250.00
2.5	Remove and Dispose Existing Storm Sewer Catch Basin	each	1	\$500.00	\$500.00
Subtotal Part 2:					\$4,375.00
Part 3: Storm Sewer					
3.1	Catch Basin Lead - Trench excavation, pipe supply and install, bedding, backfill and compaction 250mm Pipe	lin. m	5	\$370.00	\$1,850.00
3.2	Supply and Install Catch Basin	each	1	\$5,000.00	\$5,000.00
3.3	Replace unsuitable material and replace with 40 mm screened rock backfill material (provisional)	cu. m	2	\$60.00	\$120.00
Subtotal Part 3:					\$6,970.00
Part 6: Concrete Work					
6.1	250mm Standard, Reversed, Depressed, Reinforced Curb & Gutter excluding granular base	lin. m	72	\$180.00	\$12,960.00
6.2	1.5m Separate Concrete Sidewalk including granular base	lin. m	0	\$200.00	\$0.00
6.3	Monolithic Concrete Sidewalk, excluding granular base	lin. m	10	\$250.00	\$2,500.00
6.4	Curb Ramps including granular base (Paraplegic)	each	0	\$1,100.00	\$0.00
6.5	Reinforced Concrete Median Cap excluding granular base	sq. m	0	\$180.00	\$0.00
6.6	Reinforced Concrete Apron, 150mm Depth with 15M Reinforcement	sq. m	0	\$500.00	\$0.00
Subtotal Part 6:					\$15,460.00
Part 7: Roadway Excavation, Subgrade, Sub Base and Base Preparation					
7.1	Waste Excavation and Dispose Off-Site (Provisional)	cu. m	150	\$20.00	\$3,000.00
7.2	Woven Geotextile	sq. m	275	\$3.00	\$825.00
7.3	Des. 2 Class 25 Granular Base, 200mm depth	sq.m	275	\$11.00	\$3,025.00
7.4	75mm Minus Granular Subbase, 350mm Depth	sq. m	275	\$16.00	\$4,400.00
Subtotal Part 7:					\$11,250.00

Town of Blackfalds - Womacks Road and Broadway Ave Roundabout Concept Schedule 2A - Northbound Right Turn Lane Addition

Costs have been derived assuming this lane addition would be completed as the first phase.

Item	Item of Work	Unit	Estimated Quantity	Unit Price	Total
Part 8: Asphaltic Concrete Paving					
8.1	Asphalt Top/Overlay Lift, 50mm Type 5b.(3)	sq. m	262	\$15.00	\$3,930.00
8.2	Asphalt Bottom Lift, 75mm Type 5b.(2)	sq. m	192	\$20.00	\$3,840.00
8.3	Asphalt Trail, 75mm Type 5b(1), 3.00m wide including granular base	lin. m	62	\$175.00	\$10,850.00
Subtotal Part 8:					\$18,620.00
Part 9: Pavement Markings and Signage					
9.1	Painted Pavement Markings	L.S.	1	\$5,000.00	\$5,000.00
9.2	Signage	L.S.	1	\$5,000.00	\$5,000.00
Subtotal Part 9:					\$10,000.00
Part 10: Landscaping and Fine Grading					
10.1	Landscaping and Fine Grading	L.S.	1	\$5,000.00	\$5,000.00
Subtotal Part 10:					\$5,000.00

Schedule 2A - Northbound Right Turn Lane Addition Summary

Part 1: General Requirements	\$22,000.00
Part 2: Site Work, Demolition, and Removals	\$4,375.00
Part 3: Storm Sewer	\$6,970.00
Part 6: Concrete Work	\$15,460.00
Part 7: Roadway Excavation, Subgrade, Sub Base and Base Preparation	\$11,250.00
Part 8: Asphaltic Concrete Paving	\$18,620.00
Part 9: Pavement Markings and Signage	\$10,000.00
Part 10: Landscaping and Fine Grading	\$5,000.00
SUBTOTAL	\$93,675.00
CONTINGENCY	20% \$18,735.00
SUBTOTAL INCL. CONTINGENCY	\$112,410.00
Additional Work Outside Construction Contract	
Professional Services (Engineering) (Rounded to nearest \$1,000)	15% \$ 17,000.00
Land Acquisition	\$ 20,000.00
Shallow Utility Relocations - Estimate Only	\$ 50,000.00
ESTIMATED CONSTRUCTION CONTRACT PLUS ADDITIONAL WORK	\$ 199,410.00

Town of Blackfalds - Womacks Road and Broadway Ave Roundabout Concept Schedule 2B - Westbound Right Turn Lane Addition

Costs have been derived assuming this lane addition would be completed as the second phase.

Item	Item of Work	Unit	Estimated Quantity	Unit Price	Total
Part 1: General Requirements					
1.1	Mobilization and Demobilization	L.S.	1	\$22,000.00	\$22,000.00
1.2	Traffic Accommodation Strategy and Detour Road	L.S.	1	\$11,000.00	\$11,000.00
1.3	Hydrovac (Provisional)	P.C.S	1	\$5,000.00	\$5,000.00
Subtotal Part 1:					\$38,000.00
Part 2: Site Work, Demolition, and Removals					
2.1	Sawcut, Remove, and Dispose Existing Asphalt	sq. m	60	\$5.00	\$300.00
2.2	Asphalt Concrete Pavement Milling - 50mm Depth	sq. m	335	\$10.00	\$3,350.00
2.3	Sawcut, Remove, and Dispose Existing Curb and Gutter and/or Pinned Curb including granular base	lin. m	26	\$20.00	\$520.00
2.4	Sawcut, Remove, and Dispose of Existing Concrete Sidewalk/Monowalk/Apron/Median including granular base	sq. m	65	\$10.00	\$650.00
2.5	Remove and Dispose Existing Storm Sewer Catch Basin	each	1	\$500.00	\$500.00
Subtotal Part 2:					\$5,320.00
Part 3: Storm Sewer					
3.1	Catch Basin Lead - Trench excavation, pipe supply and install, bedding, backfill and compaction 250mm Pipe	lin. m	5	\$370.00	\$1,850.00
3.2	Supply and Install Catch Basin	each	1	\$5,000.00	\$5,000.00
3.3	Replace unsuitable material and replace with 40 mm screened rock backfill material (provisional)	cu. m	2	\$60.00	\$120.00
Subtotal Part 3:					\$6,970.00
Part 6: Concrete Work					
6.1	250mm Standard, Reversed, Depressed, Reinforced Curb & Gutter excluding granular base	lin. m	112	\$180.00	\$20,160.00
6.2	1.5m Separate Concrete Sidewalk including granular base	lin. m	0	\$200.00	\$0.00
6.3	Monolithic Concrete Sidewalk, width varies up to 3.8m excluding granular base	lin. m	0	\$350.00	\$0.00
6.4	Curb Ramps including granular base (Paraplegic)	each	0	\$1,100.00	\$0.00
6.5	Reinforced Concrete Median Cap excluding granular base	sq. m	65	\$180.00	\$11,700.00
6.6	Reinforced Concrete Apron, 150mm Depth with 15M Reinforcement	sq. m	0	\$500.00	\$0.00
Subtotal Part 6:					\$31,860.00
Part 7: Roadway Excavation, Subgrade, Sub Base and Base Preparation					
7.1	Waste Excavation and Dispose Off-Site (Provisional)	cu. m	120	\$20.00	\$2,400.00
7.2	Woven Geotextile	sq. m	216	\$3.00	\$648.00
7.3	Des. 2 Class 25 Granular Base, 200mm depth	sq.m	216	\$11.00	\$2,376.00
7.4	75mm Minus Granular Subbase, 350mm Depth	sq. m	216	\$16.00	\$3,456.00
Subtotal Part 7:					\$8,880.00

Town of Blackfalds - Womacks Road and Broadway Ave Roundabout Concept Schedule 2B - Westbound Right Turn Lane Addition

Costs have been derived assuming this lane addition would be completed as the second phase.

Item	Item of Work	Unit	Estimated Quantity	Unit Price	Total
Part 8: Asphaltic Concrete Paving					
8.1	Asphalt Top/Overlay Lift, 50mm Type 5b.(3)	sq. m	410	\$15.00	\$6,150.00
8.2	Asphalt Bottom Lift, 75mm Type 5b.(2)	sq. m	75	\$20.00	\$1,500.00
8.3	Asphalt Trail, 75mm Type 5b(1), 3.00m wide including granular base	lin. m	0	\$175.00	\$0.00
Subtotal Part 8:					\$7,650.00
Part 9: Pavement Markings and Signage					
9.1	Painted Pavement Markings	L.S.	1	\$5,000.00	\$5,000.00
9.2	Signage	L.S.	1	\$5,000.00	\$5,000.00
Subtotal Part 9:					\$10,000.00
Part 10: Landscaping and Fine Grading					
10.1	Landscaping and Fine Grading	L.S.	1	\$5,000.00	\$5,000.00
10.2	Retaining Wall Installation or Back Sloping (includes fence removal and reinstallation)	L.S.	1	\$140,000.00	\$140,000.00
Subtotal Part 10:					\$145,000.00

Schedule 2B - Westbound Right Turn Lane Addition Summary

Part 1: General Requirements					\$38,000.00
Part 2: Site Work, Demolition, and Removals					\$5,320.00
Part 3: Storm Sewer					\$6,970.00
Part 6: Concrete Work					\$31,860.00
Part 7: Roadway Excavation, Subgrade, Sub Base and Base Preparation					\$8,880.00
Part 8: Asphaltic Concrete Paving					\$7,650.00
Part 9: Pavement Markings and Signage					\$10,000.00
Part 10: Landscaping and Fine Grading					\$145,000.00
SUBTOTAL					\$253,680.00
CONTINGENCY				20%	\$50,736.00
SUBTOTAL INCL. CONTINGENCY					\$304,416.00
Additional Work Outside Construction Contract					
Professional Services (Engineering) (Rounded to nearest \$1,000)				15%	\$ 46,000.00
Shallow Utility Relocations - Estimate Only					\$ 5,000.00
ESTIMATED CONSTRUCTION CONTRACT PLUS ADDITIONAL WORK					\$ 355,416.00

Lanes, Volumes, Timings
1: Womacks Road & Broadway Ave

Existing Conditions
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	347	2	3	155	88	2	2	5	198	0	11
Future Volume (vph)	3	347	2	3	155	88	2	2	5	198	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.999			0.952			0.919			0.993	
Fl _t Protected					0.999			0.990			0.955	
Satd. Flow (prot)	0	1882	0	0	1740	0	0	1714	0	0	1735	0
Fl _t Permitted		0.998			0.995			0.931			0.730	
Satd. Flow (perm)	0	1878	0	0	1733	0	0	1611	0	0	1326	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			58			6			55	
Link Speed (k/h)		40			40			40			50	
Link Distance (m)		574.2			516.1			316.8			304.2	
Travel Time (s)		51.7			46.4			28.5			21.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	5%	5%	5%
Adj. Flow (vph)	3	390	2	3	174	99	2	2	6	222	0	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	395	0	0	276	0	0	10	0	0	234	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		24.0	24.0	
Total Split (s)	31.0	31.0		31.0	31.0		29.0	29.0		29.0	29.0	
Total Split (%)	51.7%	51.7%		51.7%	51.7%		48.3%	48.3%		48.3%	48.3%	
Maximum Green (s)	25.0	25.0		25.0	25.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		20.9			20.9			13.5			13.5	
Actuated g/C Ratio		0.45			0.45			0.29			0.29	
v/c Ratio		0.47			0.34			0.02			0.55	
Control Delay		11.8			8.5			8.7			15.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.8			8.5			8.7			15.7	
LOS		B			A			A			B	
Approach Delay		11.8			8.5			8.7			15.7	

Lanes, Volumes, Timings
 1: Womacks Road & Broadway Ave

Existing Conditions
 Timing Plan: AM Peak

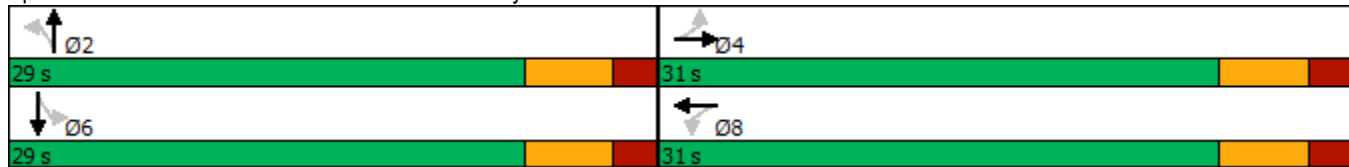


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			A			A			B	
Queue Length 50th (m)		18.9			9.5			0.3			11.4	
Queue Length 95th (m)		45.0			26.3			2.4			26.7	
Internal Link Dist (m)		550.2			492.1			292.8			280.2	
Turn Bay Length (m)												
Base Capacity (vph)		1013			961			802			685	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.39			0.29			0.01			0.34	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	46.5
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	11.8
Intersection LOS:	B
Intersection Capacity Utilization:	48.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: Womacks Road & Broadway Ave



Lanes, Volumes, Timings
1: Womacks Road & Broadway Ave

Existing Conditions
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	9	182	7	15	256	232	3	2	17	129	3	14
Future Volume (vph)	9	182	7	15	256	232	3	2	17	129	3	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995			0.938			0.893			0.987	
Fl _t Protected		0.998			0.999			0.994			0.958	
Satd. Flow (prot)	0	1870	0	0	1714	0	0	1672	0	0	1730	0
Fl _t Permitted		0.972			0.989			0.950			0.733	
Satd. Flow (perm)	0	1822	0	0	1697	0	0	1598	0	0	1324	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			96			19			10	
Link Speed (k/h)		40			40			40			50	
Link Distance (m)		574.2			516.1			316.8			304.2	
Travel Time (s)		51.7			46.4			28.5			21.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	5%	5%	5%
Adj. Flow (vph)	10	204	8	17	288	261	3	2	19	145	3	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	222	0	0	566	0	0	24	0	0	164	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		24.0	24.0	
Total Split (s)	34.0	34.0		34.0	34.0		26.0	26.0		26.0	26.0	
Total Split (%)	56.7%	56.7%		56.7%	56.7%		43.3%	43.3%		43.3%	43.3%	
Maximum Green (s)	28.0	28.0		28.0	28.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		26.7			26.7			13.1			13.1	
Actuated g/C Ratio		0.57			0.57			0.28			0.28	
v/c Ratio		0.21			0.56			0.05			0.43	
Control Delay		8.2			10.4			8.5			17.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.2			10.4			8.5			17.9	
LOS		A			B			A			B	
Approach Delay		8.2			10.4			8.5			17.9	

Lanes, Volumes, Timings
 1: Womacks Road & Broadway Ave

Existing Conditions
 Timing Plan: PM Peak

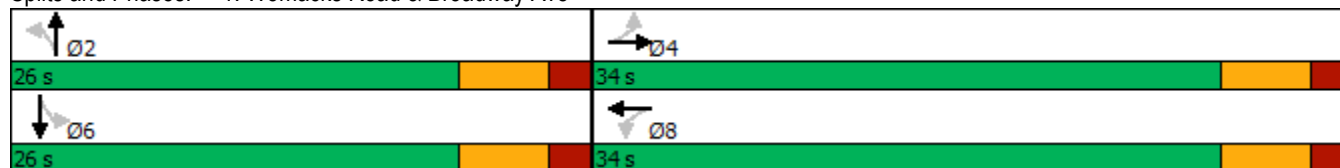


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			B			A			B	
Queue Length 50th (m)		9.4			25.0			0.3			9.6	
Queue Length 95th (m)		22.4			59.4			4.4			26.2	
Internal Link Dist (m)		550.2			492.1			292.8			280.2	
Turn Bay Length (m)												
Base Capacity (vph)		1227			1172			706			581	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.18			0.48			0.03			0.28	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	46.5
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	11.1
Intersection LOS:	B
Intersection Capacity Utilization:	58.0%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 1: Womacks Road & Broadway Ave



Lanes, Volumes, Timings
1: Womacks Road & Broadway Ave

16.5K Conditions
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Volume (vph)	16	280	5	16	210	228	5	5	58	623	5	15
Future Volume (vph)	16	280	5	16	210	228	5	5	58	623	5	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998				0.850		0.883			0.886	
Fl _t Protected		0.997			0.997			0.997		0.950		
Satd. Flow (prot)	0	1874	0	0	1824	1555	0	1658	0	1738	1621	0
Fl _t Permitted		0.976			0.964			0.977		0.593		
Satd. Flow (perm)	0	1835	0	0	1764	1555	0	1625	0	1085	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				248		63			16	
Link Speed (k/h)		40			40			40			50	
Link Distance (m)		574.2			516.1			316.8			304.2	
Travel Time (s)		51.7			46.4			28.5			21.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	5%	5%	5%
Adj. Flow (vph)	17	304	5	17	228	248	5	5	63	677	5	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	326	0	0	245	248	0	73	0	677	21	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	12.0	12.0		7.0	12.0	
Minimum Split (s)	26.0	26.0		26.0	26.0	26.0	24.0	24.0		12.0	24.0	
Total Split (s)	40.0	40.0		40.0	40.0	40.0	26.0	26.0		54.0	80.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%	33.3%	21.7%	21.7%		45.0%	66.7%	
Maximum Green (s)	34.0	34.0		34.0	34.0	34.0	20.0	20.0		49.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0		5.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min	Min	None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	
Act Effct Green (s)		23.9			23.9	23.9		12.9		43.4	42.3	
Actuated g/C Ratio		0.30			0.30	0.30		0.16		0.55	0.53	
v/c Ratio		0.59			0.46	0.39		0.23		0.80	0.02	
Control Delay		32.4			29.9	5.9		15.7		20.7	4.6	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay		32.4			29.9	5.9		15.7		20.7	4.6	
LOS		C			C	A		B		C	A	
Approach Delay		32.4			17.8			15.7			20.2	

Lanes, Volumes, Timings
 1: Womacks Road & Broadway Ave

16.5K Conditions
 Timing Plan: AM Peak

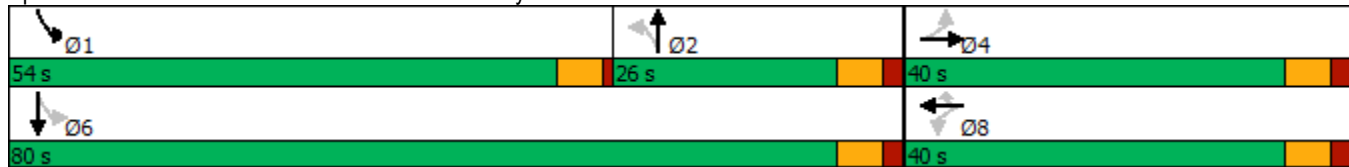


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			C	
Queue Length 50th (m)		42.6			30.7	0.0		1.3		58.5	0.3	
Queue Length 95th (m)		89.3			67.1	17.7		15.2		123.6	3.4	
Internal Link Dist (m)		550.2			492.1			292.8			280.2	
Turn Bay Length (m)												
Base Capacity (vph)		847			814	851		487		1201	1451	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		0.38			0.30	0.29		0.15		0.56	0.01	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	79.1
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	21.8
Intersection LOS:	C
Intersection Capacity Utilization:	79.3%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 1: Womacks Road & Broadway Ave



Lanes, Volumes, Timings
1: Womacks Road & Broadway Ave

16.5K Conditions
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Volume (vph)	39	278	5	58	335	729	5	5	5	454	5	19
Future Volume (vph)	39	278	5	58	335	729	5	5	5	454	5	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998				0.850		0.955			0.879	
Fl _t Protected		0.994			0.993			0.984		0.950		
Satd. Flow (prot)	0	1868	0	0	1817	1555	0	1770	0	1738	1608	0
Fl _t Permitted		0.911			0.903					0.615		
Satd. Flow (perm)	0	1712	0	0	1652	1555	0	1799	0	1125	1608	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				792		5			21	
Link Speed (k/h)		40			40			40			50	
Link Distance (m)		574.2			516.1			316.8			304.2	
Travel Time (s)		51.7			46.4			28.5			21.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	5%	5%	5%
Adj. Flow (vph)	42	302	5	63	364	792	5	5	5	493	5	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	349	0	0	427	792	0	15	0	493	26	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	12.0	12.0		7.0	12.0	
Minimum Split (s)	26.0	26.0		26.0	26.0	26.0	24.0	24.0		12.0	24.0	
Total Split (s)	59.0	59.0		59.0	59.0	59.0	25.0	25.0		36.0	61.0	
Total Split (%)	49.2%	49.2%		49.2%	49.2%	49.2%	20.8%	20.8%		30.0%	50.8%	
Maximum Green (s)	53.0	53.0		53.0	53.0	53.0	19.0	19.0		31.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0		5.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min	Min	None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	
Act Effct Green (s)		28.9			28.9	28.9		13.2		25.6	24.5	
Actuated g/C Ratio		0.43			0.43	0.43		0.20		0.38	0.37	
v/c Ratio		0.47			0.60	0.71		0.04		0.76	0.04	
Control Delay		17.5			20.2	5.4		28.4		26.8	8.1	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay		17.5			20.2	5.4		28.4		26.8	8.1	
LOS		B			C	A		C		C	A	
Approach Delay		17.5			10.6			28.4			25.9	

Lanes, Volumes, Timings
 1: Womacks Road & Broadway Ave

16.5K Conditions
 Timing Plan: PM Peak

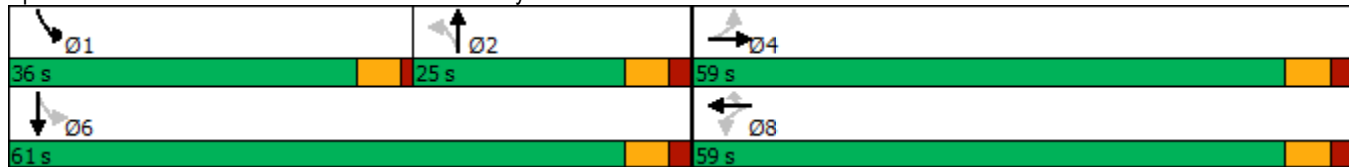


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			C			C	
Queue Length 50th (m)		25.8			34.0	0.0		0.9		42.3	0.3	
Queue Length 95th (m)		75.0			97.4	23.2		7.9		106.3	5.2	
Internal Link Dist (m)		550.2			492.1			292.8			280.2	
Turn Bay Length (m)												
Base Capacity (vph)		1409			1360	1420		568		929	1353	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		0.25			0.31	0.56		0.03		0.53	0.02	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	66.6
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	15.6
Intersection LOS:	B
Intersection Capacity Utilization:	87.2%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 1: Womacks Road & Broadway Ave



Lanes, Volumes, Timings
1: Womacks Road & Broadway Ave

22.5K Conditions
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Volume (vph)	26	228	5	16	244	416	5	5	58	687	5	133
Future Volume (vph)	26	228	5	16	244	416	5	5	58	687	5	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		60.0	0.0		0.0	60.0		0.0
Storage Lanes	0		0	0		1	0		0	1		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.883			0.855	
Flt Protected		0.995			0.997			0.997		0.950		
Satd. Flow (prot)	0	1870	0	0	1824	1555	0	1658	0	1738	1564	0
Flt Permitted		0.943			0.969			0.965		0.581		
Satd. Flow (perm)	0	1773	0	0	1773	1555	0	1605	0	1063	1564	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				452		63			145	
Link Speed (k/h)		40			40			40			50	
Link Distance (m)		574.2			516.1			316.8			304.2	
Travel Time (s)		51.7			46.4			28.5			21.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	5%	5%	5%
Adj. Flow (vph)	28	248	5	17	265	452	5	5	63	747	5	145
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	281	0	0	282	452	0	73	0	747	150	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	12.0	12.0		7.0	12.0	
Minimum Split (s)	26.0	26.0		26.0	26.0	26.0	24.0	24.0		12.0	24.0	
Total Split (s)	38.0	38.0		38.0	38.0	38.0	25.0	25.0		57.0	82.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%	31.7%	20.8%	20.8%		47.5%	68.3%	
Maximum Green (s)	32.0	32.0		32.0	32.0	32.0	19.0	19.0		52.0	76.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0		5.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min	Min	None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	
Act Effct Green (s)		24.0			24.0	24.0		12.9		47.0	45.9	
Actuated g/C Ratio		0.29			0.29	0.29		0.16		0.57	0.55	
v/c Ratio		0.55			0.55	0.59		0.24		0.85	0.16	
Control Delay		33.5			33.7	6.5		16.5		23.5	2.1	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	

Lanes, Volumes, Timings
 1: Womacks Road & Broadway Ave

22.5K Conditions
 Timing Plan: AM Peak

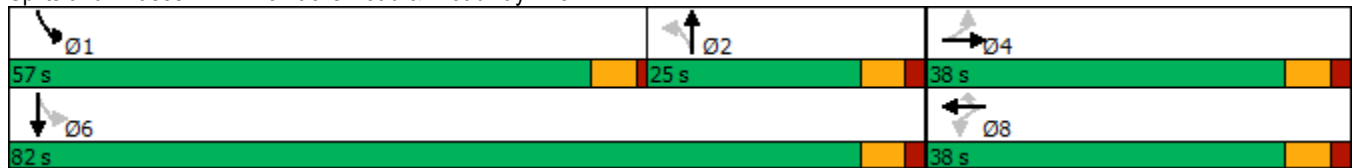


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		33.5			33.7	6.5		16.5		23.5	2.1	
LOS		C			C	A		B		C	A	
Approach Delay		33.5			17.0			16.5			19.9	
Approach LOS		C			B			B			B	
Queue Length 50th (m)		38.5			38.8	0.0		1.3		69.2	0.3	
Queue Length 95th (m)		79.8			80.2	24.4		15.6		146.2	7.9	
Internal Link Dist (m)		550.2			492.1			292.8			280.2	
Turn Bay Length (m)						60.0				60.0		
Base Capacity (vph)		736			735	909		442		1216	1396	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		0.38			0.38	0.50		0.17		0.61	0.11	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	82.8
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	20.6
Intersection LOS:	C
Intersection Capacity Utilization	88.8%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 1: Womacks Road & Broadway Ave



Lanes, Volumes, Timings
1: Womacks Road & Broadway Ave

22.5K Conditions
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Volume (vph)	115	278	5	58	332	926	5	5	5	902	5	111
Future Volume (vph)	115	278	5	58	332	926	5	5	5	902	5	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		60.0	0.0		0.0	60.0		0.0
Storage Lanes	0		0	0		1	0		0	1		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.955			0.856	
Flt Protected		0.986			0.993			0.984		0.950		
Satd. Flow (prot)	0	1853	0	0	1817	1555	0	1770	0	1738	1566	0
Flt Permitted		0.588			0.880			0.840		0.627		
Satd. Flow (perm)	0	1105	0	0	1610	1555	0	1511	0	1147	1566	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				1007		5			121	
Link Speed (k/h)		40			40			40			50	
Link Distance (m)		574.2			516.1			316.8			304.2	
Travel Time (s)		51.7			46.4			28.5			21.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	5%	5%	5%
Adj. Flow (vph)	125	302	5	63	361	1007	5	5	5	980	5	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	432	0	0	424	1007	0	15	0	980	126	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	12.0	12.0		7.0	12.0	
Minimum Split (s)	26.0	26.0		26.0	26.0	26.0	24.0	24.0		12.0	24.0	
Total Split (s)	54.0	54.0		54.0	54.0	54.0	25.0	25.0		41.0	66.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%	45.0%	20.8%	20.8%		34.2%	55.0%	
Maximum Green (s)	48.0	48.0		48.0	48.0	48.0	19.0	19.0		36.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0		5.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min	Min	None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	
Act Effct Green (s)		48.3			48.3	48.3		12.1		42.8	41.8	
Actuated g/C Ratio		0.47			0.47	0.47		0.12		0.42	0.41	
v/c Ratio		0.83			0.56	0.80		0.08		1.42	0.18	
Control Delay		40.7			24.5	7.1		36.8		224.8	4.1	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	

Lanes, Volumes, Timings
 1: Womacks Road & Broadway Ave

22.5K Conditions
 Timing Plan: PM Peak

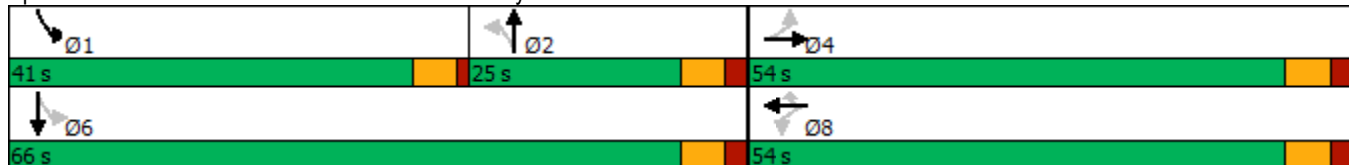


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		40.7			24.5	7.1		36.8		224.8	4.1	
LOS		D			C	A		D		F	A	
Approach Delay		40.7			12.3			36.8			199.7	
Approach LOS		D			B			D			F	
Queue Length 50th (m)		61.2			49.9	0.0		1.6		~250.1	0.6	
Queue Length 95th (m)		#151.7			105.3	32.4		8.5		#313.0	10.4	
Internal Link Dist (m)		550.2			492.1			292.8			280.2	
Turn Bay Length (m)						60.0				60.0		
Base Capacity (vph)		522			761	1265		287		689	975	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		0.83			0.56	0.80		0.05		1.42	0.13	

Intersection Summary

















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 102.2
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.42
 Intersection Signal Delay: 86.0
 Intersection LOS: F
 Intersection Capacity Utilization 113.6%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Womacks Road & Broadway Ave



















HCM Unsignalized Intersection Capacity Analysis
 1: Womacks Road & Broadway Ave

Existing Conditions
 Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	347	2	3	155	88	2	2	5	198	0	11
Future Volume (Veh/h)	3	347	2	3	155	88	2	2	5	198	0	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	390	2	3	174	99	2	2	6	222	0	12
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	273			392			638	676	391	634	628	224
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	273			392			638	676	391	634	628	224
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	99	99	42	100	99
cM capacity (veh/h)	1290			1150			382	373	658	381	394	809
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	395	276	10	234								
Volume Left	3	3	2	222								
Volume Right	2	99	6	12								
cSH	1290	1150	507	392								
Volume to Capacity	0.00	0.00	0.02	0.60								
Queue Length 95th (m)	0.1	0.1	0.5	28.4								
Control Delay (s)	0.1	0.1	12.2	26.9								
Lane LOS	A	A	B	D								
Approach Delay (s)	0.1	0.1	12.2	26.9								
Approach LOS			B	D								
Intersection Summary												
Average Delay			7.1									
Intersection Capacity Utilization			45.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 1: Womacks Road & Broadway Ave

Existing Conditions
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	182	7	15	256	232	3	2	17	129	3	14
Future Volume (Veh/h)	9	182	7	15	256	232	3	2	17	129	3	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	10	204	8	17	288	261	3	2	19	145	3	16
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	549			212			698	811	208	700	684	418
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	549			212			698	811	208	700	684	418
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	99	98	57	99	97
cM capacity (veh/h)	1021			1341			338	306	832	334	359	628
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	222	566	24	164								
Volume Left	10	17	3	145								
Volume Right	8	261	19	16								
cSH	1021	1341	628	351								
Volume to Capacity	0.01	0.01	0.04	0.47								
Queue Length 95th (m)	0.2	0.3	0.9	18.2								
Control Delay (s)	0.5	0.4	11.0	24.0								
Lane LOS	A	A	B	C								
Approach Delay (s)	0.5	0.4	11.0	24.0								
Approach LOS			B	C								
Intersection Summary												
Average Delay			4.6									
Intersection Capacity Utilization			54.7%		ICU Level of Service				A			
Analysis Period (min)			15									

MOVEMENT SUMMARY

Site: 101 [Town of Blackfalds - Womarks Road & Broadway Ave - AM Peak - 2024 Existing (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Broadway Ave														
1	L2	2	2.0	2	2.0	0.014	8.9	LOS A	0.1	0.5	0.65	0.54	0.65	39.1
2	T1	2	2.0	2	2.0	0.014	4.6	LOS A	0.1	0.5	0.65	0.54	0.65	38.7
3	R2	5	2.0	6	2.0	0.014	5.1	LOS A	0.1	0.5	0.65	0.54	0.65	37.9
Approach		9	2.0	11	2.0	0.014	5.8	LOS A	0.1	0.5	0.65	0.54	0.65	38.4
East: Womacks Road														
4	L2	3	5.0	4	5.0	0.184	5.5	LOS A	1.1	8.0	0.07	0.21	0.07	40.9
5	T1	155	5.0	187	5.0	0.184	1.2	LOS A	1.1	8.0	0.07	0.21	0.07	40.5
6	R2	88	5.0	106	5.0	0.184	1.7	LOS A	1.1	8.0	0.07	0.21	0.07	39.6
Approach		246	5.0	296	5.0	0.184	1.4	LOS A	1.1	8.0	0.07	0.21	0.07	40.2
North: Broadway Ave														
7	L2	198	5.0	239	5.0	0.217	8.4	LOS A	1.2	8.6	0.39	0.62	0.39	45.9
8	T1	1	5.0	1	5.0	0.217	3.9	LOS A	1.2	8.6	0.39	0.62	0.39	45.8
9	R2	11	5.0	13	5.0	0.217	4.0	LOS A	1.2	8.6	0.39	0.62	0.39	44.8
Approach		210	5.0	253	5.0	0.217	8.2	LOS A	1.2	8.6	0.39	0.62	0.39	45.9
West: Womacks Road														
10	L2	3	2.0	4	2.0	0.374	7.0	LOS A	2.5	17.9	0.53	0.39	0.53	39.8
11	T1	347	2.0	418	2.0	0.374	2.8	LOS A	2.5	17.9	0.53	0.39	0.53	39.4
12	R2	2	2.0	2	2.0	0.374	3.2	LOS A	2.5	17.9	0.53	0.39	0.53	38.6
Approach		352	2.0	424	2.0	0.374	2.8	LOS A	2.5	17.9	0.53	0.39	0.53	39.4
All Vehicles		817	3.7	984	3.7	0.374	3.8	LOS A	2.5	17.9	0.35	0.39	0.35	41.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Town of Blackfalds - Womarks Road & Broadway Ave - PM Peak - 2024 Existing (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Broadway Ave														
1	L2	3	2.0	3	2.0	0.024	7.1	LOS A	0.1	0.8	0.47	0.45	0.47	39.9
2	T1	2	2.0	2	2.0	0.024	2.8	LOS A	0.1	0.8	0.47	0.45	0.47	39.5
3	R2	17	2.0	19	2.0	0.024	3.3	LOS A	0.1	0.8	0.47	0.45	0.47	38.7
Approach		22	2.0	25	2.0	0.024	3.7	LOS A	0.1	0.8	0.47	0.45	0.47	38.9
East: Womacks Road														
4	L2	15	5.0	17	5.0	0.352	5.6	LOS A	2.4	17.7	0.11	0.23	0.11	40.8
5	T1	256	5.0	288	5.0	0.352	1.3	LOS A	2.4	17.7	0.11	0.23	0.11	40.4
6	R2	232	5.0	261	5.0	0.352	1.7	LOS A	2.4	17.7	0.11	0.23	0.11	39.5
Approach		503	5.0	565	5.0	0.352	1.6	LOS A	2.4	17.7	0.11	0.23	0.11	40.0
North: Broadway Ave														
7	L2	129	5.0	145	5.0	0.155	9.0	LOS A	0.8	5.9	0.47	0.65	0.47	45.9
8	T1	3	5.0	3	5.0	0.155	4.5	LOS A	0.8	5.9	0.47	0.65	0.47	45.8
9	R2	14	5.0	16	5.0	0.155	4.5	LOS A	0.8	5.9	0.47	0.65	0.47	44.8
Approach		146	5.0	164	5.0	0.155	8.5	LOS A	0.8	5.9	0.47	0.65	0.47	45.8
West: Womacks Road														
10	L2	9	2.0	10	2.0	0.185	6.3	LOS A	1.1	7.6	0.38	0.31	0.38	40.1
11	T1	182	2.0	204	2.0	0.185	2.1	LOS A	1.1	7.6	0.38	0.31	0.38	39.7
12	R2	7	2.0	8	2.0	0.185	2.5	LOS A	1.1	7.6	0.38	0.31	0.38	38.9
Approach		198	2.0	222	2.0	0.185	2.3	LOS A	1.1	7.6	0.38	0.31	0.38	39.7
All Vehicles		869	4.2	976	4.2	0.352	3.0	LOS A	2.4	17.7	0.24	0.33	0.24	40.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Town of Blackfalds - Womarks Road & Broadway Ave - AM Peak - 16.5K - Adjusted Volumes (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Broadway Ave														
1	L2	5	2.0	5	2.0	0.141	13.6	LOS B	1.0	6.8	0.88	0.82	0.88	37.5
2	T1	5	2.0	5	2.0	0.141	9.3	LOS A	1.0	6.8	0.88	0.82	0.88	37.1
3	R2	58	2.0	63	2.0	0.141	9.7	LOS A	1.0	6.8	0.88	0.82	0.88	36.4
Approach		68	2.0	74	2.0	0.141	10.0	LOS A	1.0	6.8	0.88	0.82	0.88	36.5
East: Womacks Road														
4	L2	16	5.0	17	5.0	0.323	5.6	LOS A	2.4	17.2	0.17	0.25	0.17	40.6
5	T1	210	5.0	228	5.0	0.323	1.3	LOS A	2.4	17.2	0.17	0.25	0.17	40.2
6	R2	228	5.0	248	5.0	0.323	1.8	LOS A	2.4	17.2	0.17	0.25	0.17	39.4
Approach		454	5.0	493	5.0	0.323	1.7	LOS A	2.4	17.2	0.17	0.25	0.17	39.8
North: Broadway Ave														
7	L2	623	5.0	677	5.0	0.607	9.7	LOS A	5.2	38.0	0.65	0.70	0.66	45.2
8	T1	5	5.0	5	5.0	0.607	5.1	LOS A	5.2	38.0	0.65	0.70	0.66	45.1
9	R2	15	5.0	16	5.0	0.607	5.2	LOS A	5.2	38.0	0.65	0.70	0.66	44.1
Approach		643	5.0	699	5.0	0.607	9.5	LOS A	5.2	38.0	0.65	0.70	0.66	45.2
West: Womacks Road														
10	L2	16	2.0	17	2.0	0.467	11.7	LOS B	3.8	27.0	0.88	0.91	0.97	38.4
11	T1	280	2.0	304	2.0	0.467	7.4	LOS A	3.8	27.0	0.88	0.91	0.97	38.1
12	R2	5	2.0	5	2.0	0.467	7.8	LOS A	3.8	27.0	0.88	0.91	0.97	37.3
Approach		301	2.0	327	2.0	0.467	7.6	LOS A	3.8	27.0	0.88	0.91	0.97	38.1
All Vehicles		1466	4.2	1593	4.2	0.607	6.7	LOS A	5.2	38.0	0.56	0.61	0.58	41.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Town of Blackfalds - Womarks Road & Broadway Ave - PM Peak - 16.5K - Adjusted Volumes (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Broadway Ave														
1	L2	5	2.0	5	2.0	0.026	10.7	LOS B	0.2	1.1	0.78	0.65	0.78	38.3
2	T1	5	2.0	5	2.0	0.026	6.4	LOS A	0.2	1.1	0.78	0.65	0.78	37.9
3	R2	5	2.0	5	2.0	0.026	6.9	LOS A	0.2	1.1	0.78	0.65	0.78	37.2
Approach		15	2.0	16	2.0	0.026	8.0	LOS A	0.2	1.1	0.78	0.65	0.78	37.8
East: Womacks Road														
4	L2	58	5.0	63	5.0	0.809	6.3	LOS A	15.4	112.6	0.58	0.35	0.58	39.7
5	T1	335	5.0	364	5.0	0.809	2.0	LOS A	15.4	112.6	0.58	0.35	0.58	39.4
6	R2	729	5.0	792	5.0	0.809	2.4	LOS A	15.4	112.6	0.58	0.35	0.58	38.5
Approach		1122	5.0	1220	5.0	0.809	2.5	LOS A	15.4	112.6	0.58	0.35	0.58	38.8
North: Broadway Ave														
7	L2	454	5.0	493	5.0	0.569	11.8	LOS B	5.1	37.5	0.80	0.87	0.89	44.4
8	T1	5	5.0	5	5.0	0.569	7.3	LOS A	5.1	37.5	0.80	0.87	0.89	44.3
9	R2	19	5.0	21	5.0	0.569	7.4	LOS A	5.1	37.5	0.80	0.87	0.89	43.3
Approach		478	5.0	520	5.0	0.569	11.6	LOS B	5.1	37.5	0.80	0.87	0.89	44.4
West: Womacks Road														
10	L2	39	2.0	42	2.0	0.436	9.5	LOS A	3.3	23.2	0.81	0.76	0.83	38.9
11	T1	278	2.0	302	2.0	0.436	5.3	LOS A	3.3	23.2	0.81	0.76	0.83	38.5
12	R2	5	2.0	5	2.0	0.436	5.7	LOS A	3.3	23.2	0.81	0.76	0.83	37.7
Approach		322	2.0	350	2.0	0.436	5.8	LOS A	3.3	23.2	0.81	0.76	0.83	38.6
All Vehicles		1937	4.5	2105	4.5	0.809	5.3	LOS A	15.4	112.6	0.67	0.55	0.70	40.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Town of Blackfalds - Womarks Road & Broadway Ave - AM Peak - 22.5K (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Broadway Ave														
1	L2	5	2.0	5	2.0	0.163	14.1	LOS B	1.2	8.3	0.93	0.86	0.93	37.3
2	T1	5	2.0	5	2.0	0.163	9.8	LOS A	1.2	8.3	0.93	0.86	0.93	37.0
3	R2	58	2.0	63	2.0	0.163	10.2	LOS B	1.2	8.3	0.93	0.86	0.93	36.2
Approach		68	2.0	74	2.0	0.163	10.5	LOS B	1.2	8.3	0.93	0.86	0.93	36.3
East: Womacks Road														
4	L2	16	5.0	17	5.0	0.485	5.7	LOS A	4.6	33.3	0.26	0.27	0.26	40.4
5	T1	244	5.0	265	5.0	0.485	1.5	LOS A	4.6	33.3	0.26	0.27	0.26	40.1
6	R2	416	5.0	452	5.0	0.485	1.9	LOS A	4.6	33.3	0.26	0.27	0.26	39.2
Approach		676	5.0	735	5.0	0.485	1.8	LOS A	4.6	33.3	0.26	0.27	0.26	39.5
North: Broadway Ave														
7	L2	687	5.0	747	5.0	0.803	13.9	LOS B	12.7	92.5	0.90	0.90	1.13	43.6
8	T1	5	5.0	5	5.0	0.803	9.4	LOS A	12.7	92.5	0.90	0.90	1.13	43.5
9	R2	133	5.0	145	5.0	0.803	9.4	LOS A	12.7	92.5	0.90	0.90	1.13	42.6
Approach		825	5.0	897	5.0	0.803	13.2	LOS B	12.7	92.5	0.90	0.90	1.13	43.4
West: Womacks Road														
10	L2	26	2.0	28	2.0	0.475	12.8	LOS B	4.0	28.8	0.95	0.99	1.06	37.9
11	T1	228	2.0	248	2.0	0.475	8.5	LOS A	4.0	28.8	0.95	0.99	1.06	37.6
12	R2	5	2.0	5	2.0	0.475	8.9	LOS A	4.0	28.8	0.95	0.99	1.06	36.8
Approach		259	2.0	282	2.0	0.475	8.9	LOS A	4.0	28.8	0.95	0.99	1.06	37.6
All Vehicles		1828	4.5	1987	4.5	0.803	8.3	LOS A	12.7	92.5	0.67	0.68	0.79	40.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Town of Blackfalds - Womarks Road & Broadway Ave - PM Peak - 22.5K (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Broadway Ave														
1	L2	5	2.0	5	2.0	0.054	20.0	LOS B	0.4	2.8	1.00	0.83	1.00	34.9
2	T1	5	2.0	5	2.0	0.054	15.7	LOS B	0.4	2.8	1.00	0.83	1.00	34.6
3	R2	5	2.0	5	2.0	0.054	16.2	LOS B	0.4	2.8	1.00	0.83	1.00	34.0
Approach		15	2.0	16	2.0	0.054	17.3	LOS B	0.4	2.8	1.00	0.83	1.00	34.5
East: Womacks Road														
4	L2	58	5.0	63	5.0	1.083	87.7	LOS F	111.7	815.3	1.00	2.28	3.12	21.3
5	T1	332	5.0	361	5.0	1.083	83.4	LOS F	111.7	815.3	1.00	2.28	3.12	21.2
6	R2	926	5.0	1007	5.0	1.083	83.8	LOS F	111.7	815.3	1.00	2.28	3.12	21.0
Approach		1316	5.0	1430	5.0	1.083	83.9	LOS F	111.7	815.3	1.00	2.28	3.12	21.1
North: Broadway Ave														
7	L2	902	5.0	980	5.0	1.182	184.3	LOS F	132.0	963.4	1.00	4.85	8.43	14.6
8	T1	5	5.0	5	5.0	1.182	179.8	LOS F	132.0	963.4	1.00	4.85	8.43	14.6
9	R2	111	5.0	121	5.0	1.182	179.8	LOS F	132.0	963.4	1.00	4.85	8.43	14.5
Approach		1018	5.0	1107	5.0	1.182	183.8	LOS F	132.0	963.4	1.00	4.85	8.43	14.6
West: Womacks Road														
10	L2	115	2.0	125	2.0	0.912	48.9	LOS D	17.7	126.3	1.00	1.80	2.50	27.6
11	T1	278	2.0	302	2.0	0.912	44.7	LOS D	17.7	126.3	1.00	1.80	2.50	27.4
12	R2	5	2.0	5	2.0	0.912	45.1	LOS D	17.7	126.3	1.00	1.80	2.50	27.0
Approach		398	2.0	433	2.0	0.912	45.9	LOS D	17.7	126.3	1.00	1.80	2.50	27.4
All Vehicles		2747	4.5	2986	4.5	1.182	115.0	LOS F	132.0	963.4	1.00	3.16	4.99	18.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Town of Blackfalds - Womarks Road & Broadway Ave - AM Peak - 2024 Existing (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Broadway Ave														
1	L2	2	2.0	2	2.0	0.006	8.8	LOS A	0.0	0.2	0.65	0.53	0.65	38.7
2	T1	2	2.0	2	2.0	0.006	4.6	LOS A	0.0	0.2	0.65	0.53	0.65	38.3
3	R2	5	2.0	6	2.0	0.006	4.6	LOS A	0.0	0.3	0.65	0.48	0.65	38.4
Approach		9	2.0	11	2.0	0.006	5.5	LOS A	0.0	0.3	0.65	0.50	0.65	38.4
East: Womacks Road														
4	L2	3	5.0	4	5.0	0.110	5.5	LOS A	0.6	4.5	0.06	0.17	0.06	40.9
5	T1	155	5.0	187	5.0	0.110	1.2	LOS A	0.6	4.5	0.06	0.17	0.06	40.6
6	R2	88	5.0	106	5.0	0.075	2.0	LOS A	0.4	2.9	0.06	0.31	0.06	39.4
Approach		246	5.0	296	5.0	0.110	1.5	LOS A	0.6	4.5	0.06	0.22	0.06	40.1
North: Broadway Ave														
7	L2	198	5.0	239	5.0	0.217	8.4	LOS A	1.2	8.6	0.39	0.62	0.39	45.9
8	T1	1	5.0	1	5.0	0.217	3.9	LOS A	1.2	8.6	0.39	0.62	0.39	45.8
9	R2	11	5.0	13	5.0	0.217	4.0	LOS A	1.2	8.6	0.39	0.62	0.39	44.8
Approach		210	5.0	253	5.0	0.217	8.2	LOS A	1.2	8.6	0.39	0.62	0.39	45.9
West: Womacks Road														
10	L2	3	2.0	4	2.0	0.374	7.0	LOS A	2.5	17.9	0.53	0.39	0.53	39.8
11	T1	347	2.0	418	2.0	0.374	2.8	LOS A	2.5	17.9	0.53	0.39	0.53	39.4
12	R2	2	2.0	2	2.0	0.374	3.2	LOS A	2.5	17.9	0.53	0.39	0.53	38.6
Approach		352	2.0	424	2.0	0.374	2.8	LOS A	2.5	17.9	0.53	0.39	0.53	39.4
All Vehicles		817	3.7	984	3.7	0.374	3.8	LOS A	2.5	17.9	0.35	0.40	0.35	41.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Town of Blackfalds - Womarks Road & Broadway Ave - PM Peak - 2024 Existing (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Broadway Ave														
1	L2	3	2.0	3	2.0	0.006	7.4	LOS A	0.0	0.2	0.48	0.49	0.48	39.0
2	T1	2	2.0	2	2.0	0.006	3.2	LOS A	0.0	0.2	0.48	0.49	0.48	38.7
3	R2	17	2.0	19	2.0	0.015	3.2	LOS A	0.1	0.6	0.44	0.41	0.44	38.7
Approach		22	2.0	25	2.0	0.015	3.7	LOS A	0.1	0.6	0.45	0.43	0.45	38.8
East: Womacks Road														
4	L2	15	5.0	17	5.0	0.177	5.5	LOS A	1.0	7.3	0.09	0.20	0.09	40.8
5	T1	256	5.0	288	5.0	0.177	1.3	LOS A	1.0	7.3	0.09	0.20	0.09	40.4
6	R2	232	5.0	261	5.0	0.177	2.0	LOS A	1.0	7.2	0.09	0.31	0.09	39.3
Approach		503	5.0	565	5.0	0.177	1.7	LOS A	1.0	7.3	0.09	0.25	0.09	39.9
North: Broadway Ave														
7	L2	129	5.0	145	5.0	0.155	9.0	LOS A	0.8	5.9	0.46	0.65	0.46	45.9
8	T1	3	5.0	3	5.0	0.155	4.5	LOS A	0.8	5.9	0.46	0.65	0.46	45.8
9	R2	14	5.0	16	5.0	0.155	4.5	LOS A	0.8	5.9	0.46	0.65	0.46	44.8
Approach		146	5.0	164	5.0	0.155	8.5	LOS A	0.8	5.9	0.46	0.65	0.46	45.8
West: Womacks Road														
10	L2	9	2.0	10	2.0	0.185	6.3	LOS A	1.1	7.6	0.38	0.31	0.38	40.1
11	T1	182	2.0	204	2.0	0.185	2.1	LOS A	1.1	7.6	0.38	0.31	0.38	39.7
12	R2	7	2.0	8	2.0	0.185	2.5	LOS A	1.1	7.6	0.38	0.31	0.38	38.9
Approach		198	2.0	222	2.0	0.185	2.3	LOS A	1.1	7.6	0.38	0.31	0.38	39.7
All Vehicles		869	4.2	976	4.2	0.185	3.0	LOS A	1.1	7.6	0.23	0.33	0.23	40.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Town of Blackfalds - Womarks Road & Broadway Ave - AM Peak - 16.5K - Adjusted Volumes (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Broadway Ave														
1	L2	5	2.0	5	2.0	0.022	16.5	LOS B	0.1	1.0	0.82	0.72	0.82	49.3
2	T1	5	2.0	5	2.0	0.022	11.9	LOS B	0.1	1.0	0.82	0.72	0.82	49.4
3	R2	58	2.0	61	2.0	0.085	10.2	LOS B	0.6	4.5	0.86	0.75	0.86	50.6
Approach		68	2.0	72	2.0	0.085	10.8	LOS B	0.6	4.5	0.86	0.75	0.86	50.4
East: Womacks Road														
4	L2	16	5.0	17	5.0	0.163	8.9	LOS A	1.0	7.2	0.14	0.41	0.14	55.7
5	T1	210	5.0	221	5.0	0.163	4.3	LOS A	1.0	7.2	0.14	0.41	0.14	55.9
6	R2	228	5.0	240	5.0	0.145	4.3	LOS A	0.9	6.4	0.13	0.47	0.13	54.7
Approach		454	5.0	478	5.0	0.163	4.4	LOS A	1.0	7.2	0.14	0.44	0.14	55.2
North: Broadway Ave														
7	L2	623	5.0	656	5.0	0.584	10.8	LOS B	4.7	34.4	0.62	0.70	0.62	51.2
8	T1	5	5.0	5	5.0	0.584	6.2	LOS A	4.7	34.4	0.62	0.70	0.62	51.3
9	R2	15	5.0	16	5.0	0.584	6.0	LOS A	4.7	34.4	0.62	0.70	0.62	50.2
Approach		643	5.0	677	5.0	0.584	10.7	LOS B	4.7	34.4	0.62	0.70	0.62	51.2
West: Womacks Road														
10	L2	16	2.0	17	2.0	0.438	14.2	LOS B	3.4	23.9	0.86	0.88	0.91	52.3
11	T1	280	2.0	295	2.0	0.438	9.6	LOS A	3.4	23.9	0.86	0.88	0.91	52.3
12	R2	5	2.0	5	2.0	0.438	9.4	LOS A	3.4	23.9	0.86	0.88	0.91	51.1
Approach		301	2.0	317	2.0	0.438	9.8	LOS A	3.4	23.9	0.86	0.88	0.91	52.3
All Vehicles		1466	4.2	1543	4.2	0.584	8.6	LOS A	4.7	34.4	0.53	0.66	0.54	52.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Town of Blackfalds - Womarks Road & Broadway Ave - PM Peak - 16.5K - Adjusted Volumes (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Broadway Ave														
1	L2	5	2.0	5	2.0	0.012	12.6	LOS B	0.1	0.6	0.76	0.62	0.76	51.7
2	T1	5	2.0	5	2.0	0.012	8.0	LOS A	0.1	0.6	0.76	0.62	0.76	51.8
3	R2	5	2.0	5	2.0	0.008	9.2	LOS A	0.0	0.4	0.75	0.62	0.75	51.3
Approach		15	2.0	16	2.0	0.012	9.9	LOS A	0.1	0.6	0.75	0.62	0.75	51.6
East: Womacks Road														
4	L2	58	5.0	61	5.0	0.313	9.1	LOS A	2.2	16.3	0.25	0.44	0.25	55.0
5	T1	335	5.0	353	5.0	0.313	4.5	LOS A	2.2	16.3	0.25	0.44	0.25	55.1
6	R2	729	5.0	767	5.0	0.467	4.5	LOS A	4.2	30.6	0.27	0.47	0.27	54.2
Approach		1122	5.0	1181	5.0	0.467	4.7	LOS A	4.2	30.6	0.26	0.46	0.26	54.5
North: Broadway Ave														
7	L2	454	5.0	478	5.0	0.524	12.6	LOS B	4.1	30.1	0.72	0.82	0.77	50.5
8	T1	5	5.0	5	5.0	0.524	7.9	LOS A	4.1	30.1	0.72	0.82	0.77	50.6
9	R2	19	5.0	20	5.0	0.524	7.7	LOS A	4.1	30.1	0.72	0.82	0.77	49.5
Approach		478	5.0	503	5.0	0.524	12.3	LOS B	4.1	30.1	0.72	0.82	0.77	50.5
West: Womacks Road														
10	L2	39	2.0	41	2.0	0.408	12.5	LOS B	2.9	20.9	0.78	0.79	0.78	52.7
11	T1	278	2.0	293	2.0	0.408	7.9	LOS A	2.9	20.9	0.78	0.79	0.78	52.8
12	R2	5	2.0	5	2.0	0.408	7.6	LOS A	2.9	20.9	0.78	0.79	0.78	51.6
Approach		322	2.0	339	2.0	0.408	8.4	LOS A	2.9	20.9	0.78	0.79	0.78	52.8
All Vehicles		1937	4.5	2039	4.5	0.524	7.2	LOS A	4.2	30.6	0.47	0.61	0.48	53.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Town of Blackfalds - Womarks Road & Broadway Ave - AM Peak - 22.5K (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist] m				
South: Broadway Ave														
1	L2	5	2.0	5	2.0	0.027	14.2	LOS B	0.2	1.3	0.89	0.74	0.89	36.8
2	T1	5	2.0	5	2.0	0.027	9.9	LOS A	0.2	1.3	0.89	0.74	0.89	36.5
3	R2	58	2.0	63	2.0	0.106	8.8	LOS A	0.8	6.0	0.95	0.79	0.95	36.8
Approach		68	2.0	74	2.0	0.106	9.3	LOS A	0.8	6.0	0.94	0.78	0.94	36.7
East: Womacks Road														
4	L2	16	5.0	17	5.0	0.207	5.7	LOS A	1.4	9.9	0.19	0.22	0.19	40.5
5	T1	244	5.0	265	5.0	0.207	1.4	LOS A	1.4	9.9	0.19	0.22	0.19	40.1
6	R2	416	5.0	452	5.0	0.274	2.1	LOS A	2.0	14.6	0.19	0.32	0.19	39.2
Approach		676	5.0	735	5.0	0.274	1.9	LOS A	2.0	14.6	0.19	0.28	0.19	39.5
North: Broadway Ave														
7	L2	687	5.0	747	5.0	0.800	13.8	LOS B	12.4	90.5	0.88	0.89	1.11	43.6
8	T1	5	5.0	5	5.0	0.800	9.3	LOS A	12.4	90.5	0.88	0.89	1.11	43.5
9	R2	133	5.0	145	5.0	0.800	9.3	LOS A	12.4	90.5	0.88	0.89	1.11	42.6
Approach		825	5.0	897	5.0	0.800	13.1	LOS B	12.4	90.5	0.88	0.89	1.11	43.5
West: Womacks Road														
10	L2	26	2.0	28	2.0	0.473	12.7	LOS B	4.0	28.6	0.95	0.99	1.06	37.9
11	T1	228	2.0	248	2.0	0.473	8.5	LOS A	4.0	28.6	0.95	0.99	1.06	37.6
12	R2	5	2.0	5	2.0	0.473	8.9	LOS A	4.0	28.6	0.95	0.99	1.06	36.8
Approach		259	2.0	282	2.0	0.473	8.9	LOS A	4.0	28.6	0.95	0.99	1.06	37.6
All Vehicles		1828	4.5	1987	4.5	0.800	8.2	LOS A	12.4	90.5	0.64	0.67	0.76	40.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Town of Blackfalds - Womarks Road & Broadway Ave - PM Peak - 22.5K (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Broadway Ave														
1	L2	5	5.0	5	5.0	0.030	19.0	LOS B	0.2	1.8	1.00	0.74	1.00	35.1
2	T1	5	5.0	5	5.0	0.030	14.7	LOS B	0.2	1.8	1.00	0.74	1.00	34.8
3	R2	5	5.0	5	5.0	0.021	18.4	LOS B	0.1	1.1	0.99	0.77	0.99	33.5
Approach		15	5.0	16	5.0	0.030	17.4	LOS B	0.2	1.8	1.00	0.75	1.00	34.5
East: Womacks Road														
4	L2	58	5.0	63	5.0	0.379	6.5	LOS A	2.9	21.2	0.47	0.36	0.47	39.7
5	T1	332	5.0	361	5.0	0.379	2.2	LOS A	2.9	21.2	0.47	0.36	0.47	39.4
6	R2	926	5.0	1007	5.0	0.682	3.0	LOS A	8.4	61.1	0.63	0.48	0.63	38.4
Approach		1316	5.0	1430	5.0	0.682	3.0	LOS A	8.4	61.1	0.59	0.44	0.59	38.7
North: Broadway Ave														
7	L2	902	5.0	980	5.0	1.147	155.4	LOS F	115.1	839.9	1.00	4.60	7.93	16.5
8	T1	5	5.0	5	5.0	1.147	150.9	LOS F	115.1	839.9	1.00	4.60	7.93	16.4
9	R2	111	5.0	121	5.0	1.147	150.9	LOS F	115.1	839.9	1.00	4.60	7.93	16.3
Approach		1018	5.0	1107	5.0	1.147	154.9	LOS F	115.1	839.9	1.00	4.60	7.93	16.5
West: Womacks Road														
10	L2	115	5.0	125	5.0	0.974	72.7	LOS F	24.4	177.9	1.00	2.19	3.23	23.5
11	T1	278	5.0	302	5.0	0.974	68.5	LOS E	24.4	177.9	1.00	2.19	3.23	23.3
12	R2	5	5.0	5	5.0	0.974	68.9	LOS E	24.4	177.9	1.00	2.19	3.23	23.0
Approach		398	5.0	433	5.0	0.974	69.7	LOS E	24.4	177.9	1.00	2.19	3.23	23.4
All Vehicles		2747	5.0	2986	5.0	1.147	69.0	LOS E	115.1	839.9	0.80	2.24	3.69	24.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: \\ca0002-ppfss02\shared_projects\113678592\02_transportation\04_planning\01_traffic_analysis\SIDRA\Womacks & Broadway_with new config.sip9



Town of Blackfalds - Traffic Signal Warrant Analysis

Main Street (name)	Womacks Road	Direction (EW or NS)	EW
Side Street (name)	Broadway Ave	Direction (EW or NS)	NS
Quadrant / Int #		Comments	2024 Existing Volumes
for Warrant Calculation Results, please hit 'Page Down'			
CHECK SHEET			

Road Authority:	Town of Blackfalds
City:	Town of Blackfalds, AB
Analysis Date:	September 24, 2024
Count Date:	2024
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	Upstream Signal (m)	# of Thru Lanes
Womacks Road	WB				1				1
Womacks Road	EB				1				1
Broadway Ave	NB				1				1
Broadway Ave	SB				1				1

Are the Broadway Ave NB right turns significantly impeded by through movements? (y/n) n

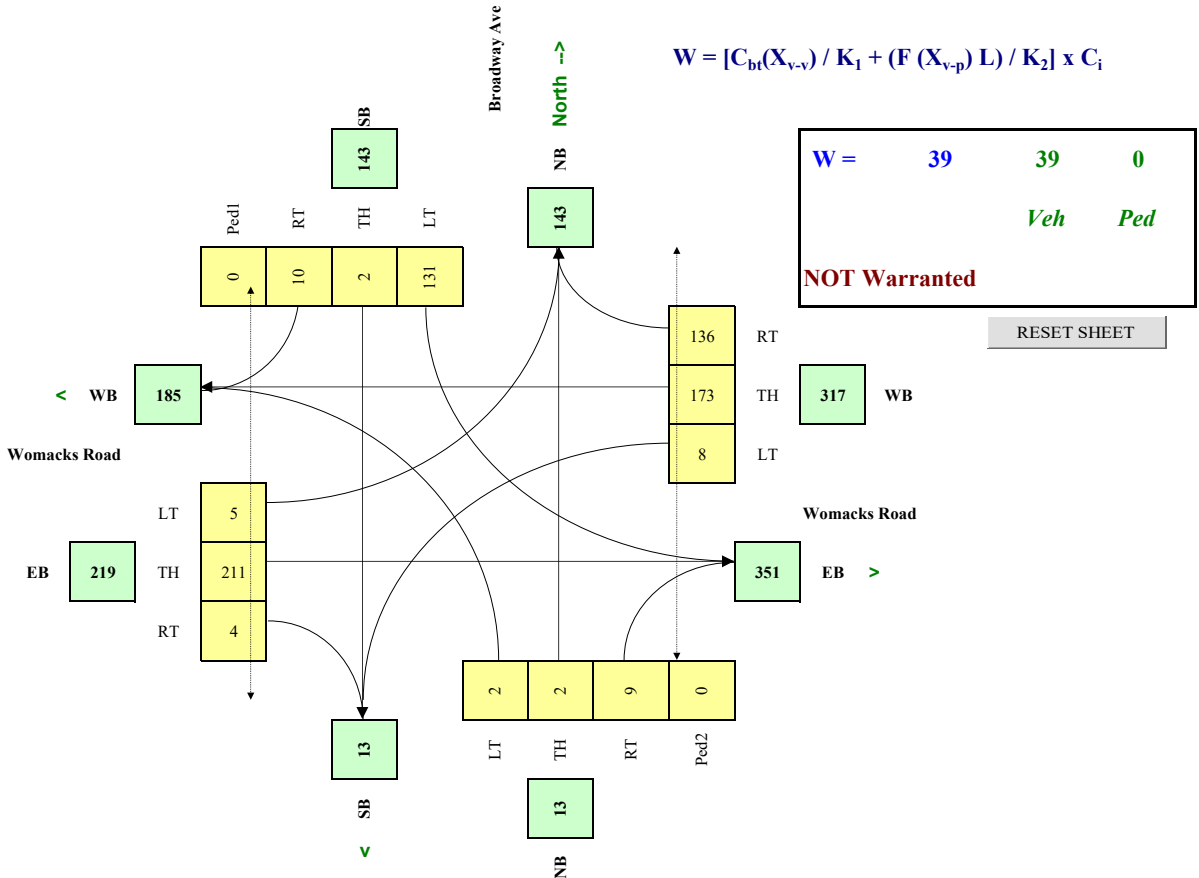
Are the Broadway Ave SB right turns significantly impeded by through movements? (y/n) n

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	10,500
Central Business District	(y/n)	n

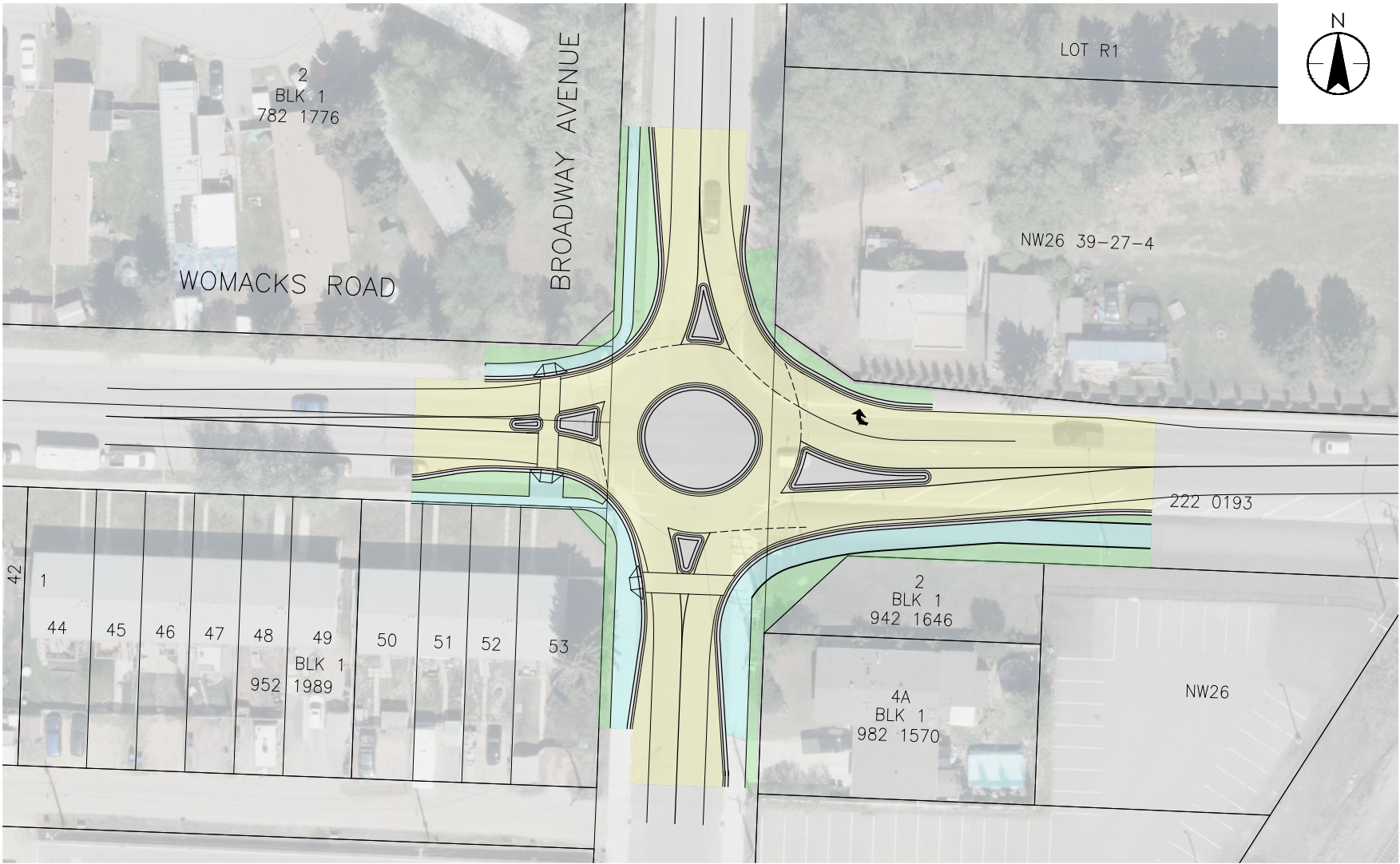
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Womacks Road	EW	40	5.0%	n	
Broadway Ave	NS	50	5.0%	n	

Traffic Input	Set Peak Hours												Ped1	Ped2	Ped3	Ped4
	NB			SB			WB			EB			NS	NS	EW	EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
press 'Set Peak Hours' Button to set the peak hour periods	1	1	4	143	1	8	1	112	63	2	250	1	0	0	0	0
	2	2	5	198	1	11	2	155	88	3	347	2	0	0	0	0
	1	1	3	119	1	7	1	93	53	2	208	1	0	0	0	0
	2	1	10	77	2	8	10	161	146	5	109	4	0	0	0	0
	3	2	17	129	3	14	16	269	244	9	182	7	0	0	0	0
	3	2	16	119	3	13	15	247	224	8	167	6	0	0	0	0
Total (6-hour peak)	12	9	55	785	11	61	45	1,037	818	29	1,263	21	0	0	0	0
Average (6-hour peak)	2	2	9	131	2	10	8	173	136	5	211	4	0	0	0	0

Average 6-hour Peak Turning Movements



\\ca0002-ppfss02\shared_projects\113678592\03_coad\roads\92_figure\78592\fig-101-roundabout_concept.dwg
2024/11/13 9:54 AM By: Nickle, Graeme

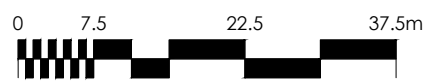


ORIGINAL SHEET - ANSI A

NOVEMBER, 2024
113678592



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PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

Client/Project
TOWN OF BLACKFALDS
WOMACKS ROAD AND BROADWAY AVENUE

Figure No.
102

Title
ROUNDAABOUT CONCEPT

Business Case – Womacks Road & Broadway Avenue Intersection Improvements

BUSINESS CASE

PREPARED BY:

Niki Burkinshaw, Municipal Engineer

DATE:

NOVEMBER 20, 2024

TO:

Kim Issak, CAO

CC:

Preston Weran, Director of IPS

EXECUTIVE SUMMARY

Consistent with the 2015 Transportation Master Plan, intersection upgrades are needed at the intersection of Womacks Road and Broadway Avenue to address increasing traffic with growth in the western portion of the Town. With the extension of Womacks Road across the rail line and the free-flowing traffic changing to be on that roadway, concerns have been expressed by residents relating to sightlines and the ability to turn onto or cross Womacks Road during busy times of day including during events at the Eagle Builders Centre. A high-level intersection assessment for the Womacks Road and Broadway Avenue intersection was completed with a focus on providing traffic modeling and a conceptual design for a roundabout at that location. The accompanying memo (attached) was finalized in October 2024.

The Director and Municipal Engineer recommend moving forward with the detailed design, tendering, and construction of a roundabout with westbound right-turn lane at the Womacks Road and Broadway Avenue intersection. Two potential schedule options are presented below.

ISSUE TO BE ADDRESSED

The extension of Womacks Road across the Canadian Pacific Kansas City (CPKC) rail line was complete in 2022, forming a new 4-legged intersection with Broadway Avenue. At the intersection, traffic is now free-flowing on Womacks Road (eastbound / westbound), where previously, as a t-intersection, traffic was free-flowing on Broadway Avenue (northbound / southbound). Public concerns have been received regarding sightlines to the east and west, as well as concerns regarding getting onto Womacks Road from Broadway Avenue and the Eagle Builders Centre parking lot during events.

Stantec Consulting Ltd. (Stantec) was retained in March 2024 to provide a high-level intersection assessment for the Womacks Road and Broadway Avenue intersection, with a focus on providing traffic modeling and a conceptual design for a roundabout at that location. The other options included for the assessment were a signalized intersection concept and smaller geometric improvements (providing bulbout at the intersection).

As the Town continues to develop within the northern portion of the municipality, traffic volumes at the intersection of Womacks Road and Broadway Avenue will grow, resulting in increasing delays for drivers and increasing safety concerns for all roadway users, including active modes (pedestrians, cyclists, etc.). It is also noted that Broadway Avenue is part of the Town's Truck Route network.

The 2015 Transportation Master Plan (by Stantec) recommended signalization of the Womacks Road and Broadway Avenue intersection by the 12,000 population horizon. It is noted that at the time the Master Plan was completed, roundabouts were just starting to become a focus of road agencies when looking at intersection improvements and so roundabouts were not considered as part of that study. Currently, most road agencies – including Alberta Transportation and Economic Corridors (ATEC) and municipalities across the province – require that roundabouts be considered at locations where traffic control greater than stop signs are needed (e.g. prior to or instead of signalization). Construction of the Eagle Builders Centre was also not considered as part of the 2015 study.

Installation of a four-way stop at the intersection has not been considered. This is because, while it would partially address the sightline concerns, a four-way stop would not address the growing delays as traffic volumes increase at the intersection. Four-way stops also do not clear traffic under a train delay or operate as efficiently as roundabouts under higher volume conditions, such as when an event at the Eagle Builders Centre ends, due to driver confusion with regards to who has the right of way at four-way stops and the time it takes to stop and go again (drivers need to consider three other directions of traffic).

OPTIONS TO CONSIDER

Option 1 – Status Quo

Describe the current situation:

Do not complete any intersection improvements at the Womacks Road and Broadway Avenue intersection.

The intersection is currently a two-way stop-controlled intersection with free-flowing traffic on Womacks Road (eastbound / westbound). Currently, vehicle delays and queuing are experienced, particularly for southbound traffic in the AM peak hour, as well as during events at the Eagle Builders Centre for traffic entering and exiting the centre. Public concerns relating to sightlines to the west have been received in the past and a 15m no-parking zone has been signed along the south side of Womacks Road, west of Broadway Avenue, to address that. Concerns regarding sightlines to the east for southbound traffic have also been received, and verified through field observations.

Benefits:

- No costs incurred, as no intersection improvements would be completed.
- Cost savings of \$66,000 - \$1,200,000, compared to the other Options presented below.

Risks / Disadvantages:

- Concerns regarding sightlines to the east and west would not be addressed beyond what exists now (e.g. the 15m no-parking zone).
- Traffic delays and queuing will continue to grow as development occurs within the Town's northern subdivisions.
- If a parking lot is developed north of Womacks Road (Option 5 for the Eagle Builders Centre parking expansion), additional safety concerns will need to be addressed with an increase in pedestrians crossing Womacks Road during events.

Option 2 – Roundabout

Describe the Option 2 situation/changes:

Analysis for a single-lane roundabout was carried out for the Womacks Road and Broadway Avenue intersection based on current (2024) traffic volumes and at the 16,500 and 22,500 future population horizons.

When referring to Level of Service (LOS) below, the LOS designation (letter) is summarized as follows:

- LOS-A is the highest LOS classification representing low traffic volumes and little to no delay.
- LOS-F is the lowest designation representing very low speeds, volumes exceeding the capacity of the intersection, and long delays with stop-and-go traffic.

Typically, a maximum LOS-D is considered acceptable in the short-term with a maximum LOS-E being considered acceptable for longer-term (10+ years) planning.

A high-level summary of the analysis results for a single-lane roundabout is as follows:

- **2024** – all movements experience minimal delays and queueing in both the AM and PM peak hours. All movements are shown to operate at a LOS-A. The westbound queueing is not expected to exceed the distance (approximately 85m) between the intersection and the CPCK rail line.
- **16,500 population horizon** – all movements expected to continue to experience minimal delays in the AM and PM peak hours. Movements are shown to operate at a LOS-A or LOS-B. The westbound queueing is expected extend up to 113m to the east (backing up as far as Grigg Way), exceeding the available distance between the intersection and the CPCK rail line.
- **22,500 population horizon** – both the westbound and southbound movements are expected to exceed acceptable LOS (max LOS-F) in the PM peak hour. The westbound queueing is expected to extend up to 815m to the east (backing up as far as, or further than, Highway 2A), exceeding the available distance between the intersection and the CPCK rail.

To address the westbound queuing concerns and poor operations at the long-term horizon, additional analysis was completed based on the roundabout including a dedicated westbound right-turn and dedicated northbound right-turn lane. With the additional lanes, the high-level summary of the analysis is as follows:

- **16,500 population horizon** – all movements expected to continue to experience minimal delays in the AM and PM peak hours. Movements are shown to operate at a LOS-A to LOS-B. The westbound queueing is not expected to exceed the distance between the intersection and the CPCK rail line.
- **22,500 population horizon** – the southbound movement is expected to exceed acceptable LOS (max LOS-F) in the PM peak hour. The westbound queueing is not expected to exceed the distance between the intersection and the CPCK rail line. Significant queuing is expected in the SB direction in the PM peak hour with the queue extending over 800m to the north (backing up past Westbrooke Road). Eastbound queuing is expected to increase in the PM peak hour, extending over 150m to the west (approaching the Lansdowne Avenue intersection).

For Option 2, it would be recommended to include construction of the dedicated westbound right-turn with the initial construction; while the dedicated northbound right-turn lane could be added at a later time if / when needed. The “Analysis” section below presents two options for the timing of construction.

Due to the constrained right-of-way at the intersection, a roundabout at Womacks Road and Broadway Avenue is expected to be similar in size to the Lantern Street and Liberty Avenue roundabout located in

Gasoline Alley (by Galaxy Cinemas) with a fully mountable central island to allow for truck, coach bus, and other larger vehicles turning movements.

Benefits:

- Sightline concerns would be addressed through detailed design and construction of the roundabout. Vehicles slow down and yield to traffic already within a roundabout, which will also help alleviate the public concerns relating to the sightlines with Womack Road currently having free-flowing traffic.
- Roundabouts have proven benefits compared to other types of intersections (including traffic signals) including – increased safety with reduced conflict points, promoting lower speeds and traffic calming, improved operational performance, environmental benefits (e.g. less idling), and lower operating costs.
- Comparable operational performance in the long-term compared to signalization (some movements operating within acceptable parameters, and some movements exceeding them).
- Reduced westbound queues with the westbound right-turn lane, compared to the signalized option.

Risks / Disadvantages:

- Capital cost for construction of the roundabout, including the westbound right-turn lane, is estimated to be \$1,400,000.
- Both the single-lane and expanded roundabout options fit within the existing road right-of-way. However, with the addition of the westbound right-turn lane backsloping onto private property or a retaining wall will be needed in the northeast corner of the intersection.
- This would be Blackfalds' first roundabout. While many drivers may be familiar with their operation from other municipalities, including Lacombe and Red Deer, and with the Highway 2A and Highway 597 roundabout that has been in operation since the summer of 2015, some drivers may not be familiar with their operation. It is recommended to plan public information and/or engagement events leading up to the opening of the roundabout, should it be the selected option.

Option 3 – Signalization

Describe the Option 3 situation/changes:

Analysis for a signalized intersection was carried out for the Womacks Road and Broadway Avenue intersection based on current (2024) traffic volumes and at the 16,500 and 22,500 future population horizons.

For the 2024 analysis, the intersection included a single shared approach lane in all directions. For the 16,500 and 22,500 population horizons, the analysis included a dedicated westbound right-turn lane and dedicated southbound left-turn lane; all other movements are shared approach lanes.

A high-level summary of the analysis results is as follows:

- **2024** – all movements experience minimal delays and queueing in both the AM and PM peak hours. All movements are shown to operate at a LOS-A or LOS-B. The westbound queueing is not expected to exceed the distance (approximately 85m) between the intersection and the CPOK rail line.
- **16,500 population horizon** – all movements expected to experience moderate delays in the AM and PM peak hours, with most movements operating at a LOS-A to LOS-C. The westbound queueing is expected to extend up to 97m to the east (backing up as far as Grigg Way), exceeding the available distance between the intersection and the CPOK rail line.

- **22,500 population horizon** – even with a dedicated southbound left-turn lane, the southbound left-turn movements is expected to exceed the typically acceptable LOS (max LOS-F) in the PM peak hour. The westbound queueing is expected to extend up to 105m to the east (backing up as far as Grigg Way), exceeding the available distance between the intersection and the CPCK rail line. Significant queueing is also expected in the SB direction with the queue extending over 300m to the north in the PM peak hour (backing up past the mobile home park access). Eastbound queueing is expected to increase in the PM peak hour, extending over 100m to the west (extending to the Broadway Village access).

Benefits:

- Lower capital cost compared to construction of a roundabout (comparative cost savings of \$650,000 - \$900,000).

Risks / Disadvantages:

- Capital cost expected to be \$500,000 - \$750,000, not including any required land purchase.
- Additional land requirements to be confirmed based on detailed design – in particular for the ultimate Womacks Road (east of Broadway Avenue) configuration, which includes a trail along the north side of the roadway.
- Comparable operational performance in the long-term compared to signalization (some movements operating within acceptable parameters, and some movements exceeding them). However, with signals the westbound queue is expected to exceed the distance between the intersection and the CPCK rail crossing.
- Higher operational costs (compared to roundabout option) to power and maintain traffic signal hardware.
- Design will need to account for shielding lights, where possible, to minimize impacts to adjacent residential properties.
- Would include a skewed north/south movement with introduction of the southbound left-turn lane.

Option 4 – Northwest Corner Bulb

Describe the Option 4 situation/changes:

While the existing configuration of Womacks Road and Broadway Avenue have been confirmed to meet the minimum sightline requirements set by the Transportation Association of Canada (TAC) based on the posted speed limits for eastbound and westbound traffic, there have been concerns raised regarding sightlines for southbound vehicles turning onto or crossing Womacks Road. The sightlines can be improved by constructing a bulb on the northwest corner of the intersection, which will allow the stop bar to be moved approximately 1.1m to the south. Shifting the stop bar will increase sightlines for southbound drivers.

Construction of the bulb would also improve the visibility and sightlines for pedestrians and shorten the crossing distance across Womacks Road.

Benefits:

- Improves sightlines for southbound drivers turning onto or crossing Womacks Road.
- Improves visibility of and sightlines for pedestrians crossing Womacks Road, as well as shortens the crossing distance.
- Lower initial capital costs for improvements (estimated to be \$66,000).
- No additional land requirements.

Risks / Disadvantages:

- Does not address increasing delays as traffic volumes increase at the intersection. Additional improvements (e.g. roundabout or signalization) would still be required in the future (prior to the 16,500 population horizon).
- Larger vehicles, including vehicles with longer trailers, would possibly cross the centerline on the north leg of the intersection. This would be refined / confirmed during detailed design if this option is selected.

ANALYSIS

Some non-financial resources (staff time) will be needed to provide project management for the design and construction phases of the intersection improvements. Additional staff time will be needed if Option 2 is selected to provide public information / engagement regarding how to drive through roundabouts. This work can be completed with existing staff resources.

The financial resources needed for each of the options is summarized below (*revised as of November 20 with Stantec's updated OPC – Schedule 2; the remaining costs presented in their memo remain unchanged*):

- Option 1 (Status Quo) – no financial resources required
- Option 2A (roundabout with WB right-turn lane, based on Schedules 2 & 2B in Stantec's OPC) – 2025 design - \$425,000 / 2026 construction - \$975,000
 - Franchise utility coordination would be included in 2025 work.
 - Public information / engagement is recommended if Option 2 is selected.
 - Optional NB right-turn lane – additional \$200,000
- Option 2B (roundabout with WB right-turn lane) – 2025 design & construction - \$1,400,000
- Option 3 (signalization) – \$500,000 to \$750,000
 - This does not include land requirements, which will be confirmed through detailed design.
- Option 4 (NW bulb) – \$66,000

RECOMMENDATION

It is recommended to move forward with **Option 2B** – detailed design and construction of a roundabout, including westbound right-turn lane, at the intersection of Womacks Road and Broadway Avenue with design and construction in 2024/2025. The 2025 work would also include franchise utility coordination.

Proceeding with a roundabout at the intersection is for the following reasons:

- Increased safety for all users with a reduced number of conflict points compared to a signalized intersection;
- Reduced queuing through the 16.5K population horizon, in particular for westbound traffic (to avoid traffic queuing back past the CPOK rail crossing);
- Improved sightlines for drivers, as they would need to look for vehicles already in the roundabout rather than looking further east and west down Womacks Road for a gap in traffic;
- Lower operational costs (e.g. no power needed); and
- Lower delays for vehicles and lower emissions from less idling, in particular during off-peak traffic (e.g. won't need to wait for the light to turn green to go if no traffic is approaching).

Depending on the outcome related to the Eagle Builders Centre parking expansion, the scope of improvements at Womacks Road and Broadway Avenue will be adjusted if / as necessary (e.g. related to additional sidewalks or pedestrian crossings that may be needed depending on the location of the parking expansion).

HOW WILL WE DETERMINE SUCCESS OF THIS INITIATIVE?

Completion of the intersection improvements at the intersection of Womacks Road and Broadway Avenue that improves safety for roadway users – both drivers and pedestrians – and improves the flow of traffic during peak hours and events hosted at the Eagle Builders Centre.

SUGGESTED SCHEDULE FOR IMPLEMENTING THE RECOMMENDATION

Option 2A – 2025 Design / 2026 Construction:

Confirm Scope of Improvements – Fall 2024
Initiate Detailed Design – January 2025
Initiate Discussions with Franchise Utilities – Spring 2024
Detailed Design Complete – September 2025
Project out to Tender – November 2025
Construction Award – January 2026
Construction Start – Spring/Summer 2026
Construction Complete – August 2026

Option 2B – 2024/25 Design & Construction:

Confirm Scope of Improvements – Fall 2024
Start Preliminary Land Negotiations (based on conceptual design) – Fall 2024
Initial Discussions with Franchise Utilities (based on conceptual design) – Fall 2024
Initiate Detailed Design – Fall 2024
Detailed Design Complete – Early to mid-March 2025
Project out to Tender – End of March / Early April 2025
Construction Award – End of April 2025
Construction Start – July 2025
Construction Complete – August 2025

PROJECT BUDGET & CASH FLOW

Additional Funds to be requested as part of the 2024/25 capital budget approval outside of the current 5 year plan, but inside the recommended TMP horizon for 12,000 population.

ALIGNMENT WITH STRATEGIC PLAN & OTHER MAJOR PLANNING DOCUMENTS

The Town’s 2024 – 2026 Mid-Term Strategic Plan lists “(investing) in the safety of our residents through pedestrian safety and advocacy for highway improvements” as one of the top priorities, further noting that the Town will “consider pedestrians first and focus on safe pedestrian crossing throughout the town.”

Intersection improvements at Womacks Road and Broadway Avenue will not only improve safety for drivers, but also for pedestrians. In particular, roundabouts are proven to have many safety benefits for pedestrians including less conflict points with vehicles (e.g. traffic approaches from one direction at a time) slower speeds, and (depending on the design) shorter crossing distances.

The 2015 Transportation Master Plan recommended signalization of the Womacks Road and Broadway Avenue intersection by the 12,000 population horizon. It is noted that at the time the Master Plan was completed, roundabouts were just starting to become a focus of road agencies when looking at intersection improvements and so roundabout were not considered as part of that study.

COLLABORATION WITH OTHER TOWN DEPARTMENTS

TOWN WORK UNIT	THEIR ROLE IN THE PROJECT	TIMELINE FOR THEIR INVOLVEMENT	WHO DO YOU PLAN TO SPEAK TO ABOUT THEIR INVOLVEMENT?
Marketing & Communications	Public information / engagement lead	Spring / Summer 2026	TBD
CAO	Landowner negotiations	Winter 2025 – Spring 2026	TBD
Project, Events & EBC Department	Detour planning input before & during construction	Winter 2025 – Fall 2026	TBD
Emergency Management & Protective Services	Detour planning input before & during construction	Winter 2025 – Fall 2026	TBD

ATTACHMENTS

- “Womacks Road and Broadway Avenue Intersection Assessment – Technical Memo” (Stantec, October 15, 2024)
- Updated OPC Schedule 2

BUSINESS CASE APPROVALS

PROJECT SPONSOR (PRINT NAME): Preston Weran	PROJECT LEAD (PRINT NAME): Niki Burkinshaw
Project Sponsor (Signature):	Project Lead (Signature):
Date: November 20, 2024	Date: November 20, 2024

Town of Blackfalds - Womacks Road and Broadway Avenue Intersection Assessment Schedule 2 - Single Lane Roundabout Concept

Item	Item of Work	Unit	Estimated Quantity	Unit Price	Total
Part 1: General Requirements					
1.1	Mobilization and Demobilization	L.S.	1	\$39,000.00	\$39,000.00
1.2	Traffic Accommodation Strategy and Detour Road	L.S.	1	\$175,000.00	\$175,000.00
1.3	Hydrovac (Provisional)	P.C.S	1	\$35,000.00	\$35,000.00
Subtotal Part 1:					\$249,000.00
Part 2: Site Work, Demolition, and Removals					
2.1	Sawcut, Remove, and Dispose Existing Asphalt	sq. m	1,866	\$5.00	\$9,330.00
2.2	Asphalt Concrete Pavement Milling - 50mm Depth	sq. m	100	\$10.00	\$1,000.00
2.3	Sawcut, Remove, and Dispose Existing Curb and Gutter and/or Pinned Curb including granular base	lin. m	160	\$20.00	\$3,200.00
2.4	Sawcut, Remove, and Dispose of Existing Concrete Sidewalk/Monowalk/Apron including granular base	sq. m	330	\$10.00	\$3,300.00
2.5	Remove and Dispose Existing Storm Sewer Catch Basin	each	2	\$500.00	\$1,000.00
Subtotal Part 2:					\$17,830.00
Part 3: Storm Sewer					
3.1	Catch Basin Lead - Trench excavation, pipe supply and install, bedding, backfill and compaction 250mm Pipe	lin. m	20	\$370.00	\$7,400.00
3.2	Supply and Install Catch Basin	each	2	\$5,000.00	\$10,000.00
3.3	Replace unsuitable material and replace with 40 mm screened rock backfill material (provisional)	cu. m	2	\$60.00	\$120.00
3.4	Adjust Storm Manhole/Catch Basin Manhole RIM Elevation including remove and drop existing barrels, and grade ring adjustments	each	1	\$465.00	\$465.00
Subtotal Part 3:					\$17,985.00
Part 4: Sanitary Sewer					
4.1	Adjust Sanitary Manhole Rim Elevation including remove and drop existing barrels, and grade ring adjustments	each	2	\$475.00	\$950.00
Subtotal Part 4:					\$950.00
Part 5: Water Main					
5.1	Adjust Water Valve Rim Elevation including valve box replacement and rod adjustment	each	1	\$800.00	\$800.00
Subtotal Part 5:					\$800.00
Part 6: Concrete Work					
6.1	250mm Standard, Reversed, Depressed, Reinforced Curb & Gutter excluding granular base	lin. m	305	\$180.00	\$54,900.00
6.2	1.5m Separate Concrete Sidewalk including granular base	lin. m	55	\$200.00	\$11,000.00
6.3	Monolithic Concrete Sidewalk, width varies up to 3.8m excluding granular base	lin. m	85	\$350.00	\$29,750.00
6.4	Curb Ramps including granular base (Paraplegic)	each	4	\$1,100.00	\$4,400.00
6.5	Reinforced Concrete Median Cap excluding granular base	sq. m	240	\$180.00	\$43,200.00

Town of Blackfalds - Womacks Road and Broadway Avenue Intersection Assessment Schedule 2 - Single Lane Roundabout Concept

Item	Item of Work	Unit	Estimated Quantity	Unit Price	Total
6.6	Reinforced Concrete Apron, 150mm Depth with 15M Reinforcement	sq. m	45	\$500.00	\$22,500.00
Subtotal Part 6:					\$165,750.00
Part 7: Roadway Excavation, Subgrade, Sub Base and Base Preparation					
7.1	Waste Excavation and Dispose Off-Site (Provisional)	cu. m	1,255	\$20.00	\$25,100.00
7.2	Woven Geotextile	sq. m	2,280	\$3.00	\$6,840.00
7.3	Des. 2 Class 25 Granular Base, 200mm depth	sq.m	2,280	\$11.00	\$25,080.00
7.4	75mm Minus Granular Subbase, 350mm Depth	sq. m	2,280	\$16.00	\$36,480.00
Subtotal Part 7:					\$93,500.00
Part 8: Asphaltic Concrete Paving					
8.1	Asphalt Top/Overlay Lift, 50mm Type 5b.(3)	sq. m	1,680	\$15.00	\$25,200.00
8.2	Asphalt Bottom Lift, 75mm Type 5b.(2)	sq. m	1,580	\$20.00	\$31,600.00
8.3	Asphalt Trail, 75mm Type 5b(1), 3.00m wide including granular base	lin. m	35	\$175.00	\$6,125.00
Subtotal Part 8:					\$62,925.00
Part 9: Pavement Markings and Signage					
9.1	Painted Pavement Markings	L.S.	1	\$10,000.00	\$10,000.00
9.2	Signage	L.S.	1	\$10,000.00	\$10,000.00
Subtotal Part 9:					\$20,000.00
Part 10: Landscaping and Fine Grading					
10.1	Landscaping and Fine Grading	L.S.	1	\$10,000.00	\$10,000.00
Subtotal Part 10:					\$10,000.00

Town of Blackfalds - Womacks Road and Broadway Avenue Intersection Assessment

Schedule 2 - Single Lane Roundabout Concept

Item	Item of Work	Unit	Estimated Quantity	Unit Price	Total
Schedule 2 - Single Lane Roundabout Concept Summary					
	Part 1: General Requirements				\$249,000.00
	Part 2: Site Work, Demolition, and Removals				\$17,830.00
	Part 3: Storm Sewer				\$17,985.00
	Part 4: Sanitary Sewer				\$950.00
	Part 5: Water Main				\$800.00
	Part 6: Concrete Work				\$165,750.00
	Part 7: Roadway Excavation, Subgrade, Sub Base and Base Preparation				\$93,500.00
	Part 8: Asphaltic Concrete Paving				\$62,925.00
	Part 9: Pavement Markings and Signage				\$20,000.00
	Part 10: Landscaping and Fine Grading				\$10,000.00
	SUBTOTAL				\$638,740.00
	CONTINGENCY			20%	\$127,748.00
	SUBTOTAL INCL. CONTINGENCY				\$766,488.00
Additional Work Outside Construction Contract					
	Professional Services (Engineering) (Rounded to nearest \$1,000)			15%	\$ 115,000.00
	Shallow Utility Streetlights - Estimate Only				\$ 150,000.00
	Shallow Utility Relocations - Estimate Only				\$ 80,000.00
	ESTIMATED CONSTRUCTION CONTRACT PLUS ADDITIONAL WORK				\$ 1,111,488.00

MEETING DATE: November 26, 2024

PREPARED BY: Niki Burkinshaw, Municipal Engineer

PRESENTED BY: Preston Weran, Director of Infrastructure and Planning Services

SUBJECT: **4409 South Street Excavation Project Request and Award**

BACKGROUND

Bylaw 1307.24, which received Second Reading on August 27, 2024, proposes to amend Land Use Bylaw 1268/22 (LUB) to bring in a new Direct Control District #5 specific to 4409 South Street and redistrict the property to Direct Control District #5 (DC-5) from the current Commercial Highway District (C-2). The proposed DC-5 District is intended to accommodate several apartment style buildings and associated parking on site with a potential future daycare and amenity building.

To support the redistricting, and as discussed in the August 27 Council Meeting, further environmental assessment was required to confirm the suitability of the site for future residential development.

DISCUSSION:

The environmental assessment for 4409 South Street identified approximately 3,000 cubic metres of soil exceeding the regulatory limits for salt contamination. As part of the land sale agreement for the property, the Town is responsible for turning over the site to the purchaser in a manner that is suitable for residential development and associated rezoning. As such, the contaminated material needs to be removed and disposed of. The cost for this removal will be funded by the revenue generated by the sale of this land. The land sale agreement has been extended to allow this work to happen over the remainder of 2024 and into the first quarter of 2025.

There is a potential that we may encounter the need to remove more material than anticipated; the tender included a provisional item of an additional 3000 cubic metres at a cost of \$195,000 if testing determines more materials are needed to be removed. This provisional item is NOT included in the tender award below. However, we did include a project contingency of 10% along with the tender contingency of 10% which may be used to fund approximately 50% of these provisional costs. If it is found that more material needs to be removed, Administration will come back to Council for a revision to the capital budget in the new year.

A tender for completing the excavation and disposal of the contaminated soil was posted on the Alberta Purchasing Connection (APC) website and provided to the Red Deer Construction Association (RDCA) on October 28, 2024, and closed on November 12, 2024, at 2:00 pm. We received eleven (11) bids for the project, two of which did not submit compliant bids.

Mathematical errors were found in the unit price schedule submitted by Ongrade Enterprises Ltd. and Precision Gradall Ltd. but those did not affect the results. Endix Industrial Trucking Services Inc. and Ongrade Enterprises Ltd. did not submit compliant bids. The 11 bids are summarized below, all including 10% contingency and excluding G.S.T.

Contractor	TOTAL (Includes contingency and excludes GST)	TOTAL (Includes contingency and GST)
CBO Earthworks	\$467,335.00	\$ 490,701.75
Central City Asphalt Ltd.	\$763,950.00	\$ 802,147.50
Endix Industrial Trucking Services Inc.	\$704,880.00	\$ 740,124.00
Ironclad Earthworks Ltd.	\$917,968.70	\$ 963,867.14
Norelco Contractors Ltd.	\$788,222.44	\$ 827,633.56
Northside Construction Partnership	\$1,050,720.00	\$ 1,103,256.00
Ongrade Enterprises Inc.	\$475,695.00	\$ 499,479.75
Pidherney's Inc.	\$512,881.60	\$ 538,525.68
Precision Gradall Ltd.	\$868,634.25	\$ 912,065.96
TerraPro Ltd.	\$673,997.92	\$ 707,697.81
Waiward Construction Management Inc.	\$702,185.00	\$ 737,294.25

As shown above and in the attached Tender Review letter (Stantec Consulting Ltd., November 13, 2024), CBO Earthworks is the low bidder. Through Stantec’s introductory call to CBO Earthworks, it was learned that DB Bobcat was recently acquired by CBO Earthworks, and this project will be led by former DB Bobcat personnel, who successfully completed Phase 1 of the East Area Stormwater Management project as well as Phase 1 of the Leung Road and Duncan Avenue project.

The tender award before Council does not include the consulting and contract administration for this work or the additional geotechnical inspection and testing that is required to accompany the work, both of which fall under this capital project expense. Based on the effort and anticipated timeline of 2-3 weeks for construction, the known and estimated costs are further detailed in the table below.

2024 Capital Budget and Expenses (excluding GST)		
4409 South Street Excavation	\$467,335.00	Actual
Excavation Inspection and Testing	\$23,950.00	Estimated
Excavation Consulting & Contract Admin	\$5,931.36	Estimated
Project Subtotal	\$497,216.36	
10% Project Contingency	\$49,721.64	provisional material removal
Expenses Total	\$546,938.00	
To be recovered from land sale revenue	-\$546,938.00	
2024 Budget Approved	\$0.00	

FINANCIAL IMPLICATIONS

Based on our estimate for the total project costs as outlined above, the unbudgeted work will cost \$546,938.00 including the excavation contract, inspection and testing, consulting and contract administration. This project total above excludes approximately \$85,000 for the costs related Phase 1, 2a and b ESAs and subsequent subsoil salinity tool and assessment reports previously completed

to determine this contamination as part of the land sale agreement requirements. If approved, the extra funds will be drawn out of General Capital reserves and recovered through the land sale revenue.

ADMINISTRATIVE RECOMMENDATION

That Council consider the following motions:

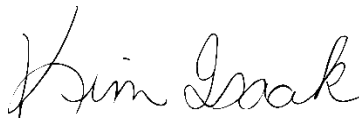
1. That Council move forward with the 4409 South Street Excavation Project and allocate \$546,938.00 to this project as part of the 2024 Capital Budget.
2. That Council award the 4409 South Street Excavation work to CBO Earthworks for \$497,216.36, excluding GST.

ALTERNATIVES:

- a) That Council refer 4409 South Street Excavation Project Request and Award back to Administration for more information.

ATTACHMENTS:

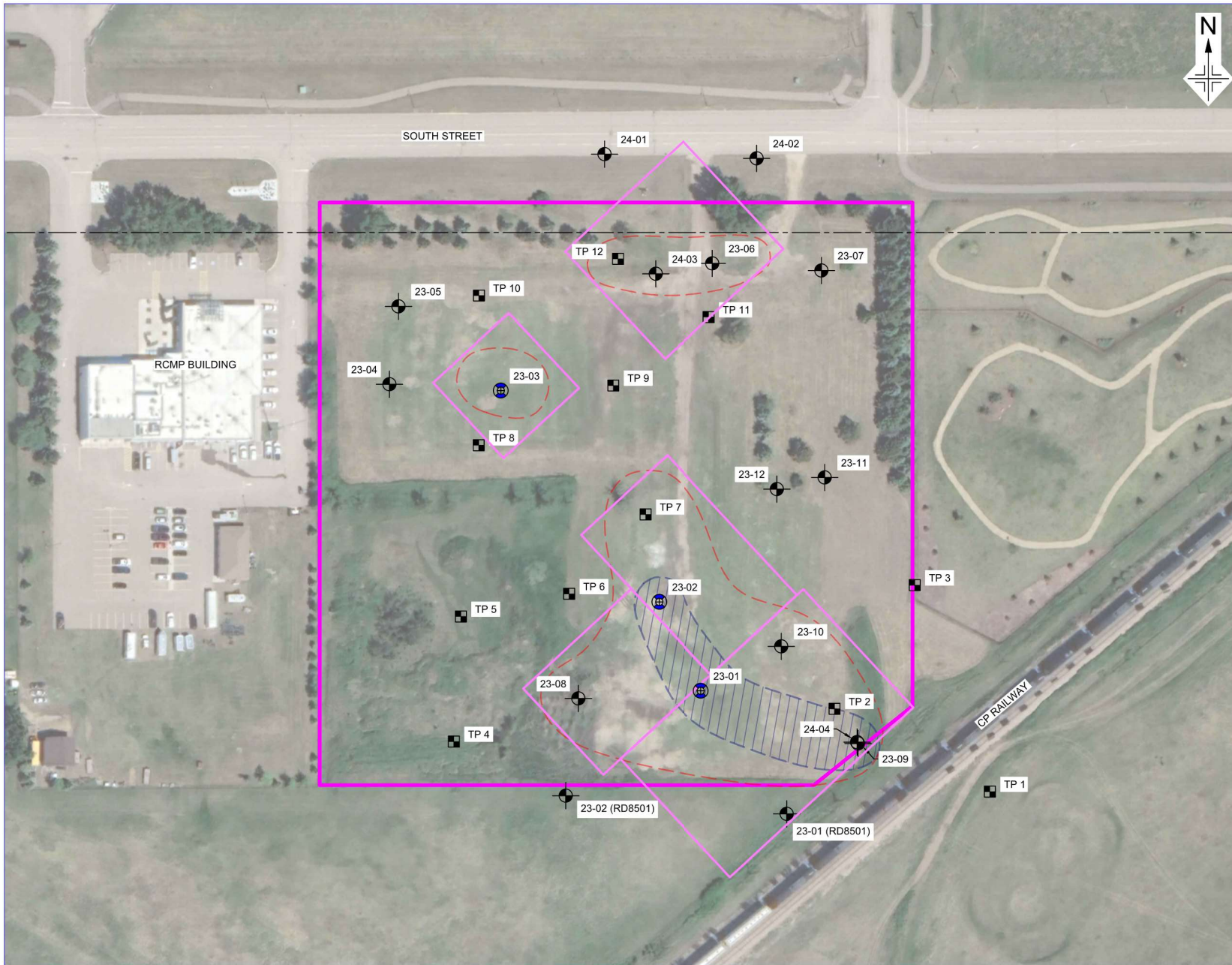
- *Tender Drawing*
- *Tender Review Letter*

APPROVALS

Kim Isaak,
Chief Administrative Officer



Department Director/Author



- NOTES:
1. AERIAL PHOTOGRAPH OBTAINED FROM GOOGLE EARTH, DATED APRIL 29, 2023.
 2. ALL TEST PIT, BOREHOLE AND MONITORING WELL LOCATIONS ARE APPROXIMATE.
 3. NOT TO BE USED FOR DESIGN OR CONSTRUCTION PURPOSES.

- LEGEND:
- ▭ SUBJECT PROPERTY
 - ATCO HP LINE
 - - - SUBSOIL CHLORIDE > 100mg/kg DELINEATION
 - ▭ SST SUB AREA DELINEATION
 - ▨ PROPOSED EXCAVATION AREA
 - ⊕ PARKLANDGEO MONITORING WELL
 - ⊗ PARKLANDGEO BOREHOLE
 - ⊠ PARKLANDGEO TEST PIT

SCALE: 0 12.5 25 50
SCALE (metres): 1:1250



CLIENT:
TOWN OF BLACKFALDS

APPROXIMATE AREA OF IMPACTED SOIL

SST ASSESSMENT - FORMER SNOW STORAGE SITE
4409 SOUTH STREET, TOWN OF BLACKFALDS, ALBERTA

DRAWN: JW	CHKD.: UN	DATE: SEPTEMBER 2024
PROJECT NO. 2405753RD	REV. NO. 0	FIGURE NO. 6



November 13, 2024
File: 1101700040

Attention: Niki Burkinshaw, Municipal Engineer
Town of Blackfalds
5018 Waghorn Street
Blackfalds, AB T0M 0J0

Dear Niki,

Reference: Blackfalds 4409 South Street Excavation – Tender Review

The above-mentioned tender for the Town of Blackfalds was received by Stantec in Red Deer on Thursday, November 12, 2024. We completed a review of the eleven (11) submitted tender submissions to ensure that the tender requirements have been met and to confirm correctness of the unit price schedules. Mathematical errors were found in the unit price schedule submitted by Ongrade Enterprises Ltd., and Precision Gradall Ltd. but those did not affect the results. Endix Industrial trucking Services Inc. and Ongrade Enterprises Ltd. did not submit a compliant bid.

The total tender results have been summarized in the following table (includes contingency and GST):

Contractor	TOTAL
CBO Earthworks	\$ 490,701.75
Central City Asphalt Ltd.	\$ 802,147.50
Endix Industrial Trucking Services Inc.	\$ 740,124.00
Ironclad Earthworks Ltd.	\$ 963,867.14
Norellco Contractors Ltd.	\$ 827,633.56
Northside Construction Partnership	\$ 1,103,256.00
Ongrade Enterprises Inc.	\$ 499,479.75
Pidherney's Inc.	\$ 538,525.68
Precision Gradall Ltd.	\$ 912,065.96
TerraPro Ltd.	\$ 707,697.81
Waiward Construction Management Inc.	\$ 737,294.25

A complete summary of the tendered results is attached for your information and record. The mathematical errors and incomplete bid items are highlighted in the comparison. CBO Earthworks was the lowest bidder with an amount of \$490,701.75 (GST & Contingency included).

Reference: **Blackfalds 4409 South Street Excavation – Tender Review**

CBO Earthworks has provided a list of subcontractors to complete select items of work within the contract which are provided below.

Subcontractor	Item of Work
Mukluk Oilfield Services Ltd.	Rigmats and Install

I have not personally worked with CBO Earthworks. However, Stantec and CBO Earthworks had a call to make introductions and discuss the schedule and risks. Through that call, we learned that DB Bobcat was recently acquired by CBO Earthworks and this project will be led by former DB Bobcat personnel, who successfully completed Phase 1 of the East Area Stormwater Management Project as well as Phase 1 of the Leung Road and Duncan Avenue project. As part of the call, they indicated that their start date is flexible, but wanted to highlight that one risk of a delayed start is the potential need for additional costs to rip frost if the start is delayed too much. We believe that potential frost ripping costs would be a suitable use of the contingency allowance if it is required.

Overall, we recognize CBO Earthworks as a contractor capable of completing this project. Following your approval of the contractor, Stantec will Issue a Notice of Award and prepare the contracts for execution.

Please contact me should you have any questions or concerns.

Sincerely,

Stantec Consulting Ltd.



Brad Vander Heyden P.Eng.
Senior Associate, Project Manager
Phone: 403-356-3309
brad.vanderheyden@stantec.com

Attachment: **Blackfalds 4409 South Street Excavation – Tender Comparison**

c. Joe Ireland, Amanda Myers

TOWN OF BLACKFALDS
4409 SOUTH STREET EXCAVATION

TENDER COMPARISON

Town of Blackfalds
4409 South Street Excavation

TENDER COMPARISON
Project Number: 110170040

Date: 11/13/2024

	CBO Earthworks	Central City Asphalt Ltd.	Endix Industrial Trucking Services Inc.	Ironclad Earthworks Ltd.	Norelco Contractors Ltd.	Northside Construction Partnership	Ongrade Enterprises Inc.	Pidherney's Inc.	Precision Gradall Ltd.	TerraPro Ltd.	Waiward Construction Management Inc.
Summary of Schedules											
Schedule of Prices	\$ 424,850.00	\$ 694,500.00	\$ 640,800.00	\$ 834,517.00	\$ 716,565.85	\$ 955,200.00	\$ 432,450.00	\$ 466,256.00	\$ 789,667.50	\$ 612,725.38	\$ 638,350.00
SUBTOTAL	\$ 424,850.00	\$ 694,500.00	\$ 640,800.00	\$ 834,517.00	\$ 716,565.85	\$ 955,200.00	\$ 432,450.00	\$ 466,256.00	\$ 789,667.50	\$ 612,725.38	\$ 638,350.00
Contingency 10%	\$ 42,485.00	\$ 69,450.00	\$ 64,080.00	\$ 83,451.70	\$ 71,656.59	\$ 95,520.00	\$ 43,245.00	\$ 46,625.60	\$ 78,966.75	\$ 61,272.54	\$ 63,835.00
SUBTOTAL	\$ 467,335.00	\$ 763,950.00	\$ 704,880.00	\$ 917,968.70	\$ 788,222.44	\$ 1,050,720.00	\$ 475,695.00	\$ 512,881.60	\$ 868,634.25	\$ 673,997.92	\$ 702,185.00
GST (5%)	\$ 23,366.75	\$ 38,197.50	\$ 35,244.00	\$ 45,898.44	\$ 39,411.12	\$ 52,536.00	\$ 23,784.75	\$ 25,644.08	\$ 43,431.71	\$ 33,699.90	\$ 35,109.25
TOTAL	\$ 490,701.75	\$ 802,147.50	\$ 740,124.00	\$ 963,867.14	\$ 827,633.56	\$ 1,103,256.00	\$ 499,479.75	\$ 538,525.68	\$ 912,065.96	\$ 707,697.81	\$ 737,294.25

Denotes mathematical error or other numerical issue.

MEETING DATE: November 26, 2024

PREPARED BY: Darolee Bouteiller, Finance Manager

PRESENTED BY: Justin de Bresser, Director of Corporate Services

SUBJECT: **2025 Capital Budget & 5-Year Capital Plan**

BACKGROUND

The 2025 Capital Budget has been prepared for review and approval. Over the past few months, the Town has developed the 2025 Capital budget and five year Capital Plan. The Town hosted a Budget Workshop on November 1st and 2nd for an in-depth discussion with Council and Administration. Capital adjustments were made based on the discussions at the budget workshop.

DISCUSSION

The 2025 Capital Budget includes new budgeted dollars to complete the plan. The Capital Budget differs from the Operational Budget as the majority of the funding comes from 2 non-tax supported sources. These sources include Provincial and Federal Grants and Town Reserves. No new debenture borrowing has been identified for 2025. Decisions regarding individual projects should not influence future tax rates.

Appendix A identifies the projects needed and the funding source, whereas Appendix B lists the project information and justification. Administration has carried through the projects identified in the 5-Year Capital Plan as well as additional projects to accommodate changes in operational demands.

The 2025 Capital plan is set to be \$5,122,000 funded by reserves and Grants. Some of these plans will carry on into 2026 and beyond. Please reference appendix B for details of each project.

Overview of Key Project Initiatives for 2025

1. North West Storm – Engineered Structure - Network

The North West Storm project will continue in 2025 with additional budget of \$2.5M. Funded by Grants and Offsite Levies, the additional funds are necessary to support the final construction of the system in early 2025. This area supports the proposed new catholic elementary school at Aspen Lakes West and residential housing developments in the Aurora Heights Community.

2. Roundabout at Broadway & Womacks – Engineered Structure - Network

Intersection upgrades at the intersection of Broadway and Womacks are necessary to support increasing traffic flow from Town growth in the west side, public concerns about east and west sightlines, and difficulty getting onto Womacks Road from Broadway Ave. and the EBC parking lot during events. The project includes detailed design, tendering and construction of a roundabout with westbound right – turn lane. The project will cost \$1.4 M and is expected to be completed in 2025.

3. Equipment and Vehicles

Various pieces of equipment have been scheduled to be replaced or upgraded. Replacements are necessary as equipment is nearing end of life or becomes non-compatible and less efficient. New equipment also supports service levels from town growth. Nine projects are funded from General reserves, at a cost of \$616,000. Vehicles planned for 2025 are the Brush Truck \$175,000 and Bobcat Articulated Loader \$80,000.

4. Facility and Land Improvements

This functional area of capital consists of several projects for improvements to existing infrastructure ranging from \$15,000 - 60,000. Abbey Centre improvements have been added to improve and maintain the facility are funded by Abbey Reserves and grants from the County of Lacombe. A new location for Town Snow Storage facility needs to be acquired and constructed and the Food Bank building roof repair is planned in 2025, as well as the initial planning phase for the Cemetery.

5-Year Capital Plan

Each year, legislation requires a Municipality to develop long-term capital plans. The 5-Year Capital Plan, highlights projects that will assist with current community needs and the sustainability of the Town Infrastructure. Displayed by functional area to help tie the 5-year Capital Plan to the Asset Management Strategy, the document will clearly identify what is expected to be built, replaced, or maintained over the next 5 years. The Plan has changed from year to year and is dependent on community needs and available funding sources.

Appendix C highlights the 5-year capital plan. Beginning with the summary of projects listed by major category for each year with anticipated costs and funding sources available for the projects. The last page also includes items that currently are unfunded. This section is to acknowledge the importance of the project having a need in the future. But also, recognizes that there currently is not a dedicated funding source. A long term plan can evolve and change through time, these items may be pushed ahead, dropped or changed to suit the needs of the Town.

Projects Changes**1. Water Reservoir Expansion – Engineered Structure**

Administration recommended moving the Broadway Reservoir Expansion forward to commence in 2024/25. Approval for this project was given at the November 12th, 2024 council meeting. Since then the grant application has been drafted. The cost of this project is \$ 6.8 Million, which will be funded between off-site levies and a cost share agreement with the County of Lacombe.

Improvement in the water reservoirs will increase capacity and support new developments within the Town and within Aspelund Industrial Park. Water reservoirs are vital for maintaining water services and firefighting volumes.

2. Whistle Cessation

At the November 18th, 2024, Standing Committee of Council, the Committee gave the direction to suspend work on this capital project. Administration has taken the project out of the 2025 Capital Budget. The project can be re-introduced at a later date if Council so chooses.

FINANCIAL IMPLICATIONS

The following funding sources will be used for the 2025 Capital Budget:

Grants – CCBF	\$ 1,500,000
Grants – LGFF	\$ 1,000,000
Grants – Lacombe County	\$ 17,100
Offsite Levies – Storm	\$ 1,000,000
Reserve – Abbey Centre	\$ 96,900
General Capital Reserve	\$ 879,000
Reserve – IT	\$ 29,000
Reserve – Land & Buildings	\$ 540,000
Reserve – Fire	\$ 50,000
Reserve – Athletic Parks	\$ 10,000
Total	\$5,122,000

ADMINISTRATIVE RECOMMENDATION

That Council consider the following motions:

1. That Council move to approve the 2025 Capital Budget, as presented.
2. That Council accept the 5-Year Capital Plan, as information.

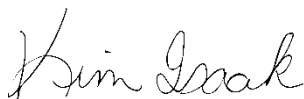
ALTERNATIVES:

- a) That Council refers 2025 Capital Budget & 5-Year Capital Plan back to Administration for further review.

ATTACHMENTS

- *Appendix A – 2025 Proposed Capital Budget*
- *Appendix B – 2025 Project Details*
- *Appendix C – 5-Year Capital Plan*

APPROVALS



Kim Isaak,
Chief Administrative Officer


Department Director/Author

2025 Capital Budget		
Project	Total Funding	Funding Source
Engineered Structure - Network		
North West Storm	2,500,000	Grants - CCBF, Offsite Levies - Storm Sewer
Roundabout at Broadway & Womacks	1,200,000	Grants - LGFF, Reserve - General Capital
Equipment		
AFRACS Radio Upgrades	30,000	Reserve - General Capital
Auto-scrubber - Walk behind	14,000	Reserve - General Capital
Radio Upgrades (CSD & PW)	70,000	Reserve - General Capital
SCBA Bottles Replacement	50,000	Reserve - Fire
Security Camera Upgrades	29,000	Reserve - IT
Snow Wing (CSD)	15,000	Reserve - General Capital
Toro Ground master 4WD 5910-D Mower (CSD)	220,000	Reserve - General Capital
Field House Curtain	12,000	Reserve - General Capital
Facility		
Abbey Centre Chemical Storage	14,000	Reserve - Abbey Centre , Grants - County
Abbey Centre Fire Panel	35,000	Reserve - Abbey Centre , Grants - County
Abbey Centre Front Desk	23,000	Reserve - Abbey Centre , Grants - County
Abbey Centre HVAC Software	30,000	Reserve - Abbey Centre , Grants - County
Food Bank Roof Repair	40,000	Reserve - Land & Buildings
Snow Storage Facility - Siting & Land purchase	500,000	Reserve - Land & Buildings
Land Improvements		
Cemetery Expansion - Initial Planning	15,000	Reserve - General Capital
Diamond 6 Fence Extension	10,000	Reserve - Athletic Parks
Football Field Upgrades	60,000	Reserve - General Capital
Vehicle		
Bobcat Articulated Loader	80,000	Reserve - General Capital
Brush Truck - 1 ton	175,000	Reserve - General Capital
5,122,000		

Project Scenario Summary

17-3702 - North West Storm

Project Number 17-3702 **Title** North West Storm
Asset Type - Engineered Structure - Network **Department** - 37-00 Storm Sewer

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-00-00-298 Def. Cap. Rev. - CCBF			1,500,000
4-00-00-299 Def. Cap. Rev. - LGFF	MSI Funding		-
4-00-00-760-Capital Project Roll	Roll Over Reserve		-
4-37-00-770-Off Site Levies - Storm	Offsite Levies		1,000,000
Total			2,500,000
Expenditure			
- Capital Expenses			
6-642 Current Year Expense			2,500,000
Total			2,500,000
Net Total			-

Project Scenario Summary

25-3259 - Roundabout at Broadway & Womacks

Project Number 25-3259 **Title** Roundabout at Broadway & Womacks
Asset Type - Engineered Structure - Network **Department** - 32-00 Streets

Description

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-00-00-299 Def. Cap. Rev. - LGFF			1,000,000
4-00-01-760-General Capital			200,000
Total			1,200,000
Expenditure			
- Capital Expenses			
6-642 Current Year Expense			1,200,000
Total			1,200,000
Net Total			-

Project Scenario Summary

25-2313 - AFRACS Radio Upgrades

Project Number 25-2313 **Title** AFRACS Radio Upgrades
Asset Type - Equipment **Department** - 23-00 Fire

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-00-01-760-General Capital			30,000
Total			<u>30,000</u>
Expenditure			
- Capital Expenses			
6-643 Current Year Expense			30,000
Total			<u>30,000</u>
Net Total			<u><u>-</u></u>

Project Scenario Summary

25-7281 - Auto-scrubber - walk behind (EBC)

Project Number 25-7281
Asset Type - Equipment
Title Auto-scrubber - walk behind (EBC)
Department - 72-07 Eagle Builders Centre

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-00-01-760-General Capital			14,000
Total			14,000
Expenditure			
- Capital Expenses			
6-646 Current Year Expense			14,000
Total			14,000
Net Total			-

Project Scenario Summary

25-3258 - Radio Upgrades (CSD & PW)

Project Number 25-3258 **Title** Radio Upgrades (CSD & PW)
Asset Type - Equipment **Department** - 32-00 Streets

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-00-01-760-General Capital			70,000
Total			<u>70,000</u>
Expenditure			
- Capital Expenses			
6-643 Current Year Expense			70,000
Total			<u>70,000</u>
Net Total			<u><u>-</u></u>

Project Scenario Summary

25-2312 - SCBA Bottles Replacement

Project Number 25-2312 **Title** SCBA Bottles Replacement
Asset Type - Equipment **Department** - 23-00 Fire

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	<u>GL Account Subtotals</u>	<u>2025 Budget</u>
Funding Source			
- Capital Revenue			
4-23-00-760-Fire			50,000
Total			<u>50,000</u>
Expenditure			
- Capital Expenses			
6-642 Current Year Expense			50,000
Total			<u>50,000</u>
Net Total			<u><u>-</u></u>

Project Scenario Summary

25-1211 - Security Camera Upgrades

Project Number 25-1211 **Title** Security Camera Upgrades
Asset Type - Equipment **Department** - 12-09 Information Systems

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	<u>GL Account Subtotals</u>	<u>2025 Budget</u>
Funding Source			
- Capital Revenue			
4-12-09-760-Information			29,000
Total			<u>29,000</u>
Expenditure			
- Capital Expenses			
6-642 Current Year Expense			29,000
Total			<u>29,000</u>
Net Total			<u><u>-</u></u>

Project Scenario Summary

25-7277 - Snow Wing (CSD)

Project Number 25-7277 **Title** Snow Wing (CSD)
Asset Type - Equipment **Department** - 72-04 Parks & Playgrounds

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-00-01-760-General Capital			15,000
Total			<u>15,000</u>
Expenditure			
- Capital Expenses			
6-642 Current Year Expense			15,000
Total			<u>15,000</u>
Net Total			<u><u>-</u></u>

Project Scenario Summary

25-7254 - Toro Ground master 4WD 5910-D Mower (CSD)

Project Number	25-7254	Title	Toro Ground master 4WD 5910-D Mower (CSD)
Asset Type	- Equipment	Department	- 72-04 Parks & Playgrounds

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	<u>GL Account Subtotals</u>	<u>2025 Budget</u>
Funding Source			
- Capital Revenue			
4-00-01-760-General Capital	General Capital	220,000	<u>220,000</u>
Total			<u>220,000</u>
Expenditure			
- Capital Expenses			
6-645 Current Year Expense		220,000	<u>220,000</u>
Total			<u>220,000</u>
Net Total			<u><u>-</u></u>

Project Scenario Summary

25-7284 - Field House Curtain

Project Number 25-7284 **Title** Field House Curtain
Asset Type - Equipment **Department** - 72-10 Abbey Centre

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-72-10-760-Abbey Centre			10,200
5-831-Other Local Government			1,800
Total			<u>12,000</u>
Expenditure			
- Capital Expenses			
6-643 Current Year Expense			12,000
Total			<u>12,000</u>
Net Total			<u><u>-</u></u>

Project Scenario Summary

25-7283 - Abbey Centre Chemical Storage

Project Number 25-7283
Asset Type - Facility

Title Abbey Centre Chemical Storage
Department - 72-10 Abbey Centre

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-72-10-760-Abbey Centre			11,900
5-831-Other Local Government			2,100
Total			14,000
Expenditure			
- Capital Expenses			
6-642 Current Year Expense			14,000
Total			14,000
Net Total			-

Project Scenario Summary

25-7285 - Abbey Centre Fire Panel

Project Number 25-7285 **Title** Abbey Centre Fire Panel
Asset Type - Facility **Department** - 72-10 Abbey Centre

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-72-10-760-Abbey Centre			29,750
5-831-Other Local Government			5,250
Total			<u>35,000</u>
Expenditure			
- Capital Expenses			
6-645 Current Year Expense			35,000
Total			<u>35,000</u>
Net Total			<u><u>-</u></u>

Project Scenario Summary

25-7282 - Abbey Centre Front Desk

Project Number 25-7282 **Title** Abbey Centre Front Desk
Asset Type - Facility **Department** - 72-10 Abbey Centre

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-72-10-760-Abbey Centre			19,550
5-831-Other Local Government			3,450
Total			23,000
Expenditure			
- Capital Expenses			
6-641 Current Year Expense			23,000
Total			23,000
Net Total			-

Project Scenario Summary

25-7286 - Abbey Centre HVAC Software

Project Number 25-7286 **Title** Abbey Centre HVAC Software
Asset Type - Facility **Department** - 72-10 Abbey Centre

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-72-10-760-Abbey Centre			25,500
5-831-Other Local Government			4,500
Total			30,000
Expenditure			
- Capital Expenses			
6-644 Current Year Expense			30,000
Total			30,000
Net Total			-

Project Scenario Summary

25-7280 - Food Bank Roof Repair

Project Number 25-7280 **Title** Food Bank Roof Repair
Asset Type - Facility **Department** - 72-12 Beyond Food Community Hub

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-68-00-760 - Land & Building			40,000
Total			<u>40,000</u>
Expenditure			
- Capital Expenses			
6-643 Current Year Expense			40,000
Total			<u>40,000</u>
Net Total			<u><u>-</u></u>

Project Scenario Summary

25-3257 - Snow Storage Facility

Project Number 25-3257 **Title** Snow Storage Facility
Asset Type - Facility **Department** - 32-00 Streets

Description An RFP was developed and released in 2024 requesting a qualified engineering firm to analyze the town's snow storage needs. Depending on the study's results, the administration will need funds to construct a permanent snow removal site.

Comments The sale of land to a developer on South Street has left the Town without a snow storage site. The budget allocated is an early-stage estimate and could involve material changes. The report is due later this year and will outline acquiring and constructing the snow site.

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-00-00-299 Def. Cap. Rev. - LGFF			-
4-68-00-760 - Land & Building	Siting & Land purchase		500,000
Total			500,000
Expenditure			
- Capital Expenses			
6-645 Current Year Expense			500,000
Total			500,000
Net Total			-

Project Scenario Summary

25-5602 - Cemetery Expansion - Initial Planning

Project Number 25-5602 **Title** Cemetery Expansion - Initial Planning
Asset Type - Land Improvements **Department** - 56-00 Cemetery

Description The Cemetery Expansion - Initial Planning project is aimed at assessing options for expanding the Town’s cemetery to meet the burial space demand. This project will focus on gathering required information in order to anticipate when an expansion will be required and assess potential options for meeting this timeline. As community needs evolve, it’s essential to plan ahead to ensure adequate space is available for future generations. The project outcome will be recommendations for addressing future burial space needs while considering community preferences and sustainability.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-00-01-760-General Capital			15,000
Total			15,000
Expenditure			
- Capital Expenses			
6-645 Current Year Expense			15,000
Total			15,000
Net Total			-

Project Scenario Summary

25-7279 - Diamond 6 Fence Extension

Project Number 25-7279 **Title** Diamond 6 Fence Extension
Asset Type - Land Improvements **Department** - 72-09 Athletic Parks

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	<u>GL Account Subtotals</u>	<u>2025 Budget</u>
Funding Source			
- Capital Revenue			
4-72-09-760-Athletic Park			10,000
Total			<u>10,000</u>
Expenditure			
- Capital Expenses			
6-642 Current Year Expense			10,000
Total			<u>10,000</u>
Net Total			<u><u>-</u></u>

Project Scenario Summary

25-7255 - Football Field Upgrades

Project Number 25-7255 **Title** Football Field Upgrades
Asset Type - Land Improvements **Department** - 72-09 Athletic Parks

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-00-01-760-General Capital			60,000
Total			<u>60,000</u>
Expenditure			
- Capital Expenses			
6-643 Current Year Expense			60,000
Total			<u>60,000</u>
Net Total			<u><u>-</u></u>

Project Scenario Summary

25-7278 - Bobcat Articulated Loader (CSD)

Project Number 25-7278 **Title** Bobcat Articulated Loader (CSD)
Asset Type - Vehicle **Department** - 72-04 Parks & Playgrounds

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-00-01-760-General Capital			80,000
Total			80,000
Expenditure			
- Capital Expenses			
6-644 Current Year Expense			80,000
Total			80,000
Net Total			-

Project Scenario Summary

25-2310 - Brush Truck - 1 Ton

Project Number 25-2310 **Title** Brush Truck - 1 Ton
Asset Type - Vehicle **Department** - 23-00 Fire

Description See attached business case.

Comments

Justification

Budget Details

GL Accounts	Comments	GL Account Subtotals	2025 Budget
Funding Source			
- Capital Revenue			
4-00-01-760-General Capital	General Capital		175,000
Total			<u>175,000</u>
Expenditure			
- Capital Expenses			
6-645 Current Year Expense			175,000
Total			<u>175,000</u>
Net Total			<u><u>-</u></u>

Five-Year Capital Plan

Effective planning is essential to ensure that the Town continues to thrive and meet the needs of its residents. The Town's Five-Year Capital Plan represents a strategic roadmap for the allocation of resources, prioritizing infrastructure projects, and addressing key community priorities in the near future.

Below is the summary of the Five-Year Capital Plan that ensures both responsible spending and the achievement of community objectives. By balancing essential infrastructure upgrades with strategic investments in economic development and environmental sustainability, the plan aims to enhance the Town's overall well-being.

Capital Projects					
	2025	2026	2027	2028	2029
Engineered Structure - Major Asset			5,000,000	500,000	
Engineered Structure - Network	3,700,000	2,750,000	625,649	2,950,000	850,000
Equipment	440,000	435,000	315,000	817,000	
Facility	642,000	400,000		2,300,000	
Land Improvements	85,000	1,692,500	2,120,000	407,500	215,000
Vehicle	255,000	710,000	1,575,000	70,000	917,000
Total	5,122,000	5,987,500	9,635,649	7,044,500	1,982,000

Funding Sources

	2025	2026	2027	2028	2029
Grants - CCBF	1,500,000	450,000	450,000	672,210	850,000
Grants - Lacombe County	17,100	39,000		45,000	
Grants - LGFF	1,000,000	1,532,000	1,570,000	2,000,000	
Grants - Other		8,885			
Offsite Levies - Sewer			5,000,000		
Offsite Levies - Storm	1,000,000				
Recreation Contribution - Parks & Rec		150,000			150,000
Reserve - Abbey Centre	96,900	200,000	300,000		
Reserve - General Capital	879,000	2,754,615	2,300,649	3,727,290	982,000
Reserve - IT	29,000	15,000	15,000		
Reserve - Land & Buildings	540,000				
Reserve - Parks				100,000	
Reserve - Streets		518,000			
Reserve - Wastewater		250,000			
Reserve - Water				500,000	
Reserve - Fire	50,000				
Reserve - Athletic Parks	10,000				
Reserve - Transit		70,000			
Total	5,122,000	5,987,500	9,635,649	7,044,500	1,982,000

2025 Capital Budget		
Project	Total Funding	Funding Source
Engineered Structure - Network		
North West Storm	2,500,000	Grants - CCBF, Offsite Levies - Storm Sewer
Roundabout at Broadway & Womacks	1,200,000	Grants - LGFF, Reserve - General Capital
Equipment		
AFRACS Radio Upgrades	30,000	Reserve - General Capital
Auto-scrubber - Walk behind	14,000	Reserve - General Capital
Radio Upgrades (CSD & PW)	70,000	Reserve - General Capital
SCBA Bottles Replacement	50,000	Reserve - Fire
Security Camera Upgrades	29,000	Reserve - IT
Snow Wing (CSD)	15,000	Reserve - General Capital
Toro Ground master 4WD 5910-D Mower (CSD)	220,000	Reserve - General Capital
Field House Curtain	12,000	Reserve - General Capital
Facility		
Abbey Centre Chemical Storage	14,000	Reserve - Abbey Centre , Grants - County
Abbey Centre Fire Panel	35,000	Reserve - Abbey Centre , Grants - County
Abbey Centre Front Desk	23,000	Reserve - Abbey Centre , Grants - County
Abbey Centre HVAC Software	30,000	Reserve - Abbey Centre , Grants - County
Food Bank Roof Repair	40,000	Reserve - Land & Buildings
Snow Storage Facility - Siting & Land purchase	500,000	Reserve - Land & Buildings
Land Improvements		
Cemetery Expansion - Initial Planning	15,000	Reserve - General Capital
Diamond 6 Fence Extension	10,000	Reserve - Athletic Parks
Football Field Upgrades	60,000	Reserve - General Capital
Vehicle		
Bobcat Articulated Loader	80,000	Reserve - General Capital
Brush Truck - 1 ton	175,000	Reserve - General Capital
5,122,000		

2026 Capital Budget

Project	Total Funding	Funding Source
Engineered Structure - Network		
South Street Improvement	2,500,000	Reserve - Streets, Grants - LGFF, Grants - CCBF
Upgrade lift stations to SCADA network	250,000	Reserve - Wastewater
Equipment		
Security Camera Upgrades	15,000	Reserve - IT
Community Centre Lighting	20,000	Reserve - General Capital
Electronic OHS Safety Program	30,000	Reserve - General Capital
Genie lift Z45/25 (CSD)	60,000	Reserve - General Capital
Snow Blower - Loader mount (PW)	246,000	Reserve - General Capital
SISP Ball Diamond Fence Upgrades	52,000	Reserve - General Capital
Truck Mount Spreader	12,000	Reserve - General Capital
Facility		
Arena 2 Dressing Room Upgrades	200,000	Reserve - General Capital
Waterslide Stairs	200,000	Reserve - Abbey Centre
Land Improvements		
Football Field Upgrades	750,000	Reserve - General Capital
2A Landscaping	20,000	Reserve - General Capital, Grants - Other
Annual Trail Development	112,500	Reserve - General Capital
Community Centre Parking Lot	145,000	Reserve - General Capital
Diamond 5	260,000	Reserve - Abbey Centre , Grants - County
Parks & Playground	150,000	Recreation Contribution - Parks & Rec
Tennis Court Overlay	105,000	Reserve - General Capital
Welcome to Blackfalds Signage	150,000	Reserve - General Capital
Vehicle		
Additional Transit Van	70,000	Reserve - Transit
Bobcat A770 Skid Steer (CSD)	90,000	Reserve - General Capital
International Tandem Truck (PW)	300,000	Reserve - General Capital
Bobcat 3400 XL Utility Vehicle	60,000	Reserve - General Capital
Ford F-150 1/2 ton Crew 4x4 (CSD)	70,000	Reserve - General Capital
Ford F-350 1 ton- Crew-4x4 (CSD)	110,000	Reserve - General Capital
Municipal Enforcement E-Bikes (2)	10,000	Reserve - General Capital
5,987,500		

2027 Capital Budget

Project	Total Funding	Funding Source
Engineered Structure - Major Asset		
Aurora Heights - Lift Station	5,000,000	Offsite Levies - Sewer
Engineered Structure - Network		
Annual Pavement Replacement	450,000	Grants - CCBF
Aspelund Industrial - pavement	175,649	Reserve - General Capital
Equipment		
Security Camera Upgrades	15,000	Reserve - IT
Fitness Equipment (7 Yr Cycle)	300,000	Reserve - Abbey Centre
Land Improvements		
Annual Trail Development	60,000	Reserve - General Capital
Football Field Upgrades	490,000	Reserve - General Capital
Cemetery Expansion	1,000,000	Grants - LGFF
Sterling Industries Sports Park Campground	570,000	Grants - LGFF
Vehicle		
Hydro Vac Unit Tandem Truck (PW)	750,000	Reserve - General Capital
Tool Cat Utility Vehicle (CSD)	100,000	Reserve - General Capital
Ford 1 ton c/w winch (PW)	110,000	Reserve - General Capital
Ford 1/2 ton 4x4 - Ext. (PW)	70,000	Reserve - General Capital
Ford 1/2 ton Crew 4x4 (PW)	75,000	Reserve - General Capital
Ford F-250 3/4 ton 4x4 (CSD) #1	85,000	Reserve - General Capital
Ford F-250 3/4 ton 4x4 (CSD) #2	85,000	Reserve - General Capital
Tandem Gravel Truck	300,000	Reserve - General Capital
9,635,649		

2028 Capital Budget

Project	Total Funding	Funding Source
Engineered Structure - Major Asset		
Water main Looping	500,000	Reserve - Water
Engineered Structure - Network		
Annual Pavement Replacement	450,000	Grants - CCBF
East Railway includes services and intersection	2,500,000	Grants - CCBF, Reserve - General Capital
Equipment		
Backhoe Excavator (PW) (fleet addition)	192,000	Reserve - General Capital
Indoor Play space (Abbey Centre)	300,000	Reserve - General Capital, Grants - Lacombe County
Motor Grader (PW) (additional)	325,000	Reserve - General Capital
Facility		
Snow Storage Facility	2,000,000	Grants - LGFF
Sterling Industries Sports Park Tournament House	300,000	Reserve - General Capital
Land Improvements		
Annual Trail Development	62,500	Reserve - General Capital
BMX Track Parking	200,000	Reserve - General Capital
Tennis Court Expansion	145,000	Reserve - Parks, Reserve - General Capital
Vehicle		
Chev 1/2 ton (CSD)	70,000	Reserve - General Capital
7,044,500		

2029 Capital Budget

Project	Total Funding	Funding Source
Engineered Structure - Network		
Annual Pavement Replacement	450,000	Grants - CCBF
General Intersection Upgrades (2010 MP 12k pop)	400,000	Grants - CCBF
Land Improvements		
Annual Trail Development	65,000	Reserve - General Capital
Parks & Playground	150,000	Recreation Contribution - Parks & Rec
Vehicle		
Chevrolet Silverado 1500 1/2 Ton (PW)	84,000	Reserve - General Capital
Ford 1/2 ton crew cab & long box (CSD)	33,000	Reserve - General Capital
Freightliner Rescue Unit	800,000	Reserve - General Capital
1,982,000		

Unfunded Capital Projects for Consideration

Project	Total Funding	Funding Source
Engineered Structure - Network		
South Street & 2A intersection	1,500,000	
Equipment		
Arena Plant Upgrade	1,500,000	
Land Improvements		
EBC Parking Expansion	1,200,000	
Vehicle		
Aerial Apparatus	3,500,000	
7,700,000		

MEETING DATE: November 26, 2024

PREPARED BY: Darolee Bouteiller, Finance Manager

PRESENTED BY: Justin de Bresser, Director of Corporate Services

SUBJECT: **2025 Operating Budget & 3-Year Operating Forecast**

BACKGROUND

The 2025 Operating Budget has been prepared and reviewed through a collaborative process. This process commenced earlier in the year with the approval of the budget timeline, public engagement, and various discussions with Administration and Council. The Budget process commenced with a special meeting of Council on August 6th to establish general direction, set priorities and focus areas from Council. This sets the foundation for what is required to be implemented into the three-year Operating Budget. Administration reviews the programs, services, and new initiatives required and balances the costs to provide the services at a level the citizens of Blackfalds expect. There is an ongoing effort to look for efficiency in delivering the programs and services, cost savings, and taking advantage of new funding programs and sources of funding.

The Municipal guideline under Section 242 of the *Municipal Government Act (MGA)* requires Municipalities to adopt an Operating Budget for each calendar year. At this meeting, Administration is seeking approval of the Final Operating Budget 2025 as presented after implementing the changes identified during the Budget Workshop.

DISCUSSION

Administration was able to implement the budget criteria and balance an operating budget for the required three-year term. The Draft Operating Budget was brought forward for a complete and thorough review in a Council Budget Workshop on November 1st & 2nd. The public session included participation from Council, the CAO, Department Directors, Finance, and Department Managers. The changes identified and discussed from the budget workshop were implemented into the draft. Based on the changes, the Draft Budget has been updated to \$35,997,204 for 2025. The summary of changes from these discussions with Council are listed in Appendix A.

Appendix B shows the 2025 consolidated revenue and expenditure by GL Category and by Division. Each demonstrates the year-over-year change by dollars and percentage. The budget has increased overall 7.74% from 2024. Items have increased or decreased based on actual results, estimations of future results, and program changes. During the Council budget workshop, department managers were on hand to discuss departments initiatives, programs, efficiencies and changes affecting each department.

A requirement by the MGA, is that the Town must forecast operations for the next three years. Over the next three years, the budget shows slight increases for similar services. The future years will be revisited and modified during the next budget process. Attached as Appendix C is the Three-year Forecast 2025-2027.

Residential Utility Rates:

As presented throughout the budget draft review sessions, the Utility departments (Water, Wastewater & Solid Waste) are self-supported, meaning, total expenses are covered by user fees. The following information represents the 2025 rates as presented in the budget.

All rates have an increase within the range of 1 – 8% for 2025. The rate increases are necessary to cover the increased costs of services, water and wastewater rate increases from the NRDWWC, and transfers to reserve for future capital requirements.

Water:

Fixed Cost	\$17.75	1.0%
Consumption	\$ 3.19 /m ³	8.1%
Capital Infrastructure	\$ 6.55	4.5%

Wastewater:

Fixed Cost	\$15.48	2.0%
Consumption	\$ 3.43/m ³ (billed at 80% of water consumption)	5.9%
Capital Infrastructure	\$ 6.55	4.5%

Solid Waste:

Monthly Cost	\$30.91	0.0%
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Please refer to Appendix D, attached for a summary of the Utility Rate comparisons for 2024 vs 2025. The largest increase was due to increased rates from the NRDWWCC that are passed on to the Town. There was no change in solid waste rates. We are anticipating that through the EPR program, residential recycling and hauling costs will be saved starting in April of 2025. However, with many factors impacting this program, we did not include any savings in the 2025 year. Any savings incurred in 2025 would be transferred to the restricted utility reserves. Once the impact of the program has been established the savings will be incorporated into the next budget cycle.

FINANCIAL IMPLICATIONS

The direction of this Budget was set at the Pre-Budget Workshop where Council provided Senior Administration direction on a range of issues including guidance on a tax rate increase, staffing considerations, and service level concerns. Administration has prepared the Budget accordingly, and as a result, the Town of Blackfalds will see a 5.00% increase in property taxes. This budget also considers new growth and supplemental tax increases estimated at \$150,000, making the total increase in taxes \$776,330 in 2025.

Increases in taxes are estimated as a Town average. This means that the town will levy an average 5.00% increase overall. Factors include market changes in assessed value, renovations or additions, and basement developments that will cause the estimated increase to deviate from the above mentioned amounts. Other factors that may affect the tax rates are operating adjustments that will be brought forward to Council during spring adjustments. Spring adjustments are necessary if Administration becomes aware of significant budget changes that affect the approved budget.

It is noted that the tax increase excludes the Provincial portion of the Alberta School Foundation Fund, and the amount paid to Lacombe Foundation and Seniors housing. The 2025 requisition is provided after the Provincial Budget is released in the Spring.

ADMINISTRATIVE RECOMMENDATION

That Council consider the following motions:

1. That Council move to approve the 2025 Operating Budget, as presented.
2. That Council receive the Three-Year Operating Forecast as information.

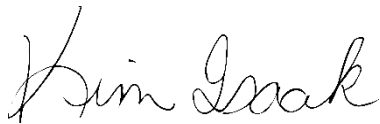
ALTERNATIVES

- a) That Council refers the 2025 Operating budget document back to Administration for further review.

ATTACHMENTS

- *Appendix A – 2025 Budget Changes After Budget Workshop*
- *Appendix B – 2025 Operating Budget by GL Category & Division*
- *Appendix C – Three Year Operating Forecast 2025 – 2027*
- *Appendix D – 2025 Utility Analysis*

APPROVALS



Kim Isaak,
Chief Administrative Officer



Department Director/Author

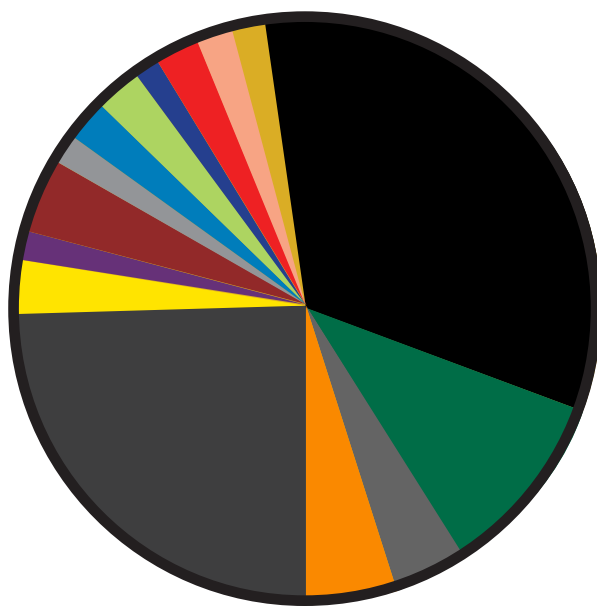
Appendix A - Budget Workshop Changes

Revenue			
Department	GL Account	Comments	\$ Change
41-00 Water	1-420 % of Water Consumption Rate	Adjust to \$3.19 rate and for Joint Economic Area projections	\$ 591,688.00
42-00 Sewer	1-420 % of Water Consumption Rate	Adjust to \$3.43 rate and for Joint Economic Area projections	\$ 641,689.00
00-00 General	1-542 Internal Utility Fee	Minor adjustment to round to thousand	\$ 1,583.00
12-06 Corporate Services	1-522 Business License Fees	Decrease from 90% to 75% - moved to 61-00	-\$ 13,050.00
61-00 Planning & Development	1-522 Business License Fees	Increase from 0% to 15% - moved from 12-06	\$ 13,050.00
Recreation	1-851 Lacombe County Cost Share Agreement	Changes made to Salaries, Wages & Benefits flowed through	-\$ 729.00
			\$ 1,234,231.00
Expenses			
Department	GL Account	Comments	\$ Change
41-00 Water	2-242 North Red Deer River Commission	Adjust to \$2.45 rate and Joint Economic Area projections	\$ 575,262.00
41-00 Water	2-816 Internal Utility Fees	Minor adjustment to round to thousand	\$ 824.00
41-00 Water	2-960 Transfer to Capital Reserve	Increased based on additional surplus	\$ 15,602.00
42-00 Sewer	2-243 Reg. Wastewater Commission	Adjust to \$2.02 rate and Joint Economic Area projections	\$ 435,258.00
42-00 Sewer	2-816 Internal Utility Fees	Minor adjustment to round to thousand	\$ 759.00
42-00 Sewer	2-960 Transfer to Capital Reserve	Increased based on additional surplus	\$ 205,672.00
Various	Salaries / Wages / Employer Contributions	Updated hire dates, FTE's, benefit plans, pay grid rounding, etc.	-\$ 4,222.00
12-00 Administration	2-110 Salaries	Net change from adjustments	\$ 5,076.00
			\$ 1,234,231.00
			\$ -

2025 Operating Revenue by GL Category

Revenue	2024 Budget	2025 Budget	Change	% Change
Property Tax	\$ 12,564,181	\$ 13,340,511	\$ 776,330	6.18%
Provincial Taxes	\$ 3,978,015	\$ 3,978,015	\$ -	0.00%
Total Taxation	\$ 16,542,196	\$ 17,318,526	\$ 776,330	4.69%
Joint Economic Area Taxes	\$ 500,000	\$ 535,000	\$ 35,000	7.00%
Sale of Goods General	\$ 368,719	\$ 433,067	\$ 64,348	17.45%
Sale Of Goods Utilities	\$ 8,242,002	\$ 9,927,920	\$ 1,685,918	20.46%
User Fees - Recreation	\$ 865,500	\$ 880,000	\$ 14,500	1.68%
Licenses & Permits	\$ 331,834	\$ 362,315	\$ 30,481	9.19%
Franchise Fees	\$ 2,020,702	\$ 2,090,067	\$ 69,365	3.43%
Federal Government Grants	\$ 299,120	\$ 299,120	\$ -	0.00%
Provincial Grants	\$ 391,374	\$ 391,374	\$ -	0.00%
Local Government Grants	\$ 524,495	\$ 569,321	\$ 44,826	8.55%
Penalties & Fines	\$ 331,200	\$ 346,200	\$ 15,000	4.53%
Rentals	\$ 1,559,840	\$ 1,298,012	-\$ 261,828	-16.79%
Investment Income	\$ 396,032	\$ 396,032	\$ -	0.00%
Other Revenue	\$ 533,000	\$ 544,500	\$ 11,500	2.16%
Funded from Reserve	\$ 506,416	\$ 605,750	\$ 99,334	19.62%
Total Revenue	\$ 33,412,430	\$ 35,997,204	\$ 2,584,774	7.74%

2025 Operating Revenue by GL Category

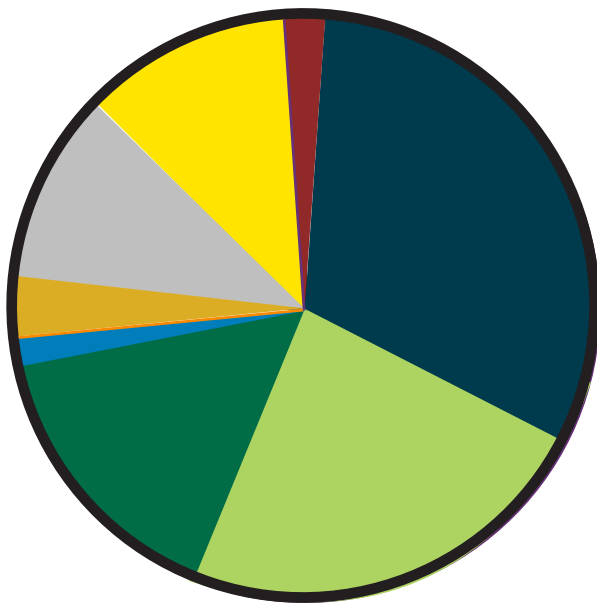


- Property Tax - **37%**
- Provincial Taxes - **11%**
- Joint Economic Area Taxes - **1%**
- Sale of Goods General - **1%**
- Sale of Goods Utilities - **28%**
- User Fees - Recreation - **2%**
- Licenses & Permits - **1%**
- Franchise Fees - **6%**
- Fed. Gov. Grants - **1%**
- Prov. Grants - **1%**
- Local Government Grants - **2%**
- Penalties & Fines - **1%**
- Rentals - **3%**
- Investment Income - **1%**
- Other Revenue - **2%**
- Funded from Reserve - **2%**

2025 Operating Expenses by GL Category

Expenses	2024 Budget	2025 Budget	Change	% Change
Salaries, Wages & Benefits	\$ 10,743,448	\$ 11,595,118	\$ 851,670	7.93%
Contracted & General Services	\$ 9,604,588	\$ 11,070,993	\$ 1,466,405	15.27%
Materials & Supplies	\$ 3,590,639	\$ 3,760,531	\$ 169,892	4.73%
Transfers to Local Boards & Agencies	\$ 535,717	\$ 535,512	-\$ 205	-0.04%
Bank Charges	\$ 55,000	\$ 64,600	\$ 9,600	17.45%
Long Term Debt	\$ 1,148,158	\$ 1,172,138	\$ 23,980	2.09%
Requisitions	\$ 3,978,495	\$ 3,979,295	\$ 800	0.02%
Transfer to Capital Reserve	\$ 3,267,585	\$ 3,321,017	\$ 53,432	1.64%
Transfer to Operating Reserve	\$ 4,800	\$ -	-\$ 4,800	-100.00%
Internal Recovery	\$ 484,000	\$ 498,000	\$ 14,000	2.89%
Total Expenses	\$ 33,412,430	\$ 35,997,204	\$ 2,584,774	7.74%

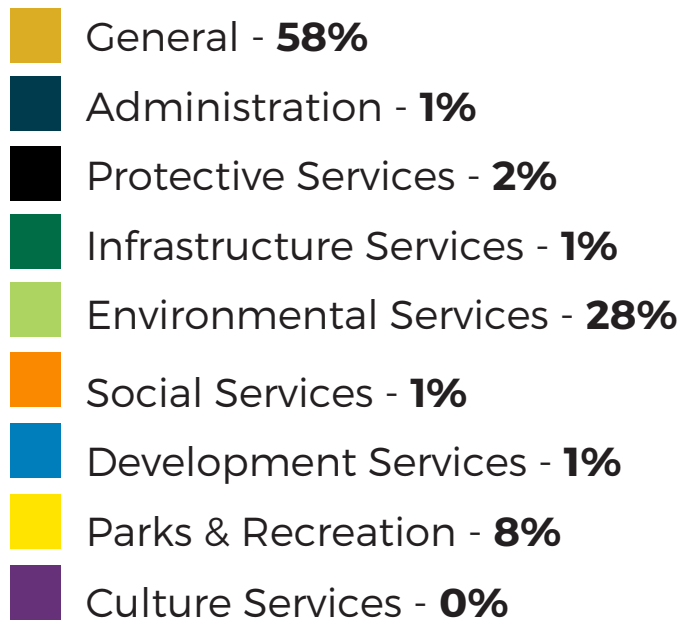
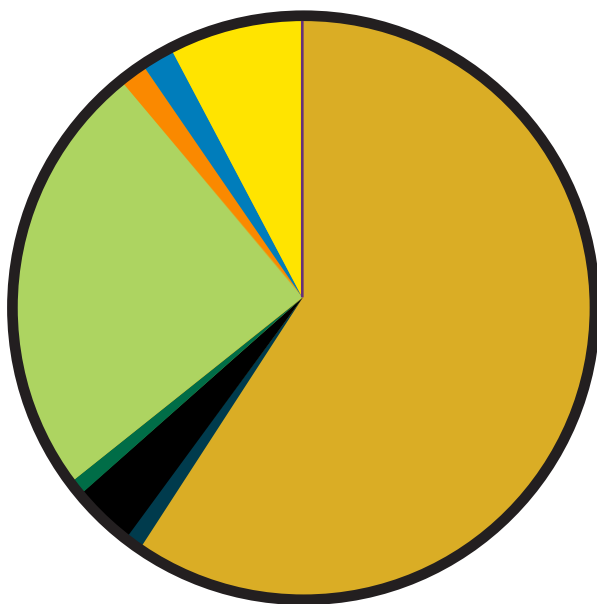
2025 Operating Expenses by GL Category



- Salaries, Wages & Benefits - **33%**
- Contracted & General Services- **31%**
- Materials & Supplies - **10%**
- Trans. to Local Boards & Agencies - **1%**
- Bank Charges - **1%**
- Long Term Debt - **3%**
- Requisitions - **11%**
- Trans. to Cap. Reserve - **9%**
- Trans. to Op. Reserve - **0%**
- Internal Recovery - **1%**

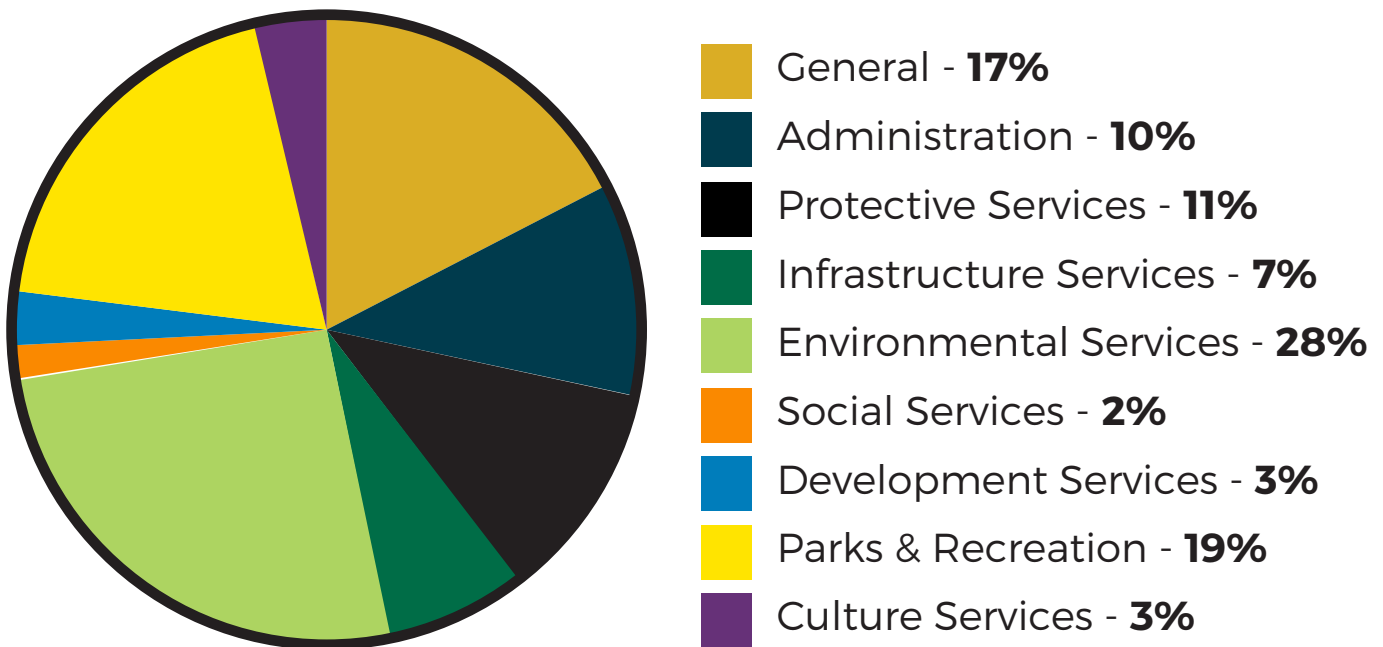
2025 Operating Revenue by Division

Revenue	2024 Budget	2025 Budget	Change	% Change
General	\$ 20,205,688	\$ 21,100,383	\$ 894,695	4.43%
Administration	\$ 226,000	\$ 209,722	-\$ 16,278	-7.20%
Protective Services	\$ 1,143,920	\$ 944,520	-\$ 199,400	-17.43%
Infrastructure Services	\$ 247,289	\$ 229,789	-\$ 17,500	-7.08%
Environmental Services	\$ 8,357,338	\$ 10,125,920	\$ 1,768,582	21.16%
Social Services	\$ 288,966	\$ 295,016	\$ 6,050	2.09%
Development Services	\$ 298,534	\$ 361,055	\$ 62,521	20.94%
Parks & Recreation	\$ 2,629,695	\$ 2,715,799	\$ 86,104	3.27%
Culture Services	\$ 15,000	\$ 15,000	\$ -	0.00%
Total Revenue	\$ 33,412,430	\$ 35,997,204	\$ 2,584,774	7.74%



2025 Operating Expenses by Division

Expenses	2024 Budget	2025 Budget	Change	% Change
General	\$ 6,360,213	\$ 6,069,362	-\$ 290,851	-4.57%
Administration	\$ 3,358,599	\$ 3,708,051	\$ 349,452	10.40%
Protective Services	\$ 4,047,562	\$ 4,002,134	-\$ 45,428	-1.12%
Infrastructure Services	\$ 2,421,560	\$ 2,506,677	\$ 85,117	3.51%
Environmental Services	\$ 8,357,338	\$ 10,125,920	\$ 1,768,582	21.16%
Social Services	\$ 609,300	\$ 583,633	-\$ 25,667	-4.21%
Development Services	\$ 873,018	\$ 938,970	\$ 65,952	7.55%
Parks & Recreation	\$ 6,493,767	\$ 6,824,337	\$ 330,570	5.09%
Culture Services	\$ 891,073	\$ 1,238,120	\$ 347,047	38.95%
Total Expenses	\$ 33,412,430	\$ 35,997,204	\$ 2,584,774	7.74%



Three Year Operating Budget Summary

Division	2025	2026	2027
05 General	21,100,383	21,783,989	22,180,521
10 Administration	209,722	146,722	116,722
20 Protective Services	944,520	944,520	944,520
30 Infrastructure Services	229,789	49,789	49,789
40 Environmental Services	10,125,920	10,813,941	11,184,426
50 Social Services	295,016	295,158	295,298
60 Development Services	361,055	406,055	302,055
70 Parks & Recreation	2,715,799	2,615,745	2,636,741
74 Culture Services	15,000	15,000	15,000
Total Revenues	35,997,204	37,070,919	37,725,072
Percent Increase		2.98%	1.76%
Division	2025	2026	2027
05 General	6,069,362	6,101,395	6,133,971
10 Administration	3,708,051	3,743,314	3,798,490
20 Protective Services	4,002,134	4,087,843	4,150,373
30 Infrastructure Services	2,506,677	2,331,918	2,356,823
40 Environmental Services	10,125,920	10,813,941	11,184,426
50 Social Services	583,633	597,507	613,804
60 Development Services	938,970	1,005,599	973,535
70 Parks & Recreation	6,824,337	7,145,697	7,264,284
74 Culture Services	1,238,120	1,243,705	1,249,366
Total Expenses	35,997,204	37,070,919	37,725,072
Percent Increase		2.98%	1.76%
Net Total	-	-	-

Town of Blackfalds

2025 Financial Plan & Budget

Financial Impacts of Utility Rate Changes

	Typical Monthly Consumption (Cubic Meters)	2024				2025			
		Base Rate	Variable Rate	Capital Infrastructure	Total	Base Rate	Variable Rate	Capital Infrastructure	Total
Water									
Rates		\$ 17.57	\$ 2.95	\$ 6.27		\$ 17.75	\$ 3.19	\$ 6.55	
Percentage Change						1.0%	8.1%	4.5%	
Typical House	18	\$ 17.57	\$ 53.10	\$ 6.27	\$ 76.94	\$ 17.75	\$ 57.42	\$ 6.55	\$ 81.72
Low Consumption, Single Occupant	8	\$ 17.57	\$ 23.60	\$ 6.27	\$ 47.44	\$ 17.75	\$ 25.52	\$ 6.55	\$ 49.82
Waste Water (80% of Water Volume)									
Rates		\$ 15.18	\$ 3.24	\$ 6.27		\$ 15.48	\$ 3.43	\$ 6.55	
Percentage Change						2.0%	5.9%	4.5%	
Typical House	14.4	\$ 15.18	\$ 46.66	\$ 6.27	\$ 68.11	\$ 15.48	\$ 49.39	\$ 6.55	\$ 71.42
Low Consumption, Single Occupant	6.4	\$ 15.18	\$ 20.74	\$ 6.27	\$ 42.19	\$ 15.48	\$ 21.95	\$ 6.55	\$ 43.98
Solid Waste									
Rates - Residential		\$ 30.91				\$ 30.91			
Percentage Change						0.00%			
Typical House		\$ 30.91			\$ 30.91	\$ 30.91			\$ 30.91
Total Billings									
Typical House									
Total Per Month		\$ 63.66	\$ 99.76	\$ 12.54	\$ 175.96	\$ 64.14	\$ 106.81	\$ 13.10	\$ 184.05
Total Annual Cost		\$ 763.92	\$ 1,197.07	\$ 150.48	\$ 2,111.47	\$ 769.68	\$ 1,281.74	\$ 157.20	\$ 2,208.62
Low Consumption, Single Occupant									
Total Per Month		\$ 63.66	\$ 44.34	\$ 12.54	\$ 120.54	\$ 64.14	\$ 47.47	\$ 13.10	\$ 124.71
Total Annual Cost		\$ 763.92	\$ 532.03	\$ 150.48	\$ 1,446.43	\$ 769.68	\$ 569.66	\$ 157.20	\$ 1,496.54

Town of Blackfalds

2025 Financial Plan & Budget

Financial Impacts of Utility Rate Changes

	Typical Monthly Consumption (Cubic Meters)	2026				2027			
		Base Rate	Variable Rate	Capital Infrastructure	Total	Base Rate	Variable Rate	Capital Infrastructure	Total
Water									
Rates		\$ 17.93	\$ 3.22	\$ 6.78		\$ 18.11	\$ 3.25	\$ 7.02	
Percentage Change		1.0%	0.9%	3.5%		1.0%	0.9%	3.5%	
Typical House	18	\$ 17.93	\$ 57.96	\$ 6.78	\$ 82.67	\$ 18.11	\$ 58.50	\$ 7.02	\$ 83.63
Low Consumption, Single Occupant	8	\$ 17.93	\$ 25.76	\$ 6.78	\$ 50.47	\$ 18.11	\$ 26.00	\$ 7.02	\$ 51.13
Waste Water (80% of Water Volume)									
Rates		\$ 15.79	\$ 3.48	\$ 6.78		\$ 16.11	\$ 3.53	\$ 7.02	
Percentage Change		2.0%	1.5%	3.5%		2.0%	1.4%	3.5%	
Typical House	14.4	\$ 15.79	\$ 50.11	\$ 6.78	\$ 72.68	\$ 16.11	\$ 50.83	\$ 7.02	\$ 73.96
Low Consumption, Single Occupant	6.4	\$ 15.79	\$ 22.27	\$ 6.78	\$ 44.84	\$ 16.11	\$ 22.59	\$ 7.02	\$ 45.72
Solid Waste									
Rates - Residential		\$ 30.91				\$ 30.91			
Percentage Change		0.00%				0.00%			
Typical House		\$ 30.91			\$ 30.91	\$ 30.91			\$ 30.91
Total Billings									
Typical House									
Total Per Month		\$ 64.63	\$ 108.07	\$ 13.56	\$ 186.26	\$ 65.13	\$ 109.33	\$ 14.04	\$ 188.50
Total Annual Cost		\$ 775.56	\$ 1,296.86	\$ 162.72	\$ 2,235.14	\$ 781.56	\$ 1,311.98	\$ 168.48	\$ 2,262.02
Low Consumption, Single Occupant									
Total Per Month		\$ 64.63	\$ 48.03	\$ 13.56	\$ 126.22	\$ 65.13	\$ 48.59	\$ 14.04	\$ 127.76
Total Annual Cost		\$ 775.56	\$ 576.38	\$ 162.72	\$ 1,514.66	\$ 781.56	\$ 583.10	\$ 168.48	\$ 1,533.14