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1. **WELCOME AND CALL TO ORDER**

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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.

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3. **ADOPTION OF AGENDAS**

- 3.1 Regular Agenda for July 22, 2025  
3.2 Consent Agenda for July 22, 2025
- a) **Declaration of No Interest** (*conflict of duty and interest, pecuniary or other*)
  - b) **Adoption of Minutes**
    - o Regular Council Meeting Minutes - July 8, 2025
  - c) **Council Reports**
    - o Mayor Hoover
    - o Deputy Mayor Coulter
    - o Councillor Marina Appel
    - o Councillor Laura Svab
    - o Councillor Brenda Dennis
    - o Councillor Jim Sands
  - d) **Administrative Reports**
    - o Report for Council, CAO Report - July 2025
    - o Report for Council, BOLT KPI Monthly Report - July 2025
  - e) **Boards, Committee and Commission Minutes and/or Reports**

None
  - f) **Information**
    - o Lacombe County Council Highlights - July 10, 2025
    - o City of Lacombe Council Highlights - July 14, 2025
  - g) **Correspondence**
    - o Letter from T. Daroux, Commanding Officer Alberta RCMP - June 25, 2025

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4. **PUBLIC HEARING**

- 4.1 Bylaw 1337.25 - Valley Ridge Estates Phase 6B Redistricting - PT. NW 27-39-27-W4M

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5. **DELEGATION**

None

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6. **BUSINESS**

- 6.1 Request for Decision, Bylaw 1337.25 - Valley Ridge Estates Phase 6B Redistricting (*Second & Third Reading*)  
6.2 Request for Decision, Womacks Road & Broadway Ave Intersection Modelling and Analysis  
6.3 Request for Decision, Bylaw 1336.25 - LUB Housekeeping Amendments (*First Reading*)  
6.4 Request for Decision, S-04-25 - Valley Ridge Phase 6B Subdivision  
6.5 Request for Decision, Baseball Freestanding Mural  
6.6 Request for Decision, Quarterly Financial Reports for the Period Ending June 30, 2025  
6.7 Request for Decision, Letter of Support for Red Deer Ladies Fastball Association  
6.8 Request for Decision, Regular Council Meeting Cancellation Request

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7. **NOTICES OF MOTION**

None

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8. **CONFIDENTIAL**

- 8.1 Aspen Lakes West School Site Development Agreement – *Access to Information Act* (ATIA)  
Section 32 - Privileged Information

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9. **ADJOURNMENT**

**Future Meetings/Events:**

- Regular Council Meeting – August 12, 2025
- Standing Committee of Council Meeting – August 18, 2025

## MINUTES

A Regular Council Meeting for the Town of Blackfalds was held on July 8, 2025, at 5018 Waghorn Street in Council Chambers, commencing at 7:00 p.m.

### MEMBERS PRESENT

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

### ATTENDING

Kim Isaak, Chief Administrative Officer  
Justin de Bresser, Acting CAO and Director of Corporate Services  
Preston Weran, Director of Infrastructure and Planning Services  
Rick Kreklewich, Director of Community Services  
Jolene Tejkl, Planning & Development Manager  
Renan Bravo, IT Technician  
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 July 8, 2025, and called the meeting to order at 7:00 p.m.

### TREATY SIX LAND ACKNOWLEDGEMENT

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

### ADOPTION OF AGENDAS

Addition of Regular Agenda Business item 6.7 Bentley Days Parade.

Exemption of Consent Agenda item 3.2b) Regular Council Meeting Minutes – June 24, 2025, was added under the Regular Agenda as Business item 6.8.

**179/25** Councillor Sands moved That Council adopt the Regular Agenda for July 8, 2025, as amended.

**CARRIED UNANIMOUSLY**

**180/25** Deputy Mayor Coulter moved That Council adopt the Consent Agenda for July 9, 2025, as amended, containing:

- **Declaration of No Interest** (*conflict of duty and interest, pecuniary or other*)
- **Adoption of Minutes**  
None
- **Council Reports**  
None

**MINUTES**

- **Administrative Reports**
  - Report for Council, Enforcement & Protective Services Monthly Report – June 2025
  - Report for Council, Development & Building Monthly Report – June 2025
- **Boards, Committee and Commission Minutes and/or Reports**
  - Municipal Planning Commission Meeting Minutes – February 25, 2025
- **Information**
  - City of Lacombe Council Highlights – June 23, 2025
  - Lacombe County Council Highlights – June 26, 2025
- **Correspondence**  
None

**CARRIED UNANIMOUSLY****PUBLIC HEARING****Bylaw 1329.25 – 5401 & 5403 South Street Redistricting**

Mayor Hoover declared the Public Hearing open at 7:03 p.m. for Bylaw 1329.25.

The purpose of Bylaw 1329.25 is to amend the Land Use Bylaw to re-district Lot 1 and Lot 2, Block 5 Plan 132 0650 from Industrial Heavy District (I-2) to Industrial Light District (I-1).

First Reading was given to Bylaw 1329.25 on May 13, 2025.

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:

- On the bulletin board in the Town's Civic Centre, upstairs outside of Council Chambers, commencing June 13, 2025.
- A hard copy of proposed Bylaw 1329.25 was available for viewing at the Town's Civic Centre Front Counter (upstairs) as of June 13, 2025.
- Via email to all local authorities and agencies on June 13, 2025.
- Via email to internal departments on June 13, 2025.
- On the Town's HWY 2A electronic sign commencing June 16, 2025.
- On the Town's Broadway electronic sign commencing July 2, 2025.
- July 2025 edition of "Talk of the Town".
- On the Town's website commencing on June 13, 2025.
- Circulation to adjacent landowners on June 13, 2025.
- Via email to the Municipal Planning Commission on June 16, 2025.
- In the June 26, 2025 and July 3, 2025 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:

- June 16, 2025, submission from Rogers
- June 27, 2025, submission from Lacombe County

There were no late submissions for the Bylaw.

**Those in Favour of the Bylaw**

None came forward, and none attended virtually.

**Those Opposed to the Bylaw**

None came forward, and none attended virtually.

**Any Person Deemed to be Affected by the Bylaw Who Wishes to be Heard**

None came forward, and none attended virtually.

**Comments from the Planning & Development Department**

None

Mayor Hoover declared the Public Hearing for Bylaw 1329.25 closed at 7:04 p.m.

**MINUTES**

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**DELEGATION**

None

**BUSINESS**

**Request for Decision, Bylaw 1329.25 – 5401 & 5403 South Street Redistricting**

Following the closing of the Public Hearing, Manager Tejkl brought forward Bylaw 1329.25 – 5401 & 5403 South Street Redistricting for Council's consideration of Second and Third Reading.

- 181/25** Councillor Svab moved That Council give Second Reading Bylaw 1329.25 – 5401 & 5403 South Street Redistricting, as presented.

**CARRIED UNANIMOUSLY**

- 182/25** Councillor Sands moved That Council give Third Reading Bylaw 1329.25 – 5401 & 5403 South Street Redistricting, as presented.

**CARRIED UNANIMOUSLY**

**Request for Decision, Aspen Community Garden Relocation**

Director Kreklewich presented proposed options for the current Aspen Community Garden and the creation of a Willow Park Community Garden.

- 183/25** Councillor Svab moved That Council approve a new community garden at Willow Park and the future reclamation and realignment of the Aspen Community Garden, as presented.

**CARRIED UNANIMOUSLY**

**Request for Decision, Network for Decentralized Cooperation and Sustainable Development (RC3D)– Central Alberta Delegation**

CAO Isaak brought forward a request from the RC3D for the African Mayors Delegation to Central Alberta for Council consideration.

- 184/25** Councillor Sands moved That Council authorize the Mayor to send a letter of support on behalf of Blackfalds Town Council to RC3D for the African Mayors Delegation to Central Alberta and to designate the Mayor and Economic Development Officer to attend the engagements that have been planned for Central Alberta for July 24-25, 2025.

**CARRIED UNANIMOUSLY**

**Request for Decision, Standing Committee of Council Meeting Cancellation Request**

Coordinator Nealon brought forward a request for Council to consider cancelling the Standing Committee of Council Meeting scheduled for July 14, 2025.

- 185/25** Deputy Mayor Coulter moved That Council formally cancel the July 14, 2025, Standing Committee of Council Meeting and direct Administration to post notice of the cancellation.

**CARRIED UNANIMOUSLY**

**Request for Decision, Westerner Days Kick-Off Luncheon**

Coordinator Nealon brought forward an invitation for the Westerner Days Kick-Off Lunch for Council to consider designating dignitaries to attend.

- 186/25** Councillor Svab moved That Council designate Mayor Hoover and Councillor Appel to attend the Westerner Days Kick-Off Luncheon, which will take place on Wednesday, July 16, 2025.

**CARRIED UNANIMOUSLY**



**MINUTES**

**Request for Decision, Alix Days Parade 2025**

Coordinator Nealon brought forward an invitation for the Alix Days Parade 2025 for Council to consider designating a dignitary.

- 187/25** Councillor Dennis moved That Council designate Councillor Sands to attend the Alix Days Parade 2025 that will take place on Saturday, August 16, 2025.

**CARRIED UNANIMOUSLY**

**Bentley Days Parade**

Coordinator Nealon brought forward an invitation for the Bentley Days Parade for Council to consider designating a dignitary.

- 188/25** Councillor Appel moved That Council designate Deputy Mayor Coulter to attend the Bentley Days Parade on behalf of the Town of Blackfalds.

**CARRIED UNANIMOUSLY**

**Regular Council Meeting Minutes – June 24, 2025**

The Regular Council Meeting Minutes of June 24, 2025, were exempt from the Consent Agenda for amendments.

- 189/25** Councillor Appel moved That Council adopt the Regular Council Meeting Minutes of June 24, 2025, as amended.

**CARRIED UNANIMOUSLY**

**NOTICES OF MOTION**

None

**RECESS**

Mayor Hoover called for a five-minute recess at 7:31 p.m.

**REGULAR COUNCIL MEETING RETURNED TO ORDER**

Mayor Hoover called the Regular Council Meeting back to order at 7:37 p.m.

**CONFIDENTIAL**

- **Wadey House - Access To Information Act (ATIA) Section 29 (1) – Advice from Officials**

- 190/25** Councillor Svab moved That Council move to a closed session commencing at 7:37 p.m. in accordance with Section 197(2) of the *Municipal Government Act* to discuss matters exempt from disclosure under Section 29(1) of the *Access to Information Act*.

**CARRIED UNANIMOUSLY**

**Closed Session Attendance:** Mayor Jamie Hoover, Deputy Mayor Edna Coulter, Councillor Marina Appel, Councillor Laura Svab, Councillor Brenda Dennis, Councillor Jim Sands, CAO Kim Isaak, Acting CAO Director Justin de Bresser and Director Rick Kreklewich.

- 191/25** Deputy Mayor Coulter moved That Council move to come out of the closed session at 8:01 p.m.

**CARRIED UNANIMOUSLY**

**REGULAR COUNCIL MEETING RETURNED TO ORDER**

Mayor Hoover called the Regular Council Meeting back to order at 8:01 p.m.

**MINUTES**

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**Regular Council Meeting Attendance:** *Mayor Jamie Hoover, Deputy Mayor Edna Coulter, Councillor Marina Appel, Councillor Laura Svab, Councillor Brenda Dennis, Councillor Jim Sands, CAO Kim Isaak, Acting CAO Director Justin de Bresser and Director Rick Kreklewich.*

**ADJOURNMENT**

Mayor Hoover adjourned the Regular Council Meeting at 8:01 p.m.

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Jamie Hoover, Mayor

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Kim Isaak, Chief Administrative Officer

| <b>TO</b>          |              | Members of Council                                                                                                                                                                                                                     |       |                                                                           |
|--------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------------------------------------------------------------------|
| <b>FROM</b>        |              | <b>Mayor Jamie Hoover</b>                                                                                                                                                                                                              |       |                                                                           |
| <b>SUBJECT</b>     |              | <ul style="list-style-type: none"> <li>• Summary of meetings/events attended as a Council representative during this reporting period</li> <li>• Summary of key issues, decisions and/or comments for Council's information</li> </ul> |       |                                                                           |
| <b>REPORT DATE</b> |              | For the period: June 16 - July 15                                                                                                                                                                                                      |       |                                                                           |
| Date               | Meeting      | Event                                                                                                                                                                                                                                  | Other | KEY POINTS OF DISCUSSION AND/OR DECISIONS                                 |
|                    | (Choose one) |                                                                                                                                                                                                                                        |       |                                                                           |
| June 16            | x            |                                                                                                                                                                                                                                        |       | Standing Committee of Council Meeting                                     |
| June 18            |              |                                                                                                                                                                                                                                        | x     | Just Serve webinar, "Just Serve" is a volunteer portal for municipalities |
| June 19            | x            |                                                                                                                                                                                                                                        |       | BRWA Meeting/AGM                                                          |
| June 19            |              |                                                                                                                                                                                                                                        |       | St. Gregory the Great grade 6 mock council meeting                        |
| June 19            | x            |                                                                                                                                                                                                                                        |       | Central Alberta Mayors and Reeves collective meeting                      |
| June 19            |              |                                                                                                                                                                                                                                        | x     | Met with Blackfalds Seniors club                                          |
| June 20            |              |                                                                                                                                                                                                                                        | x     | Ellis Bird Farm Solstice event                                            |
| June 23            | x            |                                                                                                                                                                                                                                        |       | Lacombe Foundation meeting                                                |
| June 24            | x            |                                                                                                                                                                                                                                        |       | Meeting with MLA Jennifer Johnson regarding seniors housing               |

|            |   |   |   |                                                                                                                        |
|------------|---|---|---|------------------------------------------------------------------------------------------------------------------------|
| June 24    | x |   |   | Regular council meeting                                                                                                |
| June 24    | x |   |   | MPC meeting                                                                                                            |
| June 26    | x |   |   | Police funding model consultation                                                                                      |
| June 27    |   | x |   | Ponoka Stampede Parade, VIP event                                                                                      |
| July 1     |   | x |   | Greetings and attendance at Blackfalds Canada Day event                                                                |
| July 3     | x |   |   | Met with the African Mayors delegation visit coordinator                                                               |
| July 4     |   | x |   | Gave greetings at Softball Alberta U13 Provincials                                                                     |
| July 7-10  |   |   | x | Various participation in BBBS Kids and Kops camp, greetings on Thursday at completion ceremony along with Mayor Creasy |
| July 9     |   |   | x | Disk Gold Open House                                                                                                   |
| July 11    |   | x |   | Gave greetings at Softball Alberta U15 Provincials                                                                     |
| July 12-13 |   |   | x | Guest at various Lacombe Days events                                                                                   |
| July 14    | x |   |   | Meeting with Bizisul                                                                                                   |
| July 15    |   | x |   | Broadway Water Reservoir expansion announcement, Minister, MLA visit                                                   |

| <b>TO</b>          |              | Members of Council                                                                                                                                                                                                                     |       |                                                                                                   |
|--------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------------------------------------------------------------------------------------------|
| <b>FROM</b>        |              | Deputy Mayor Edna Coulter                                                                                                                                                                                                              |       |                                                                                                   |
| <b>SUBJECT</b>     |              | <ul style="list-style-type: none"> <li>• Summary of meetings/events attended as a Council representative during this reporting period</li> <li>• Summary of key issues, decisions and/or comments for Council's information</li> </ul> |       |                                                                                                   |
| <b>REPORT DATE</b> |              | For the period: Jun 16 to Jul 15, 2025                                                                                                                                                                                                 |       |                                                                                                   |
| Date               | Meeting      | Event                                                                                                                                                                                                                                  | Other | KEY POINTS OF DISCUSSION AND/OR DECISIONS                                                         |
|                    | (Choose one) |                                                                                                                                                                                                                                        |       |                                                                                                   |
| Jun 16, 2025       | X            |                                                                                                                                                                                                                                        |       | Standing Committee                                                                                |
| Jun 24             | X            |                                                                                                                                                                                                                                        |       | Regular Council Meeting                                                                           |
| Jun 25             | X            |                                                                                                                                                                                                                                        |       | LREMP Advisory Meeting                                                                            |
| Jul 8              | X            |                                                                                                                                                                                                                                        |       | Regular Council Meeting                                                                           |
| Jul 9              |              | X                                                                                                                                                                                                                                      |       | Disc Golf Open House – Thank you to everyone who was at the open house and all the great feedback |
| Jul 12             |              | X                                                                                                                                                                                                                                      |       | Rimbey Rodeo Parade                                                                               |
| Jul 15             |              | X                                                                                                                                                                                                                                      |       | Minister of Municipal Affairs Visit to Announce the LGSG Grant                                    |

| <b>TO</b>          |              | Members of Council                                                                                                                                                                                                                     |       |                                                                                                                                  |
|--------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------------------------------------------------------------------------------------------------------------------------------|
| <b>FROM</b>        |              | Councillor Marina Appel                                                                                                                                                                                                                |       |                                                                                                                                  |
| <b>SUBJECT</b>     |              | <ul style="list-style-type: none"> <li>• Summary of meetings/events attended as a Council representative during this reporting period</li> <li>• Summary of key issues, decisions and/or comments for Council's information</li> </ul> |       |                                                                                                                                  |
| <b>REPORT DATE</b> |              | For the period: 16 June 2025 – 15 July 2025                                                                                                                                                                                            |       |                                                                                                                                  |
| Date               | Meeting      | Event                                                                                                                                                                                                                                  | Other | KEY POINTS OF DISCUSSION AND/OR DECISIONS                                                                                        |
|                    | (Choose one) |                                                                                                                                                                                                                                        |       |                                                                                                                                  |
| June 16            | X            |                                                                                                                                                                                                                                        |       | SCC                                                                                                                              |
| June 19            |              |                                                                                                                                                                                                                                        | X     | Grade 6 Tours of Civic Centre – Remaining Students from St. Gregs                                                                |
| June 24            | X            |                                                                                                                                                                                                                                        |       | RCC                                                                                                                              |
| July 8             | X            |                                                                                                                                                                                                                                        |       | Treaty Six Land Acknowledgement Internal Group Meeting                                                                           |
| July 8             | X            |                                                                                                                                                                                                                                        |       | RCC                                                                                                                              |
| July 9             |              |                                                                                                                                                                                                                                        | X     | Disc Golf Open House                                                                                                             |
| July 12            |              |                                                                                                                                                                                                                                        | X     | Lacombe Parade (Rode in a Drawn Carriage with Councillor Svab)                                                                   |
| July 15            |              |                                                                                                                                                                                                                                        | X     | Exciting Grant Announcement with Minister of Municipal Affairs, Dan Williams for our Broadway Avenue Reservoir Expansion Project |
|                    |              |                                                                                                                                                                                                                                        |       |                                                                                                                                  |

| <b>TO</b>          |              | Members of Council                                                                                                                                                                                                                     |       |                                              |
|--------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------------------------------------------|
| <b>FROM</b>        |              | <b>Councillor Laura Svab</b>                                                                                                                                                                                                           |       |                                              |
| <b>SUBJECT</b>     |              | <ul style="list-style-type: none"> <li>• Summary of meetings/events attended as a Council representative during this reporting period</li> <li>• Summary of key issues, decisions and/or comments for Council's information</li> </ul> |       |                                              |
| <b>REPORT DATE</b> |              | For the period: June 16, 2025– July 15, 2025                                                                                                                                                                                           |       |                                              |
| Date               | Meeting      | Event                                                                                                                                                                                                                                  | Other | KEY POINTS OF DISCUSSION AND/OR DECISIONS    |
|                    | (Choose one) |                                                                                                                                                                                                                                        |       |                                              |
| June 16            | x            |                                                                                                                                                                                                                                        |       | <b>Standing Committee of Council Meeting</b> |
| June 24            | x            |                                                                                                                                                                                                                                        |       | <b>Regular Council Meeting</b>               |
| July 8             | x            |                                                                                                                                                                                                                                        |       | <b>Regular Council Meeting</b>               |
| July 12            |              | x                                                                                                                                                                                                                                      |       | <b>Lacombe Day's Breakfast and Parade</b>    |
|                    |              |                                                                                                                                                                                                                                        |       |                                              |

| <b>TO</b>          |              | Members of Council                                                                                                                                                                                                                     |       |                                                          |
|--------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------------------------------------------------------|
| <b>FROM</b>        |              | <b>Councillor Brenda Dennis</b>                                                                                                                                                                                                        |       |                                                          |
| <b>SUBJECT</b>     |              | <ul style="list-style-type: none"> <li>• Summary of meetings/events attended as a Council representative during this reporting period</li> <li>• Summary of key issues, decisions and/or comments for Council's information</li> </ul> |       |                                                          |
| <b>REPORT DATE</b> |              | For the period: June 16 to July 15, 2025                                                                                                                                                                                               |       |                                                          |
| Date               | Meeting      | Event                                                                                                                                                                                                                                  | Other | KEY POINTS OF DISCUSSION AND/OR DECISIONS                |
|                    | (Choose one) |                                                                                                                                                                                                                                        |       |                                                          |
| June 16            | X            |                                                                                                                                                                                                                                        |       | Standing Committee Meeting                               |
| June 24            | X            |                                                                                                                                                                                                                                        |       | MPC Meeting                                              |
| June 24            | X            |                                                                                                                                                                                                                                        |       | Regular Council Meeting                                  |
| July 8             | X            |                                                                                                                                                                                                                                        |       | Treaty 6 Land Acknowledgement Internal Committee Meeting |
| July 8             | X            |                                                                                                                                                                                                                                        |       | Regular Council Meeting                                  |
| July 9             | X            |                                                                                                                                                                                                                                        |       | Disc Golf Open House                                     |
| July 15            | X            |                                                                                                                                                                                                                                        |       | LGSG Grant Announcement                                  |
|                    |              |                                                                                                                                                                                                                                        |       |                                                          |



|             |              |                                                                                                                                                                                                                                     |       |                                                       |
|-------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-------------------------------------------------------|
| TO          |              | Members of Council                                                                                                                                                                                                                  |       |                                                       |
| FROM        |              | Councillor Jim Sands                                                                                                                                                                                                                |       |                                                       |
| SUBJECT     |              | <ul style="list-style-type: none"><li>• Summary of meetings/events attended as a Council representative during this reporting period</li><li>• Summary of key issues, decisions and/or comments for Council’s information</li></ul> |       |                                                       |
| REPORT DATE |              | For the period: June 15/ 25 – July 15/ 25                                                                                                                                                                                           |       |                                                       |
| Date        | Meeting      | Event                                                                                                                                                                                                                               | Other | KEY POINTS OF DISCUSSION AND/OR DECISIONS             |
|             | (Choose one) |                                                                                                                                                                                                                                     |       |                                                       |
| June 16/ 25 |              |                                                                                                                                                                                                                                     | X     | Roundtable Report Submission                          |
| June 16/ 25 | X            |                                                                                                                                                                                                                                     |       | Standing Committee of Council Meeting                 |
| June 24/ 25 | X            |                                                                                                                                                                                                                                     |       | MPC Meeting June                                      |
| June 24/ 25 | X            |                                                                                                                                                                                                                                     |       | Regular Council Meeting                               |
| July 1/ 25  |              | X                                                                                                                                                                                                                                   |       | Stettler Canada Day Parade                            |
| July 5/ 25  |              | X                                                                                                                                                                                                                                   |       | Senior Lacrosse Provincials                           |
| July 8/ 25  | X            |                                                                                                                                                                                                                                     |       | Regular Council Meeting                               |
| July 9/ 25  |              |                                                                                                                                                                                                                                     | X     | Disc Golf Open House                                  |
| July 12/ 25 |              | X                                                                                                                                                                                                                                   |       | Bowden Days Parade                                    |
| July 15/ 25 |              | X                                                                                                                                                                                                                                   |       | LGSG Grant Announcement –Broadway Reservoir Expansion |

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**MEETING DATE:** July 22, 2025

**PREPARED BY:** Kim Isaak, Chief Administrative Officer

**SUBJECT:** CAO Report – July 2025

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**Key Projects and Initiatives**

- The first meeting of the Council Remuneration Review Committee was held on June 24, 2025, to review the findings from the Compensation Survey that was conducted on the Town's behalf by Hillcrest Financial.
- A Treaty Six Land Acknowledgement Review Committee was held on July 8, 2025, to discuss the next steps in the process to revise Treaty Six Land Acknowledgement.
- The Minister of Municipal Affairs made an announcement regarding the LGSG Grant on July 15, 2025, in partnership with Lacombe County.
- The 2024 Surplus allocation was taken to Council and approved this week. The impact was from the 2024 fiscal year, and the restatements from 2023. The approvals were to transfer the 2024 surplus to the General Capital Reserve, segregating a fund to hold the Fire Building Capital Funds, and transferring a balance back to the Land Capital Reserve.
- Council approved the Property Tax recovery of one property through a tax sale. The property has been in arrears for three years, and it continues to accrue additional charges due to utility transfers and penalties. The auction date was set for October 2, 2025.
- Life Literacy Camp started on July 15<sup>th</sup>, the program will focus on pre-employment, homesteading/agriculture, health & wellness, and money talks.
- The Chairs for Charity raffle's last day was June 30, and the draw took place on July 11. Thank you to everyone who purchased a ticket and helped make this first year a success. The total amount raised this year was \$4,905!
- The Disk Golf Open House was held on July 9, 2025, at the Community Centre, and great feedback was submitted.
- Summer Culture Series is in full swing with the Zoo held on July 10<sup>th</sup> and Movie Night scheduled for July 17 at the Eagle Builders Centre.
- FCSS staff have been partaking in interviews this week as part of the FCSS Service Level Review.
- The RCMP annual Community BBQ has been slated for August 27<sup>th</sup> and will be held in the front parking lot of the detachment. A Bouncy Castle will be available, and representatives from various emergency agencies will be present.
- The Kids & Kops program was held the week of July 7-10 with 24 registrants. A great collaboration between the Town, RCMP and Lacombe Police Service.
- Crack sealing has now been completed, with spray patching now being top on the agenda, so centre line painting can be completed. Spray patching is utilized when crack sealing proves to be ineffective on cracks wider than half an inch, alligator cracking, and small potholes. Oil is applied, then top dressed with small rock to create an impermeable patch that can last approximately 3-5 years. The contractor should have this completed either Friday or early next week, at which time the sweeper will clean up the remaining loose rock that didn't adhere to the patch.
- With 30 °C + weather on July 8, the Outdoor Aquatic Centre was at capacity for approx. 4 hours mid day. Staff did an amazing job of handling the heat, the people, the process and all the mess that hosting hundreds and hundreds of people in a day leaves behind. Except for one minor incident, everything went very well.

- The Town was successful in its bid to host the 2027 National Arm Wrestling Championships. More information to come on this exciting news.
- The Aurora Heights Phase 5B subdivision received its final sign off, and documents have been sent off to Land Titles for registration. This new subdivision will extend Athens Road and Athens Place, bringing sixty (60) residential lots and one Municipal Reserve parcel.

**Updates Related to Existing Bylaws or Council Policies**

- Bylaw 1329.25 5401 & 5403 South Street Redistricting was given Second and Third Reading at the July 8, 2025, Regular Meeting of Council
- Bylaw 1337.25 – Pt. NW 27-39-27-W4M Redistricting (Valley Ridge Estates Phase 6B) will be brought forward for the July 22, 2025, Regular Meeting of Council for Council's consideration of Second and Third Reading.

**Facility Leases**

- There is still one lease space available at the support services building.

**Administrative Policy Changes / Additions**

- AP-079.25 - Internal Area Structure Plan Review - *Approved*
- AP-080.25 - Renter Insurance Requirements – *New/In Progress*

**APPROVALS**

Kim Isaak,  
Chief Administrative Officer

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**MEETING DATE:** July 22, 2025

**PREPARED BY:** Preston Weran, Director of Infrastructure and Planning Services

**SUBJECT:** **BOLT KPI Report Information – June 2025**

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## **BACKGROUND**

In 2012, a Regional Transit Partnership was formed between the City of Red Deer (CRD), the Town of Blackfalds and the City of Lacombe to provide traditional public transit service between Red Deer, Blackfalds, and Lacombe as well as local bus service within Blackfalds and Lacombe. This partnership continued until August of 2020, when the City of Lacombe opted out of the service. Fortunately, the Town of Blackfalds was able to move forward with the procurement of a service contractor, purchase of a wheelchair-accessible van and finalized an on-demand transit service model for the Town. This new BOLT 2.0 allows for a five-day service from 6:00 a.m. to 8:00 p.m. with boarding options for residents and visitors within the Town and one stop at the Kingston Hub at the north end of Red Deer. There are also two stops in the County of Lacombe, Aspelund Area, at the Eagle Builders facilities on the south and north side of Highway 597. Overall, we continue to see excellent ridership at the Kingston Hub stop on the north end of Red Deer and at the Red Deer Polytechnic stop on the west end of Red Deer.

The new service provider, application, schedule, ticket procurement and service stop maps have been working well over the course of this new service model. More information is available for riders and the public at the link below.

<https://www.blackfalds.ca/p/bolt-local-transit>

## **DISCUSSION**

At the June 27, 2023, Council Meeting, Council extended the pilot program by another two-years to August 31, 2025. Administration is currently working with the service provider to either extend this contract or potentially go out for a request for proposal. If Council wishes to discuss service level changes to the program Administration recommends that it be done via a separate report.

The first page of this report outlines the **JUNE** statistics and associated mapping, while the remainder of the pages identify the trending comparison over the last six months. Data dates are highlighted in the white box on the left side of each sheet for reference.

In June, the BOLT service continued to perform reliably, with no abandoned rides, a slight decrease in ridership compared to May, and fewer failed searches (28 users). The average ride rating remained high at 4.97/5, and shared ride efficiency held steady at 66.2% with an average occupancy of 2.67 passengers per shared trip. While overall usage dipped slightly, the system maintained strong service levels and customer satisfaction.

June data reveals a continued positive trend, with 61 repeat riders contributing significantly to the transit service's success. Peak ride activity occurred between 7–9 AM and 3–5 PM, consistent with commuter patterns.

**FINANCIAL IMPLICATIONS**

None

**ATTACHMENTS**

- *June 2025 Monthly Report and Yearly Trending Report*

**APPROVALS**



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Rick Kreklewich,  
Acting Chief Administrative Officer



/ Eric Collins

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Department Director/Author

Program

☒ Blackfalds

ServiceDay

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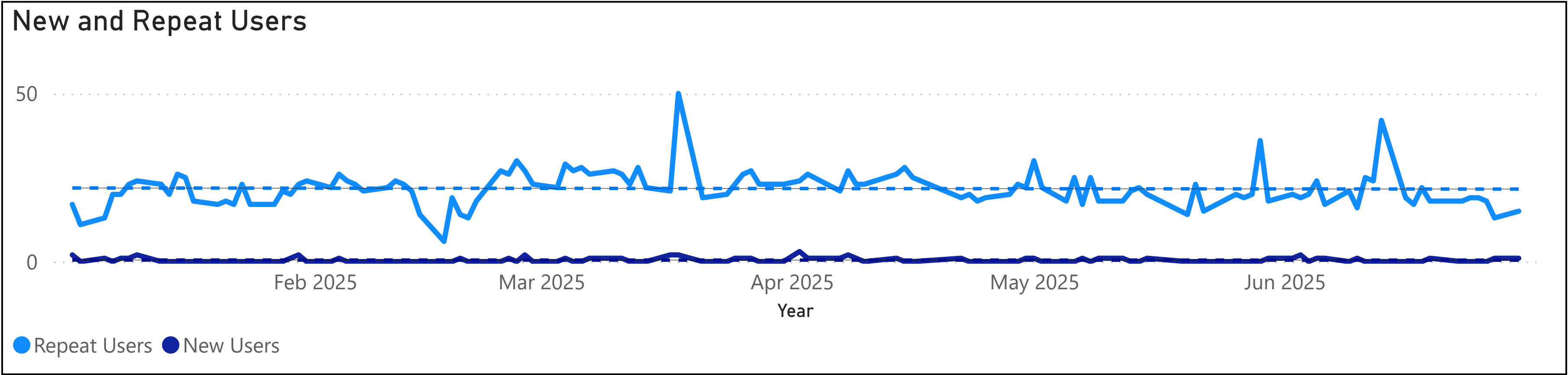
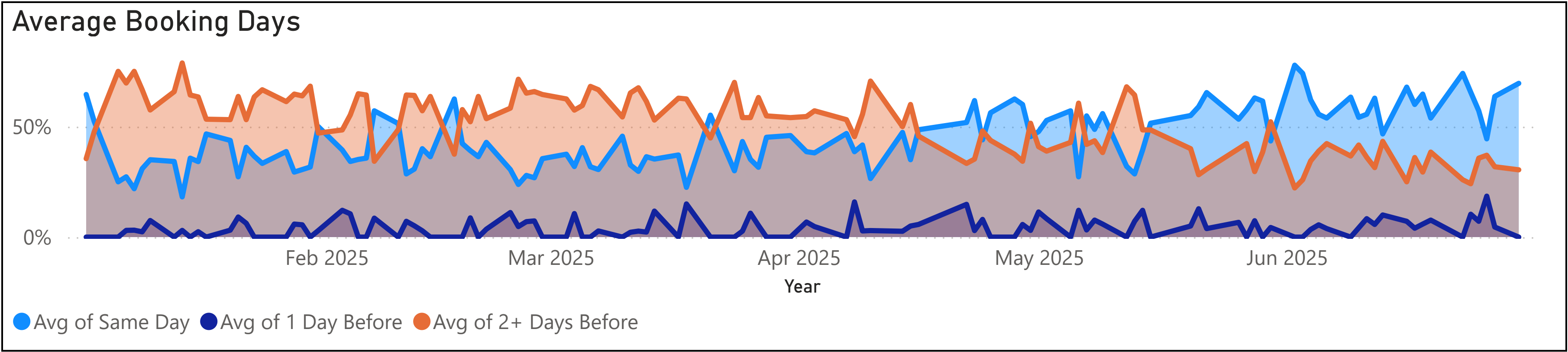
Date

1/1/2025

6/30/2025

12.51

Avg Actual Trip Duration (min)



|            |                 |                     |                       |           |              |                 |                     |                       |  |
|------------|-----------------|---------------------|-----------------------|-----------|--------------|-----------------|---------------------|-----------------------|--|
| Year       | 2025            |                     |                       |           |              |                 |                     |                       |  |
| Month      | January         |                     |                       | February  |              |                 |                     |                       |  |
| Program    | Avg of Same Day | Avg of 1 Day Before | Avg of 2+ Days Before | New Users | Repeat Users | Avg of Same Day | Avg of 1 Day Before | Avg of 2+ Days Before |  |
| Blackfalds | 35.4%           | 2.5%                | 62.0%                 | 10        | 437          | 36.2%           | 4.8%                |                       |  |
| Total      | 35.4%           | 2.5%                | 62.0%                 | 10        | 437          | 36.2%           | 4.8%                |                       |  |

Program

☒ Blackfalds

ServiceDay

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☐ Sat

Date

1/1/2025

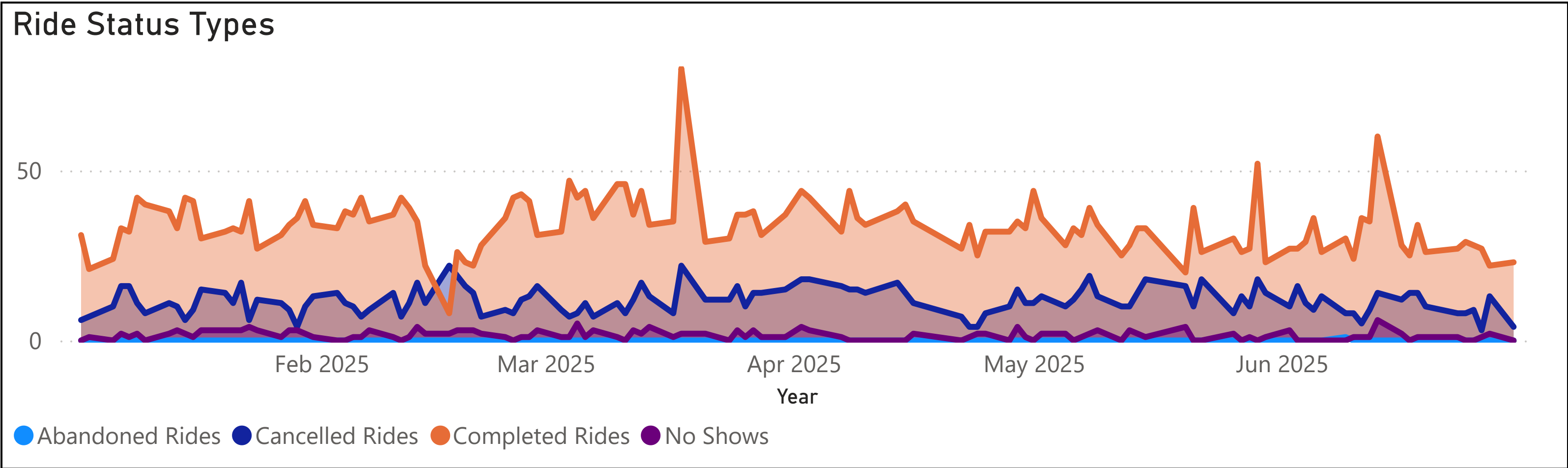
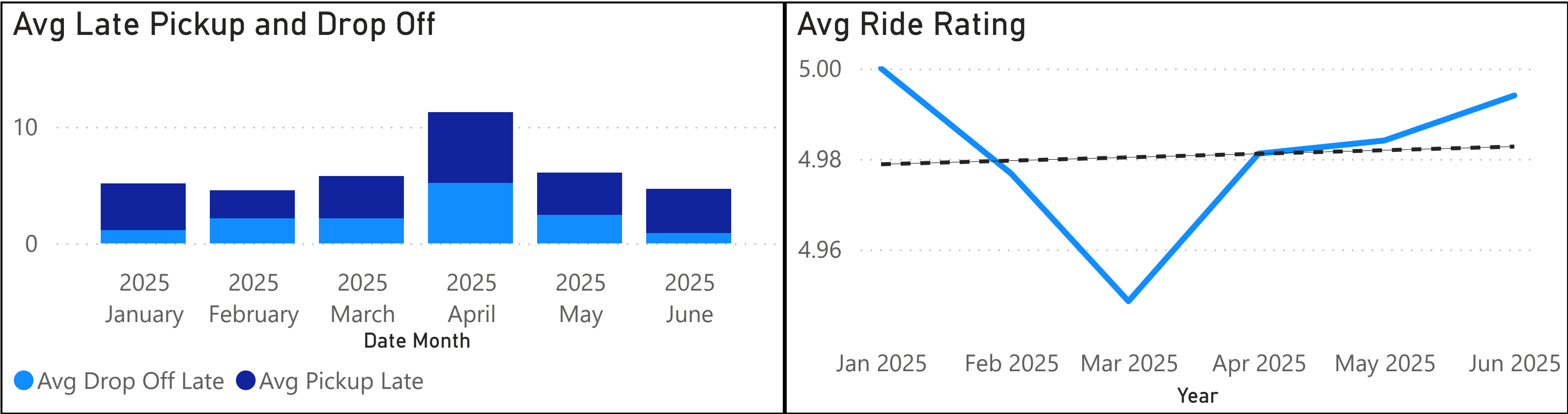
6/30/2025

3939

Completed Rides

4.98

Avg Ride Rating



|            |                   |                 |                 |                 |                 |                 |          |
|------------|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------|
| Year       | 2025              |                 |                 |                 |                 |                 |          |
| Month      | January           |                 |                 |                 |                 |                 |          |
| Program    | Avg Drop Off Late | Avg Pickup Late | Avg Ride Rating | Abandoned Rides | Cancelled Rides | Completed Rides | No Shows |
| Blackfalds | 1.13              | 3.98            | 5.00            | 0               | 232             | 748             | 43       |
| Total      | 1.13              | 3.98            | 5.00            | 0               | 232             | 748             | 43       |

Program

☒ Blackfalds

ServiceDay

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Date

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6/30/2025

4322

Completed Passengers

2.53

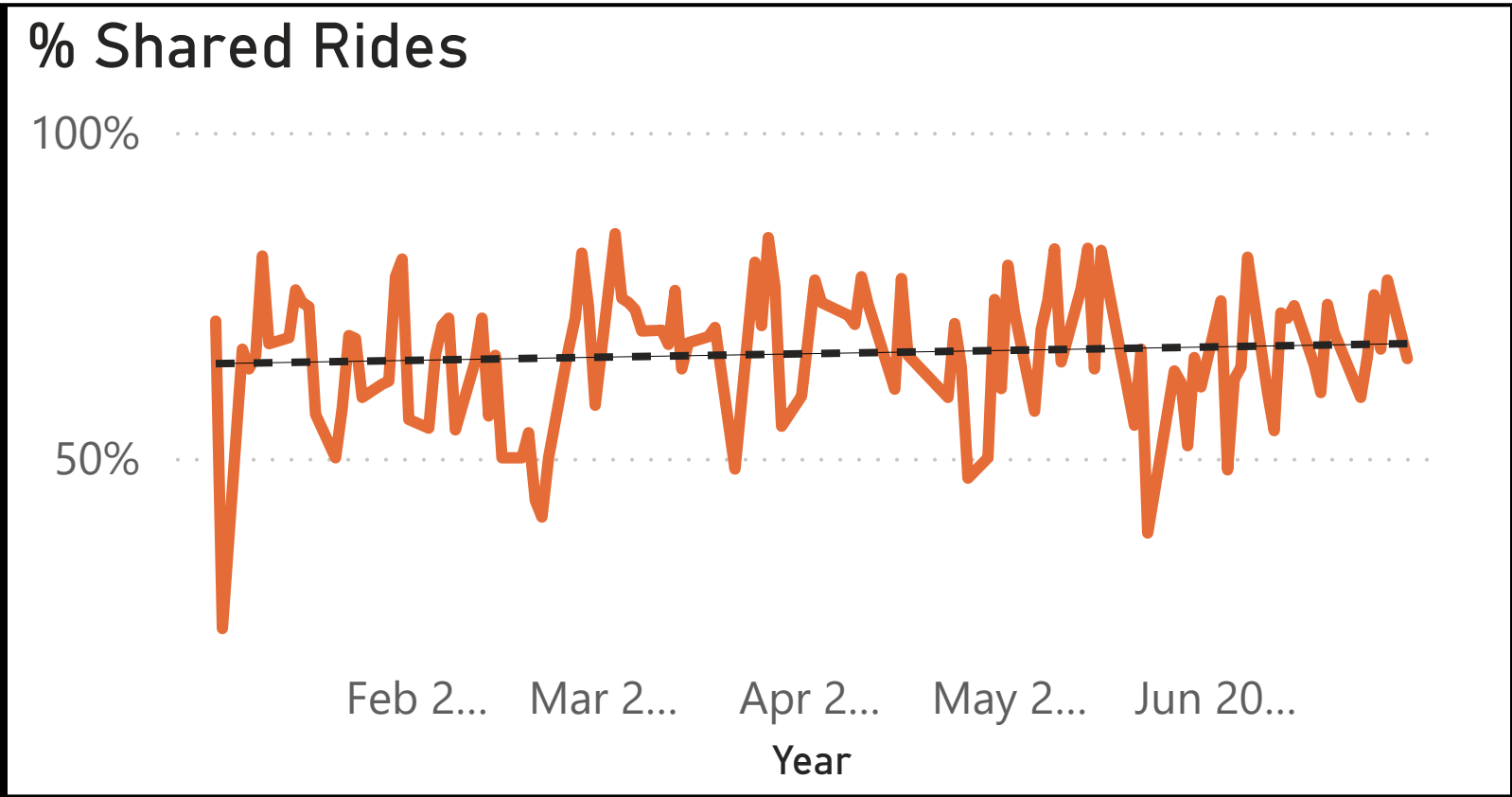
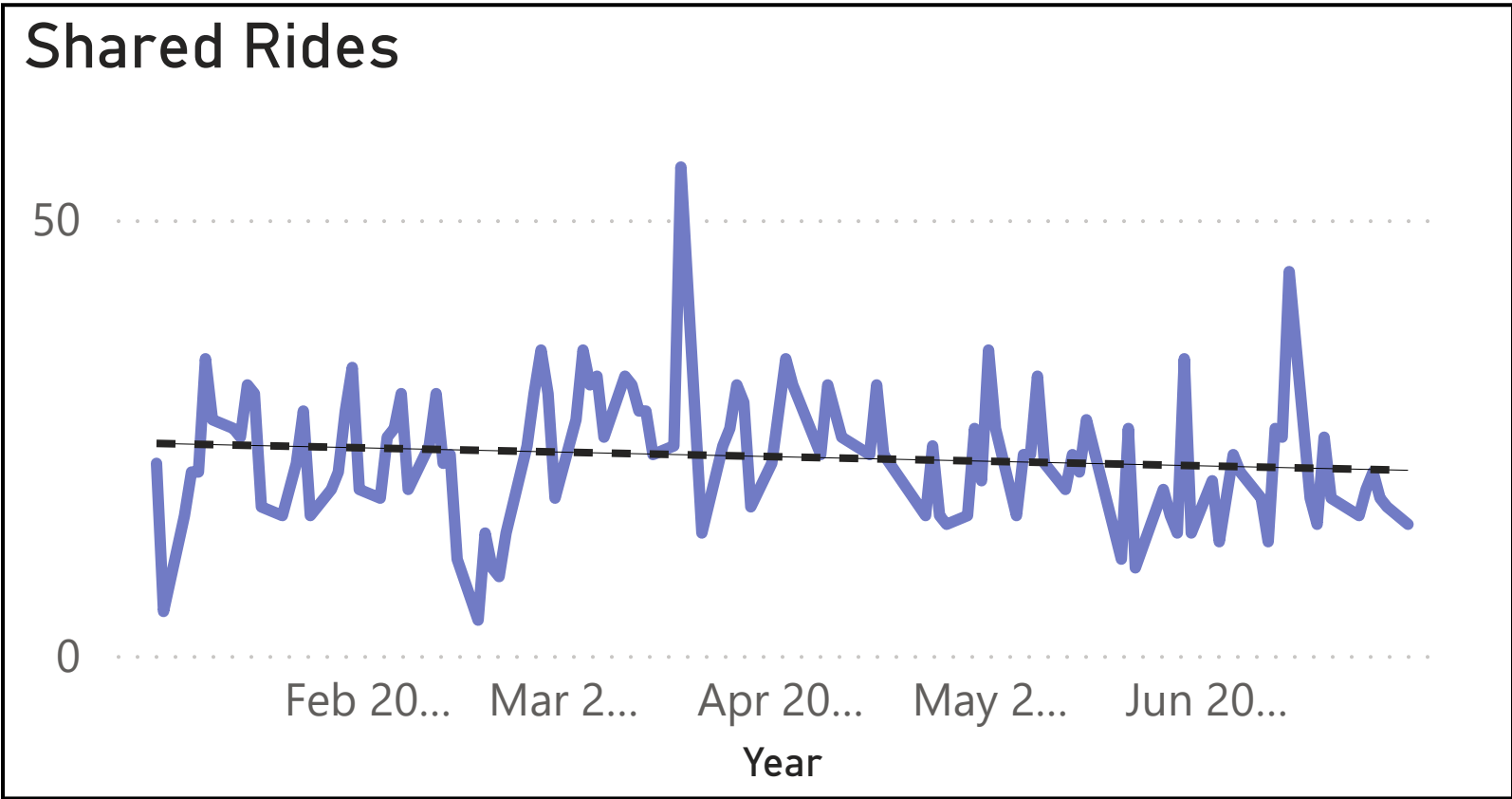
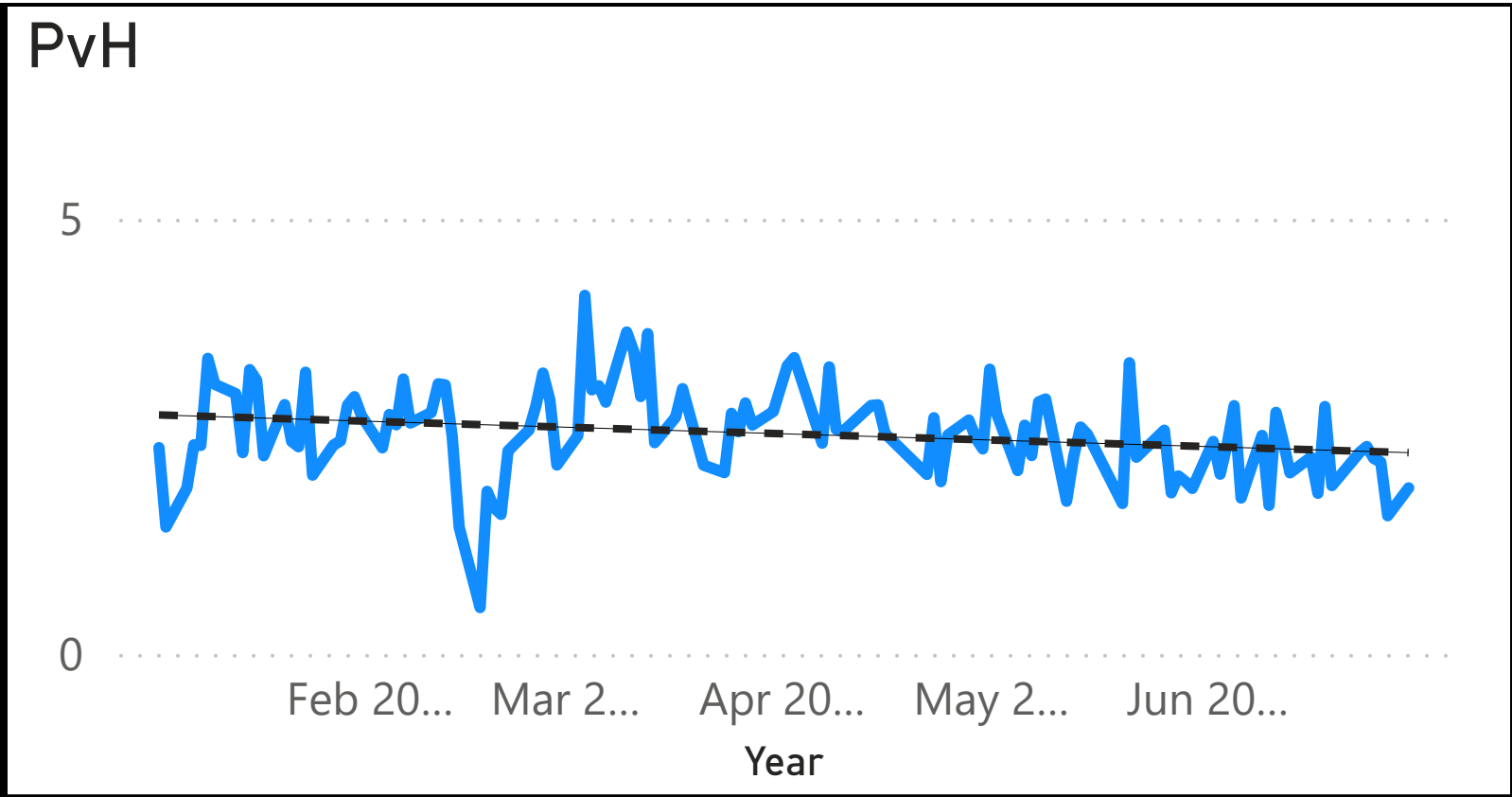
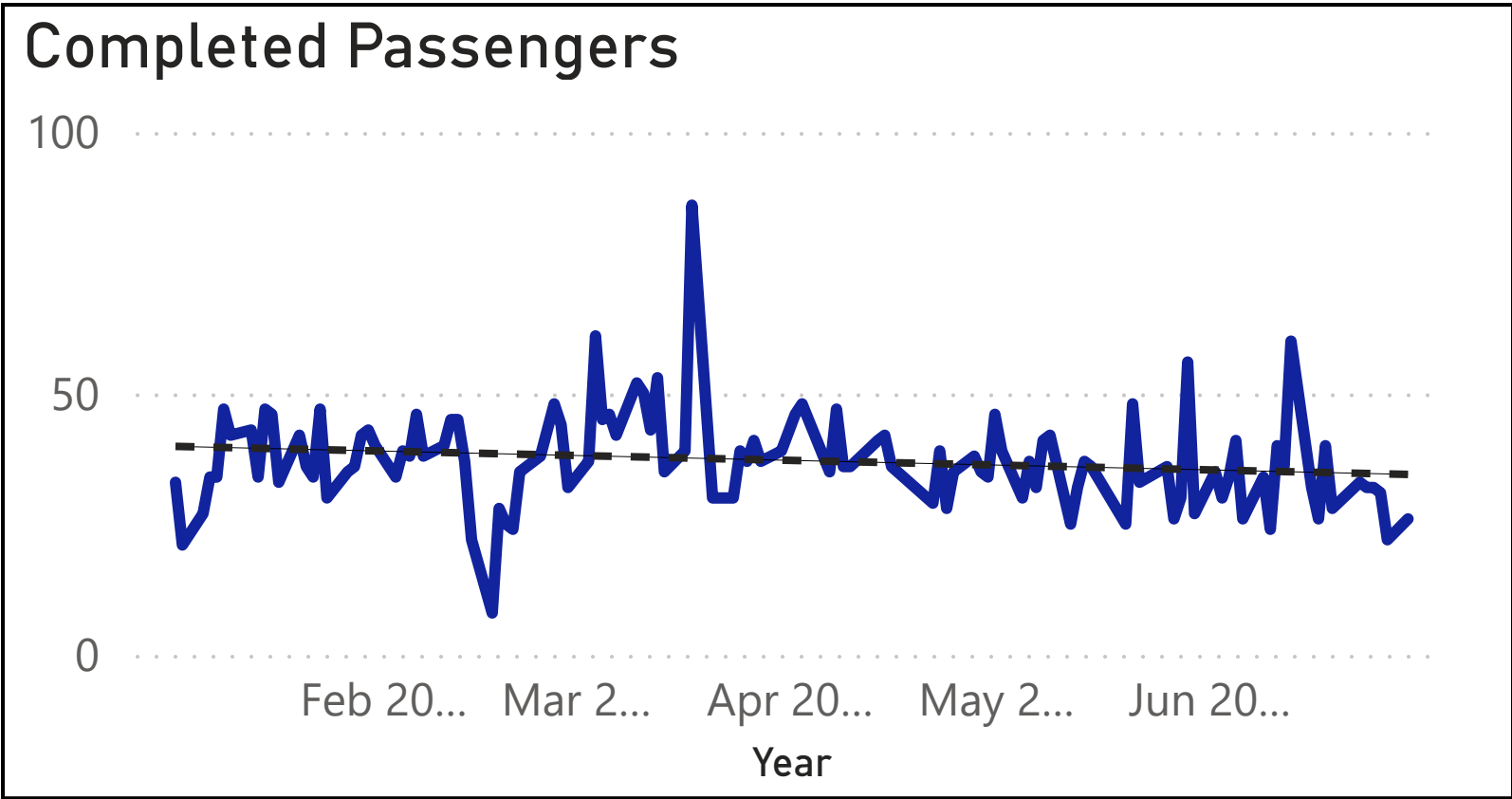
PvH

2643

Shared Rides

67.10%

% Shared Rides



|            |                 |              |          |      |                 |              |          |      |                 |  |
|------------|-----------------|--------------|----------|------|-----------------|--------------|----------|------|-----------------|--|
| Year       | 2025            |              |          |      |                 |              |          |      |                 |  |
| Month      | January         |              |          |      | February        |              |          |      | March           |  |
| Program    | Completed Rides | Shared Rides | % Shared | PvH  | Completed Rides | Shared Rides | % Shared | PvH  | Completed Rides |  |
| Blackfalds | 748             | 496          | 66.31%   | 2.61 | 660             | 416          | 63.03%   | 2.41 | 762             |  |
| Total      | 748             | 496          | 66.31%   | 2.61 | 660             | 416          | 63.03%   | 2.41 | 762             |  |



Program

☒ Blackfalds

ServiceDay

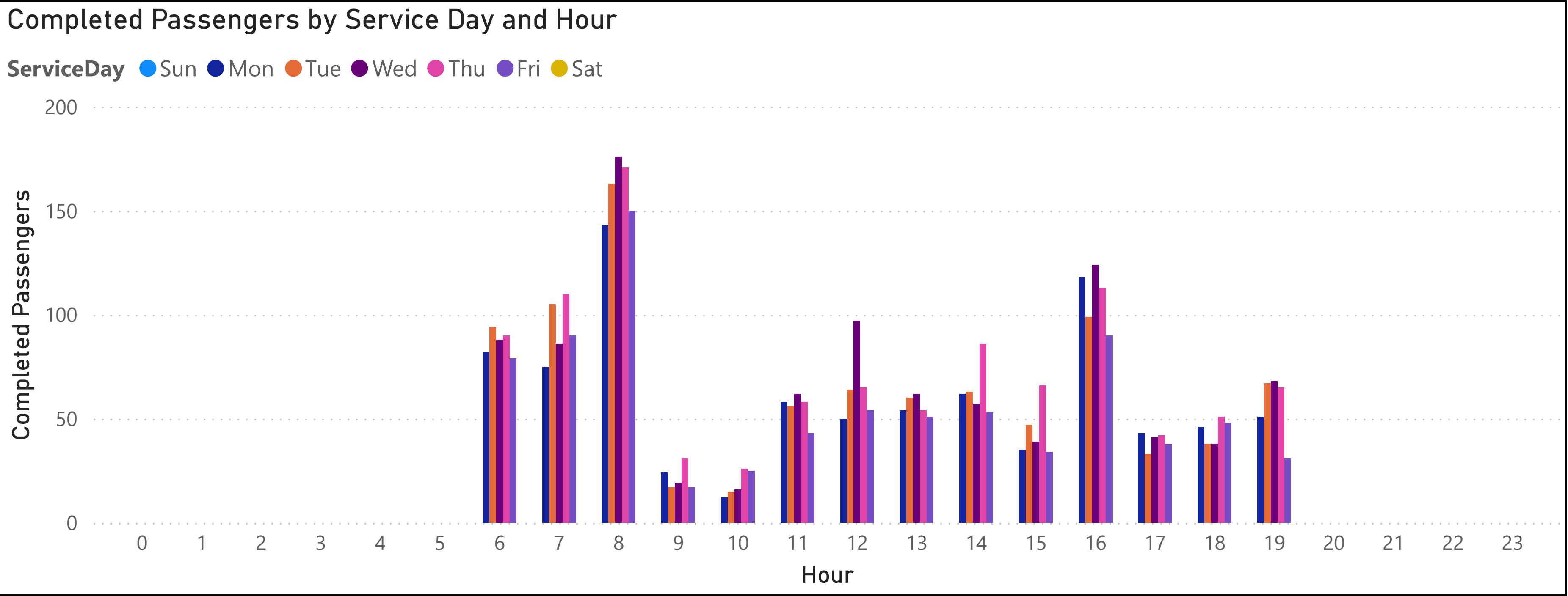
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Date

1/1/2025

6/30/2025

| ServiceDay | 0 | 1 | 2 | 3 | 4 | 5 | 6   | 7   | 8   | 9   | 10 | 11  | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19  | 20 | 21 | 22 | 23 | Day Total |
|------------|---|---|---|---|---|---|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|-----------|
| Sun        | 0 | 0 | 0 | 0 | 0 | 0 | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0  | 0  | 0         |
| Mon        | 0 | 0 | 0 | 0 | 0 | 0 | 82  | 75  | 143 | 24  | 12 | 58  | 50  | 54  | 62  | 35  | 118 | 43  | 46  | 51  | 0  | 0  | 0  | 0  | 853       |
| Tue        | 0 | 0 | 0 | 0 | 0 | 0 | 94  | 105 | 163 | 17  | 15 | 56  | 64  | 60  | 63  | 47  | 99  | 33  | 38  | 67  | 0  | 0  | 0  | 0  | 921       |
| Wed        | 0 | 0 | 0 | 0 | 0 | 0 | 88  | 86  | 176 | 19  | 16 | 62  | 97  | 62  | 57  | 39  | 124 | 41  | 38  | 68  | 0  | 0  | 0  | 0  | 973       |
| Thu        | 0 | 0 | 0 | 0 | 0 | 0 | 90  | 110 | 171 | 31  | 26 | 58  | 65  | 54  | 86  | 66  | 113 | 42  | 51  | 65  | 0  | 0  | 0  | 0  | 1028      |
| Fri        | 0 | 0 | 0 | 0 | 0 | 0 | 79  | 90  | 150 | 17  | 25 | 43  | 54  | 51  | 53  | 34  | 90  | 38  | 48  | 31  | 0  | 0  | 0  | 0  | 803       |
| Sat        | 0 | 0 | 0 | 0 | 0 | 0 | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0  | 0  | 0         |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 433 | 466 | 803 | 108 | 94 | 277 | 330 | 281 | 321 | 221 | 544 | 197 | 221 | 282 | 0  | 0  | 0  | 0  | 4578      |



Program

☒ Blackfalds

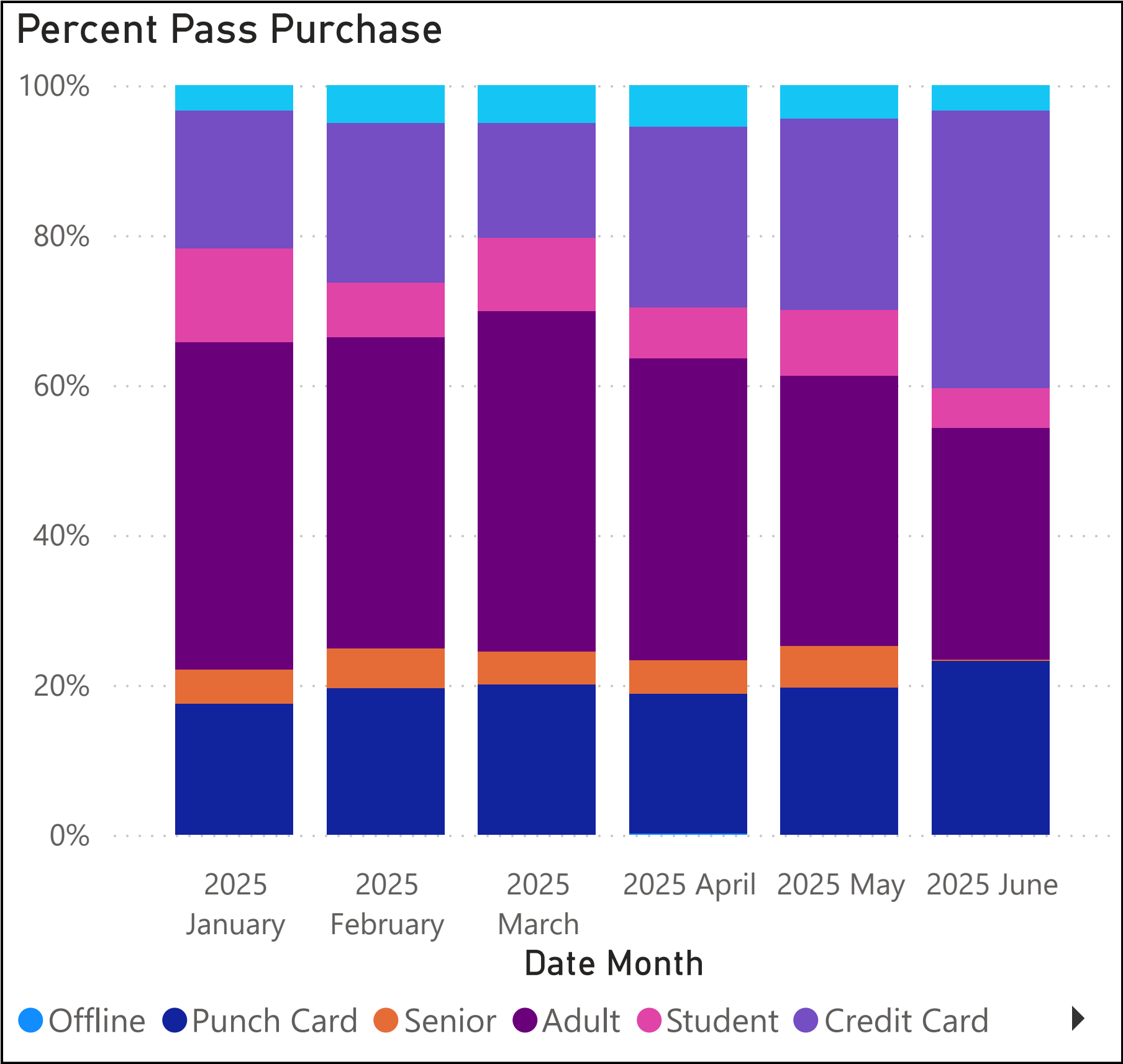
ServiceDay

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Date

1/1/2025

6/30/2025



| Date       | Offline | Punch Card | Senior | Adult | Student | Credit Card |
|------------|---------|------------|--------|-------|---------|-------------|
| 2025-01-02 | 0       | 3          | 2      | 8     | 0       | 14          |
| 2025-01-03 | 0       | 4          | 2      | 7     | 0       | 4           |
| 2025-01-06 | 0       | 5          | 2      | 7     | 7       | 3           |
| 2025-01-07 | 0       | 7          | 1      | 13    | 5       | 7           |
| 2025-01-08 | 0       | 7          | 1      | 14    | 6       | 3           |
| 2025-01-09 | 0       | 6          | 3      | 17    | 9       | 6           |
| 2025-01-10 | 0       | 3          | 1      | 14    | 7       | 13          |
| 2025-01-13 | 0       | 10         | 1      | 17    | 6       | 4           |
| 2025-01-14 | 0       | 5          | 0      | 17    | 7       | 4           |
| 2025-01-15 | 0       | 8          | 3      | 16    | 7       | 8           |
| 2025-01-16 | 0       | 11         | 1      | 14    | 7       | 6           |
| 2025-01-17 | 0       | 9          | 3      | 14    | 2       | 1           |
| 2025-01-20 | 0       | 4          | 1      | 15    | 5       | 7           |
| 2025-01-21 | 0       | 6          | 1      | 19    | 3       | 4           |
| 2025-01-22 | 0       | 4          | 1      | 17    | 3       | 7           |
| 2025-01-23 | 0       | 13         | 3      | 17    | 4       | 3           |
| 2025-01-24 | 0       | 3          | 0      | 15    | 2       | 5           |
| Total      | 1       | 776        | 162    | 1578  | 339     | 909         |

|            |             |                |            |           |             |                 |                 |          |            |             |                 |            |             |                |            |
|------------|-------------|----------------|------------|-----------|-------------|-----------------|-----------------|----------|------------|-------------|-----------------|------------|-------------|----------------|------------|
| Year       | 2025        |                |            |           |             |                 |                 |          |            |             |                 |            |             |                |            |
| Month      | January     |                |            |           |             |                 |                 |          |            |             | February        |            |             |                |            |
| Program    | Avg Offline | Avg Punch Card | Avg Senior | Avg Adult | Avg Student | Avg Credit Card | Avg Bulk Ticket | Avg Cash | Avg Coupon | Avg ETicket | Avg Ride Credit | Avg Ticket | Avg Offline | Avg Punch Card | Avg Senior |
| Blackfalds | 0%          | 18%            | 5%         | 44%       | 12%         | 18%             | 0%              | 0%       | 0%         | 0%          | 3%              | 0%         | 0%          | 0%             | 2%         |
| Total      | 0%          | 18%            | 5%         | 44%       | 12%         | 18%             | 0%              | 0%       | 0%         | 0%          | 3%              | 0%         | 0%          | 0%             | 2%         |

Program

☒ Blackfalds

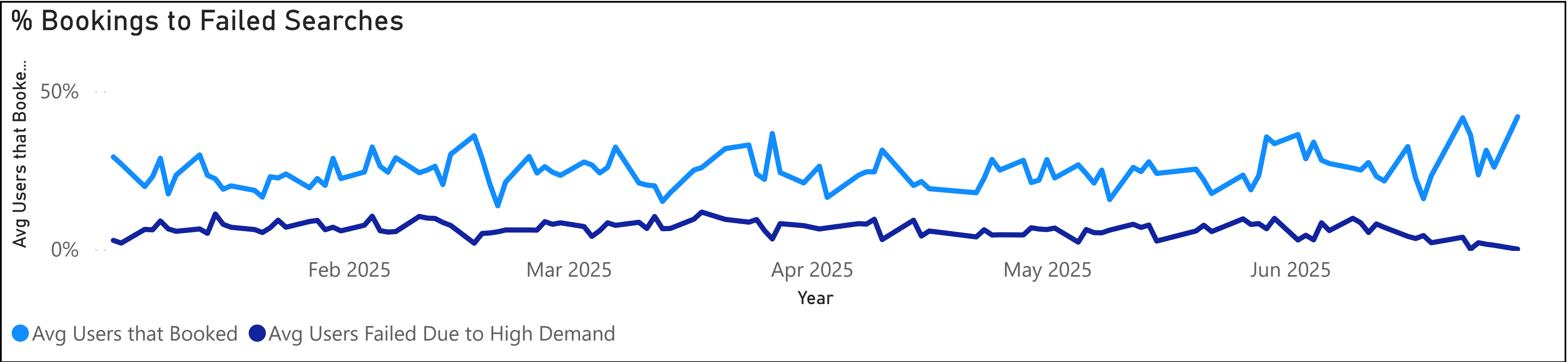
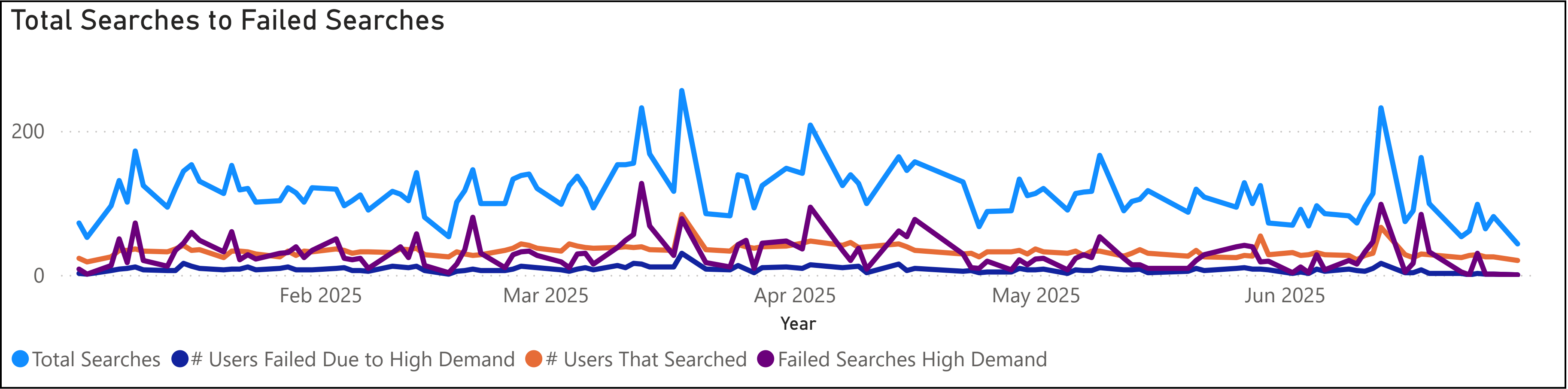
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Date

1/1/2025

6/30/2025



|            |                |                                   |                       |                       |                                     |
|------------|----------------|-----------------------------------|-----------------------|-----------------------|-------------------------------------|
| Year       | 2025           |                                   |                       |                       |                                     |
| Month      | January        |                                   |                       |                       |                                     |
| Program    | Total Searches | # Users Failed Due to High Demand | # Users That Searched | Avg Users that Booked | Avg Users Failed Due to High Demand |
| Blackfalds | 2553           | 175                               | 682                   | 22%                   | 7%                                  |
| Total      | 2553           | 175                               | 682                   | 22%                   | 7%                                  |

Program

☒ Blackfalds

ServiceDay

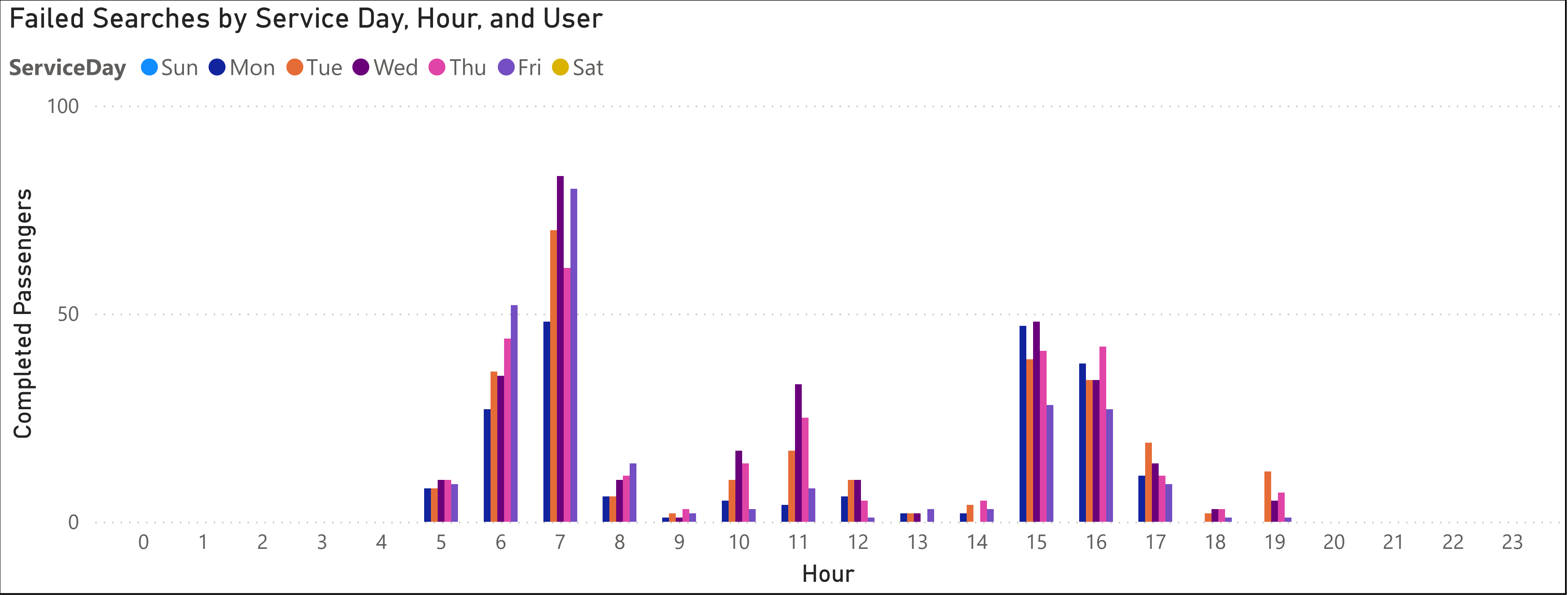
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Date

1/1/2025

6/30/2025

| ServiceDay | 0 | 1 | 2 | 3 | 4 | 5  | 6   | 7   | 8  | 9 | 10 | 11 | 12 | 13 | 14 | 15  | 16  | 17 | 18 | 19 | 20 | 21 | 22 | 23 | Day Total |
|------------|---|---|---|---|---|----|-----|-----|----|---|----|----|----|----|----|-----|-----|----|----|----|----|----|----|----|-----------|
| Sun        | 0 | 0 | 0 | 0 | 0 | 0  | 0   | 0   | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0         |
| Mon        | 0 | 0 | 0 | 0 | 0 | 8  | 27  | 48  | 6  | 1 | 5  | 4  | 6  | 2  | 2  | 47  | 38  | 11 | 0  | 0  | 0  | 0  | 0  | 0  | 205       |
| Tue        | 0 | 0 | 0 | 0 | 0 | 8  | 36  | 70  | 6  | 2 | 10 | 17 | 10 | 2  | 4  | 39  | 34  | 19 | 2  | 12 | 0  | 0  | 0  | 0  | 271       |
| Wed        | 0 | 0 | 0 | 0 | 0 | 10 | 35  | 83  | 10 | 1 | 17 | 33 | 10 | 2  | 0  | 48  | 34  | 14 | 3  | 5  | 0  | 0  | 0  | 0  | 305       |
| Thu        | 0 | 0 | 0 | 0 | 0 | 10 | 44  | 61  | 11 | 3 | 14 | 25 | 5  | 0  | 5  | 41  | 42  | 11 | 3  | 7  | 0  | 0  | 0  | 0  | 282       |
| Fri        | 0 | 0 | 0 | 0 | 0 | 9  | 52  | 80  | 14 | 2 | 3  | 8  | 1  | 3  | 3  | 28  | 27  | 9  | 1  | 1  | 0  | 0  | 0  | 0  | 241       |
| Sat        | 0 | 0 | 0 | 0 | 0 | 0  | 0   | 0   | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0         |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 45 | 194 | 342 | 47 | 9 | 49 | 87 | 32 | 9  | 14 | 203 | 175 | 64 | 9  | 25 | 0  | 0  | 0  | 0  | 1304      |



Program

☒ Blackfalds

ServiceDay

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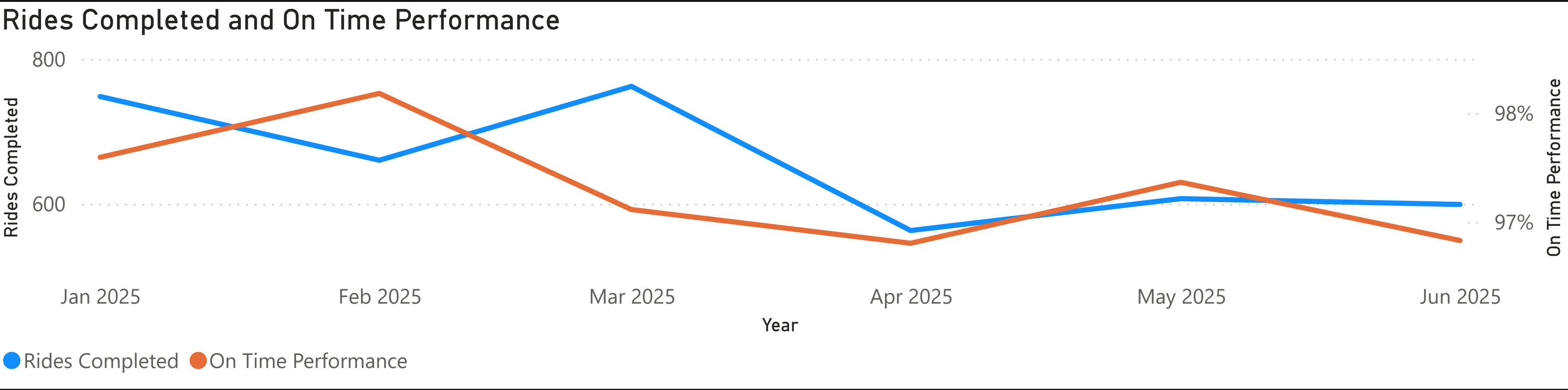
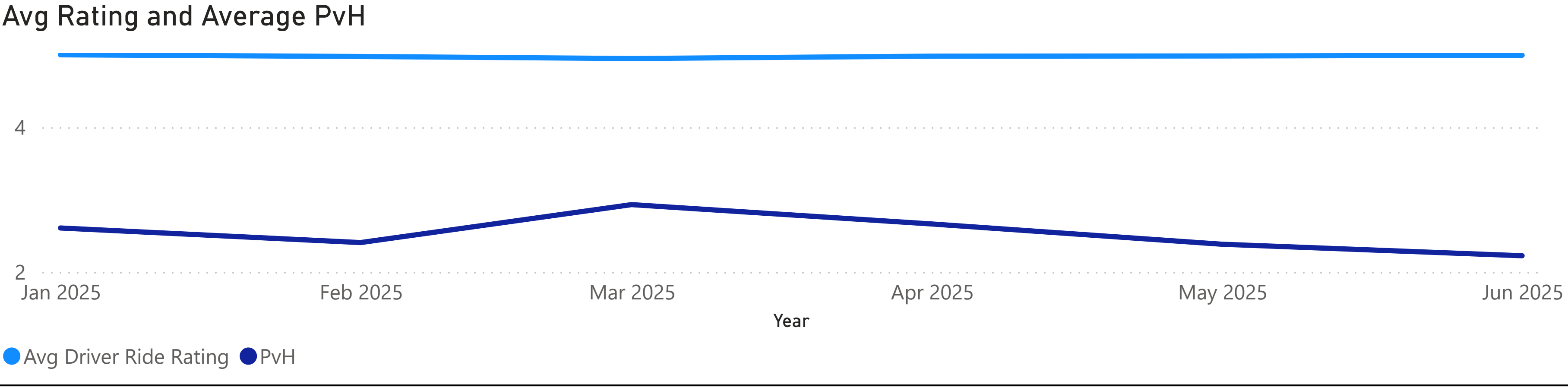
Date

1/1/2025

6/30/2025

97.33%

On Time Performance



|            |                 |                        |      |                     |  |                 |                        |      |                     |  |
|------------|-----------------|------------------------|------|---------------------|--|-----------------|------------------------|------|---------------------|--|
| Year       | 2025            |                        |      |                     |  |                 |                        |      |                     |  |
| Month      | January         |                        |      |                     |  | February        |                        |      |                     |  |
| Program    | Rides Completed | Avg Driver Ride Rating | PvH  | On Time Performance |  | Rides Completed | Avg Driver Ride Rating | PvH  | On Time Performance |  |
| Blackfalds | 748             | 5.00                   | 2.61 | 97.59%              |  | 660             | 4.98                   | 2.41 | 98.33%              |  |
| Total      | 748             | 5.00                   | 2.61 | 97.59%              |  | 660             | 4.98                   | 2.41 | 98.33%              |  |



Program

☒ Blackfalds

ServiceDay

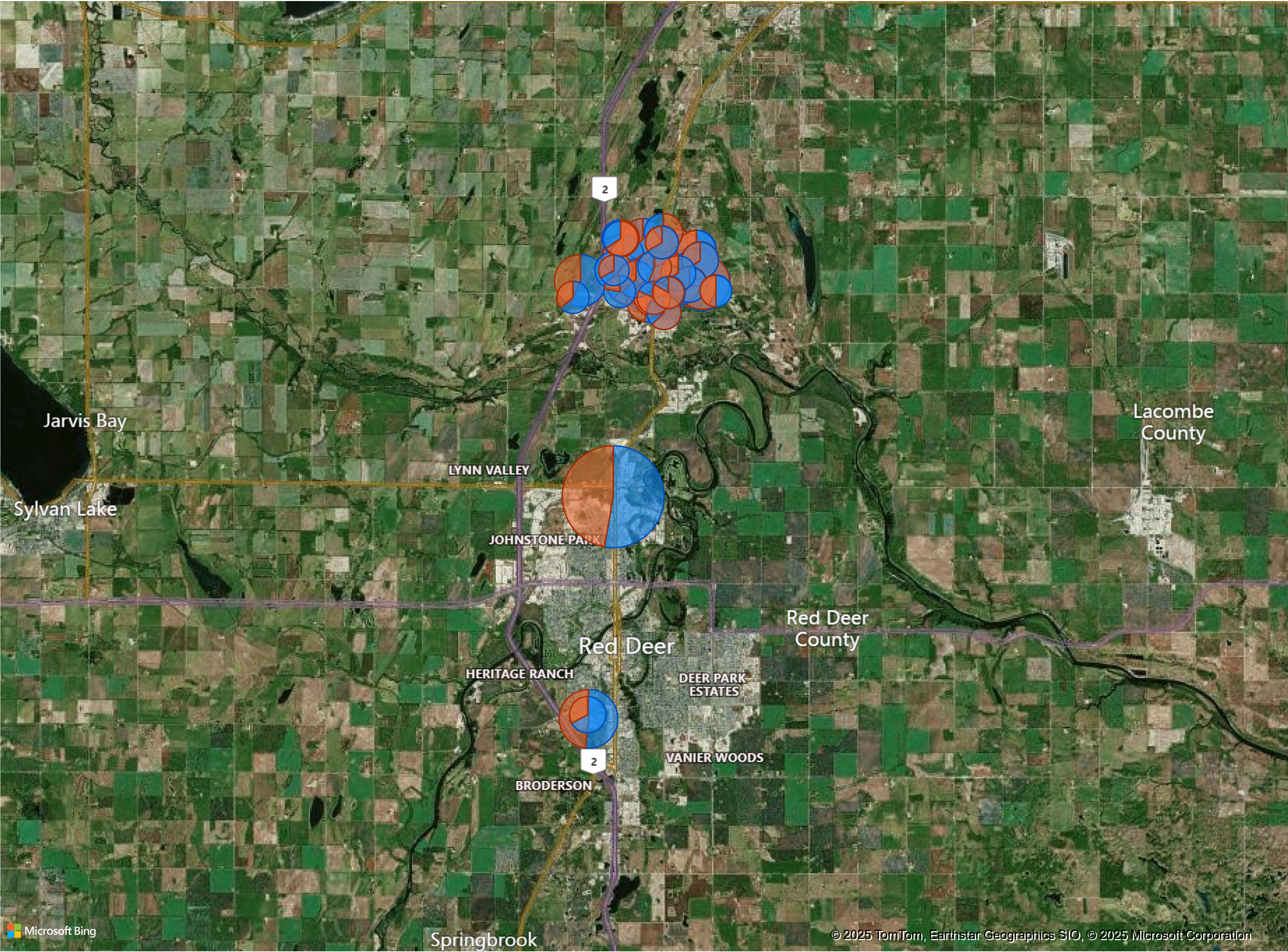
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Date

10/1/2021 7/10/2025



● Dropoff ● Pickup



Program

☒ Blackfalds

ServiceDay

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☐ Wed

☐ Thu

☐ Fri

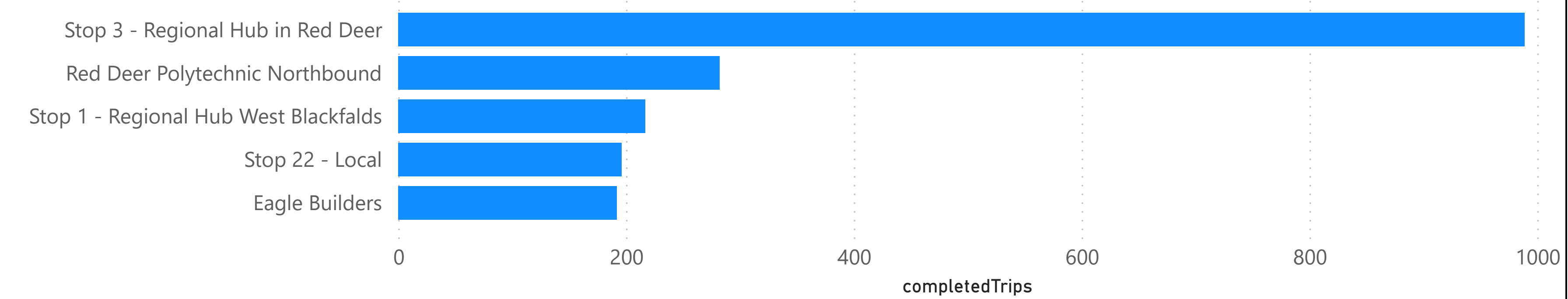
☐ Sat

Date

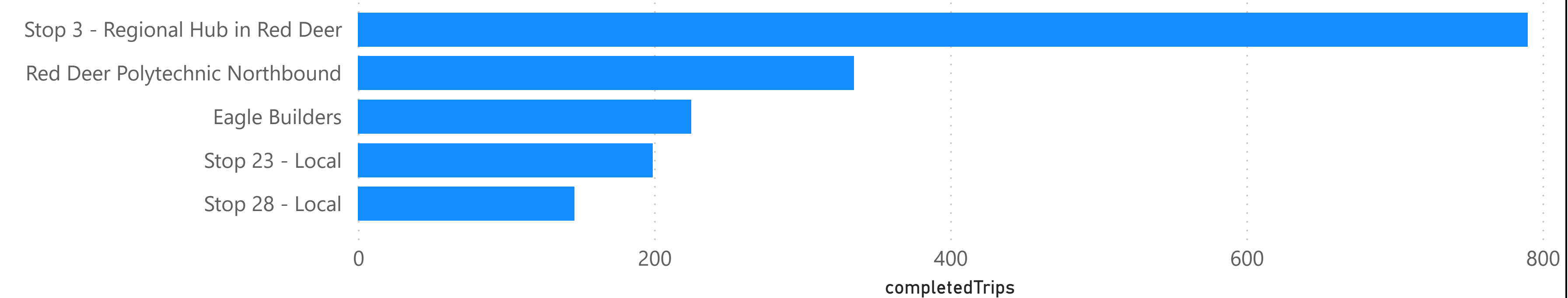
1/1/2025

5/31/2025

Top 5 Pickup Locations



Top 5 Drop Off Locations



| stopName                                 | Dropoff | Pickup | Total |
|------------------------------------------|---------|--------|-------|
| Stop 3 - Regional Hub in Red Deer        | 790     | 989    | 1779  |
| Red Deer Polytechnic Northbound          | 335     | 282    | 617   |
| Eagle Builders                           | 225     | 192    | 417   |
| Stop 1 - Regional Hub West Blackfalds    | 138     | 217    | 355   |
| Stop 28 - Local                          | 146     | 79     | 225   |
| Stop 22 - Local                          | 19      | 196    | 215   |
| Stop 23 - Local                          | 199     | 14     | 213   |
| Womacks Rd at Blackfalds Skateboard Park | 61      | 132    | 193   |
| Stop 8 - Local                           | 120     | 54     | 174   |
| Total                                    | 3340    | 3340   | 6680  |

## **HIGHLIGHTS OF THE REGULAR COUNCIL MEETING JULY 10, 2025**

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### **COMMITTEE OF THE WHOLE MEETING NOTES**

The following recommendations from the Committee of the Whole meeting held on June 3, 2025, were approved by Council:

- That the presentations from the RCMP Detachment Commanders and Crime Watch Associations be received for information.
- That the Assessment Model Review presentation be received for information.

### **RANGE ROAD 27-3 PAVING**

The County Manager was directed to award the work to base pave Range Road 27-3 in the amount of \$621,410.00, to be funded from the Community Resource Reserve.

### **BILL 50 – MUNICIPAL AFFAIRS STATUTES AMENDMENT ACT**

Council received an update on the recent changes to the Municipal Government Act introduced through Bill 50.

### **AUDITING SERVICES REQUEST FOR PROPOSAL**

Council approved awarding the 2025-2027 auditing services contract to Metrix Group LLP.

### **SOUTH SYLVAN LAKE AREA OFF-SITE LEVY BYLAW NO. 1442/25**

Council received a presentation regarding the proposed off-site levy bylaw for the South Sylvan Lake Area. The off-site levy fund would apply only to new development areas that benefit from roadway and intersection improvements.

### **HAMLET OF MIRROR AREA STRUCTURE PLAN TERMS OF REFERENCE**

Council received a presentation on the proposed plans to update the Hamlet of Mirror Area Structure Plan, scheduled for completion in March 2027. Council endorsed the Terms of Reference for the project.

### **BATTLE RIVER WATERSHED ALLIANCE PRESENTATION**

Council received a presentation from Ms. Sarah Skinner of the Battle River Watershed Alliance.

### **ALBERTA TRANSPORTATION & ECONOMIC CORRIDORS UPDATE PRESENTATION**

Council received a presentation from Mr. Stuart Richardson and Ms. Niki Burkinshaw of Alberta Transportation and Economic Corridors.





SUCCESS GROWS HERE!

### **FIRE SERVICES AGREEMENT REVIEW MEETING NOTES**

Council received, for information, the meeting notes from the Fire Services Agreement Review meeting, held on May 27, 2025, with participation from the Village of Alix, Town of Bentley, Village of Clive and Lacombe County.

**Next Regular Council Meeting is**  
**August 28, 2025 – 9:00 a.m.**

**Next Committee of the Whole Meeting is**  
**October 7, 2025 – 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](http://www.lacombecounty.com)) after approval.**



# City of Lacombe

## COUNCIL HIGHLIGHTS

July 14<sup>th</sup>, 2025

## 2. Review of Agendas

### 2.1 Consent Agenda

- Council gave first reading to Bylaw 379.4.
- Council gave first reading to Bylaw 532 as presented and issued a Notice of Intent to designate the Owen Residence as a Municipal Historic Resource and provides this Notice to the property owners.

## 6. Requests for Decision

### 6.1 Lacombe City Hall Mural Update

The Art Collection Committee is committed to commissioning artwork that is well-suited to Lacombe and has a record of success with past sculptural commissions and murals.

The City's murals capture the early settler years of our community; however, the area also has a very rich Indigenous cultural history that has yet to be represented in this art form. On April 14, 2025, Council was updated on the plans for new murals and repairs to existing murals by the Art Collection Committee. This update included commissioning a mural for the front of City Hall.

The City Hall mural will portray a full-color natural landscape before the arrival of the first settlers while highlighting the Indigenous travelling routes that passed through Lacombe and the area. Creating a sense of space and time through a historical depiction of the outdoors and the natural areas of the past will provide a more welcoming and expressive atmosphere for those coming to City Hall.

The timing of this mural project aligns with improvements to the inside of the building and will enhance the grey exterior walls of City Hall to provide an updated interior and exterior.

Council approved the recommendation of the Lacombe Art Collection Committee to install a mural on the exterior south wall of Council Chambers, as presented.

### 6.2 Kinsmen 75th Anniversary Project

The Lacombe Kinsmen Club is proposing upgrades to Popow's Park as part of their 75th Anniversary Project, which includes amenities such as pathways, a gazebo, signage, and commemorative features. The Lacombe & District Recreation, Parks, and Culture Board has expressed support for the vision and shared feedback for consideration.

Council approved the Kinsmen 75th Anniversary project upgrades to Popow's Park, and direct Administration to work with the Kinsmen Committee on project planning, with the City assuming ownership and maintenance of completed upgrades.

Council directed Administration to develop a sponsorship agreement with the Lacombe Kinsmen Club for the 75th Anniversary Popow's Park Legacy Project, in accordance with the Municipal Naming and Sponsorship Policy (Policy No. 11/462.01 2024PO).

### **6.3 Request to Share Cost of Paving Sunset Way**

Following Council's May 9th, 2022, approval for the paving Sunset Way at the proponent's cost, the proponent has submitted a follow-up request:

1. A City contribution of \$13,133 (one-third) toward the Sunset Way paving cost, and
2. That the City enter into negotiations for the proponent's acquisition of the fee simple City-owned parcel, located between 5948 60 Avenue Close and 37 Cameron Close (Plan 9323329; OT).

Council affirmed its approval for the paving of Sunset Way at the proponent's cost.

Council directed Administration to initiate a land use redesignation of the parcel legally described as Plan 9323329; OT to Utility District and to proceed with registering a Public Utility Lot (PUL) designation on title.

### **6.4 Birth Place Forest – Reconsideration of Phasing**

In response to public feedback received during an Open Forum presentation June 23<sup>rd</sup>, 2025, Council requested the opportunity to consider a revision to the phasing of the Birth Place Forest. As an alternative to expanding west of the current path, Administration recommends designating the area northeast of Bruns Pond (Lot 1R, Block 6, Plan 922-2219) as Phase II. The previously proposed expansion to the west side of the path has been removed from consideration.

Council approved that the expansion to the west of the path at the current location, situated on the east side of Lot 1MR, Block 5, Plan 922-2219, as Phase II be removed AND THAT Lot 1R, Block 6, Plan 922-2219, located northeast of Bruns Pond, be designated as Phase II of the Birth Place Forest.

Council approved the expansion the Birth Place Forest to Lot 1R, Block 6, Plan 922-2219, located northeast of Bruns Pond, and be designated as Phase II of the Birth Place Forest and that no trees be removed.

### **6.5 Council Motion - Brought Forward from Notice of Motion (Councillor Konnik – June 23<sup>rd</sup>)**

Council approved the following motion:

- "Council grant the CAO authority to enter into Encroachment Agreements with properties bordering the west side of Legal Address 7823298;1;31MR, if they are not 'Major Encroachments' as defined in the Encroachment Bylaw. Specifically, to consider encroachment agreements for encroachments less than 1.0 meter into the MR, on the odd-numbered homes between #3 and #29 Willow Crescent."

## 7. Notices of Motion

### 7.1 Councillor Hibbs

Councillor Hibbs made the following Notice of Motion:

- THAT Council schedule a Committee Meeting on Monday, September 29, 2025, for the purpose of identifying and discussing key topics to be addressed in a future report on the potential restriction of heavy truck through-traffic on 50th Avenue between C&E Trail and Highway 2A to encourage greater use of the 34th Street bypass, which remains underutilized. The intent of the meeting is to provide Council input on priority topics to guide the scope and focus of the Administration's forthcoming report.

Council will discuss the motion at a future Regular Meeting of Council.

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

- ***Monday, August 11<sup>th</sup>, 2025 – Regular Council Meeting at 5:30 p.m. – City Hall***
- ***Monday, August 25<sup>th</sup>, 2025 – Regular Council Meeting at 5:30 p.m. – City Hall***
- ***Monday, September 8<sup>th</sup>, 2025 – Regular Council Meeting at 5:30 p.m. – City Hall***

Royal Canadian Mounted Police

Commanding Officer  
Alberta



Gendarmerie royale du Canada

Commandant  
de l'Alberta

June 25, 2025

His Worship Jamie Hoover  
Town of Blackfalds  
PO Box 220,  
Blackfalds, AB T0M 0J0

Dear Mayor Jamie Hoover:

I'm writing to introduce myself as the new Commanding Officer of the Alberta Royal Canadian Mounted Police (RCMP). It is an incredible honour to step into this role and lead a police service with such an extensive history of service to the communities and citizens of Alberta.

People are at the heart of everything we do. That includes the dedicated employees on the front lines and behind the scenes, the citizens we serve, and the communities and governments we proudly partner with. None of our work is possible without the commitment, support and collaboration of people.

With 37 years of policing experience - much of it in Alberta - I have seen firsthand how people working together can shape strong communities. I have witnessed the remarkable impact that this committed partnership can have, not only during moments of crisis, but in the everyday interactions that build trust and strengthen public confidence.

Trust is not something that is given; it is earned, day in and day out. My leadership is grounded in public trust, transparency, accountability, and meaningful results. These principles will guide how we serve you and the citizens you represent. I firmly believe that our success is rooted in the strength of our relationships with the communities we serve and the partners we stand beside. That is why I am committed to fostering strong, open, and meaningful connections with you, listening actively, and ensuring our work reflects the needs and values of your community.

While I am proud of the high-quality policing services the Alberta RCMP delivers, I also recognize that there is always room to evolve. We are embracing innovation and leveraging technology to enhance effectiveness. You can see through initiatives like the Real Time Operations Centre (RTOC) and the Remotely Piloted Aircraft Systems (RPAS) program, that the Alberta RCMP is embracing innovation and applying technology in ways that enhance how we serve, protect, and connect with the public.

One of the most pressing challenges we face today is staffing. Recruitment continues to be a top priority - but it is only part of the solution. Retention is equally critical. We are actively exploring new strategies to attract and retain dedicated employees who see the Alberta RCMP as not only a great place to work, but a place to grow, lead and make a difference.

We have an exciting path ahead. While challenges exist, so too do opportunities to modernize, to collaborate and to build an even stronger, more community-focused provincial police service.

Thank you for your ongoing partnership and support. I look forward to working alongside each of you to build safer communities and ensure they remain the best place to live, work and raise our families.

Yours truly,



Trevor Daroux, O.O.M.  
Deputy Commissioner  
Commanding Officer Alberta RCMP

11140 – 109 Street  
Edmonton, AB T5G 2T4

Telephone: 780-412-5444  
Fax: 780-412-5445

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**MEETING DATE:** July 22, 2025

**PREPARED BY:** Danielle Nealon, Executive & Legislative Coordinator

**SUBJECT:** **Bylaw 1337.25 – Valley Ridge Estates Phase 6B Redistricting - Pt. NW 27-39-27-W4M**

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## **BACKGROUND**

The purpose of Bylaw 1337.25 is to amend the Land Use Bylaw to re-district Pt. NW 27-39-27-W4M from Residential Single Dwelling Medium Lot District (R-1M) and Public Facility District (PF) to Residential High Density District (R-4) and Parks and Recreation District (PR).

First Reading was given to Bylaw 1337.25 on June 24, 2025.

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:

- On the bulletin board in the Town's Civic Centre, upstairs outside of Council Chambers, commencing June 27, 2025.
- A hard copy of proposed Bylaw 1337.25 was available for viewing at the Town's Civic Centre Front Counter (upstairs) as of June 27, 2025.
- Via email to all local authorities and agencies on June 26, 2025.
- Via email to internal departments on June 27, 2025.
- On the Town's HWY 2A electronic sign commencing June 26, 2025.
- On the Town's Broadway electronic sign commencing July 2, 2025.
- July 2025 edition of "Talk of the Town".
- On the Town's website commencing on June 27, 2025.
- Circulation to adjacent landowners on June 27, 2025.
- Via email to the Municipal Planning Commission on June 27, 2025.
- In the July 10, 2025 and July 17, 2025 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:

- June 27, 2025, submission from Lacombe County
- July 8, 2025, submission from N. St. Denis
- July 9, 2025, submission from Alberta Transportation and Economic Corridors

## **ATTACHMENTS**

- *Bylaw 1337.25 – Valley Ridge Estates Phase 6B Redistricting - Pt. NW 27-39-27-W4M*
- *June 27, 2025, submission from Lacombe County*
- *July 8, 2025, submission from N. St. Denis*
- *July 9, 2025, submission from Alberta Transportation and Economic Corridors*

## **APPROVALS**



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Rick Kreklewich,  
Acting Chief Administrative Officer



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Department Director/Author



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

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A Bylaw of the Town of Blackfalds, in the Province of Alberta, pursuant to the provisions of the *Municipal Government Act* (MGA), 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 redistrict Pt. NW 27-39-27-W4M from Residential Single Dwelling Medium Lot District (R-1M) and Public Facility District (PF) to Residential High Density District (R-4) and Parks and Recreation District (PR).

**WHEREAS**, pursuant to Section 641(1) of the MGA, RSA 2000, Chapter M-26 and amendments thereto, require every municipality to pass a Land Use Bylaw.

**WHEREAS**, notice of the intention of Council to pass a bylaw has been published in the Lacombe Express on July 10, 2025, and July 17, 2025, in accordance with Section 606 of the *Municipal Government Act*, RSA 2000, and amendments thereto;

**WHEREAS**, a Public Hearing was held on July 22, 2025, to allow the general public to provide input into the proposed Bylaw amendment;

**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 “Redesignation of Pt. NW 27-39-27-W4M to Residential High Density District (R-4) and Parks and Recreation District (PR)”.
- 1.2 That Schedule “A” shall form part of this Bylaw.

**PART 2 – AMENDMENTS**

- 2.1 That Pt. NW 27-39-27-W4M be redistricted from Residential Single Dwelling Medium Lot District (R-1M) and Public Facility District (PF) to Residential High Density District (R-4) and Parks and Recreation District (PR), as shown in Schedule “A” attached and forming part of this Bylaw.
- 2.2 That Part 9.0 Land Use District Map be amended to reflect the redistricting proposed under this Bylaw.

**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 24<sup>th</sup> day of June, A.D. 2025.

(RES. 154/25)

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**MAYOR JAMIE HOOVER**

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**CAO KIM ISAAK**

READ for the second time this \_\_\_\_\_ day of \_\_\_\_\_, A.D. 20\_\_.

(RES. \_\_\_\_\_)

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**MAYOR JAMIE HOOVER**

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**CAO KIM ISAAK**



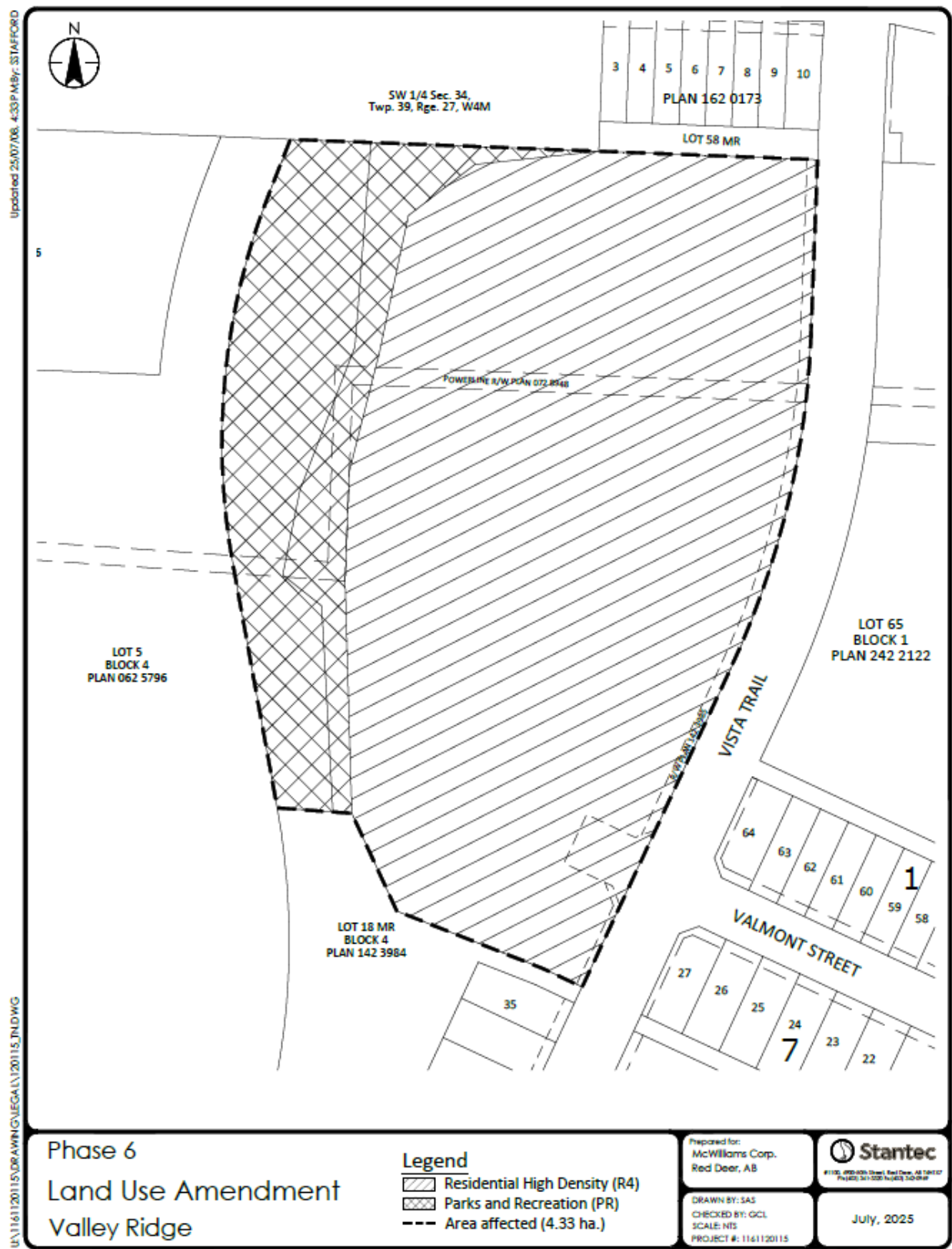
READ for the third this \_\_\_\_\_ day of \_\_\_\_\_, A.D. 20\_\_.

(RES. \_\_\_\_\_ )

\_\_\_\_\_  
**MAYOR JAMIE HOOVER**

\_\_\_\_\_  
**CAO KIM ISAAK**

Schedule "A"





June 27, 2025

Town of Blackfalds  
Attn: Legislative Services  
Box 220, 5018 Waghorn St  
Blackfalds, AB T0M 0J0

*original mailed*  
emailed to [legislative@blackfalds.ca](mailto:legislative@blackfalds.ca)

Dear Town of Blackfalds,

**RE: Land Use Bylaw Amending Bylaw No. 1337.25  
Redistricting in Valley Ridge Estates**

Thank you for the Public Hearing notification and opportunity to comment on the proposed amendment to the Land Use Bylaw, to redistrict a portion of Pt. NW 27-39-27-W4M in the Valley Ridge Estates community from the current Residential Single Dwelling Medium Lot District (R-1M) and Public Facility District (PF) to Residential High Density District (R-4) and Parks and Recreation District (PR).

This letter is to advise that Lacombe County has no comments or concerns regarding the amendment.

If you require anything further, please do not hesitate to contact me.

Sincerely,  
LACOMBE COUNTY

A handwritten signature in black ink, appearing to read "Cajun Paradis".

Cajun Paradis  
Manager of Planning Services

Telephone | 403-782-8389  
Email | [cparadis@lacombecounty.com](mailto:cparadis@lacombecounty.com)

Nadine St. Denis

ATIA 20(1)

July 8, 2025

The Office of the CAO, c/o Executive Assistant  
Box 220  
5018 Waghorn Street, Blackfalds AB T0M 0J0

Subject: Objection to Proposed Redistricting (rezoning) of Valley Ridge Estates Phase 6B  
(Pt. NW 27-39-27-W4M)-

To Mayor and Council,

I am writing to formally express my opposition to the proposed rezoning of Valley Ridge Estates Phase 6B (Subdivision File No.: S-04-25 | Legal Land Description: Pt. NW 27-39-27-W4M, from **Residential Single Dwelling Medium Lot District (R-1M)** and **Public Facility District (PF)** to **Residential High-Density District (R-4)** and **Parks and Recreation District (PR)**.

This proposed change contradicts the principles outlined in the **Valley Ridge Area Structure Plan (ASP)**. Under Section 3.2.1, development in this area is intended to “**complement and provide continuity to the existing Town of Blackfalds.**” Additionally, Section 4.2.1 specifies that “the majority” of residential lots are to be designated for **low-density single-family detached homes**, with zoning of either R-1S or R-1M, to accommodate a range of market demands and price points. At the time of the development of the ASP single family residential lots were determined to be the highest and best use of the land. Nothing has changed.

In Table 2, page 17 of the ASP the document identifies 340 Multi Family R2/R4 units and 300 R-1S and R-1M units. Section 4.2.1 clearly states that single family residential is to be the **Majority** of the housing units. For Council to consider rezoning would suggest that their original policy decision in the ASP was flawed. The town’s most recent version of the Land Use Bylaw as presented on the town’s website identifies the area as zoned for single family homes. With the policy statements identified in Section 3.2.1 and 4.2.1 of the ASP and further reinforced by the Town’s own Land Use Bylaw it would clearly send a message to the

public who make their purchasing decisions based on such documents that this area was established for predominately single family residential.

The proposed rezoning to R-4 introduces a higher-density residential format that conflicts with the ASP's vision and the established residential character of the area further reinforced in **Table 2 -Residential Units and Density**. With continued growth in Blackfalds, the housing market is demonstrating strong demand for single-family homes—further supporting the rationale to maintain the current zoning. There is no economic argument that can support the need to rezone to high density other than increasing profits for a developer that doesn't live in this neighborhood.

When I purchased my property, it was with the understanding—based on the Land Use Bylaw zoning and the statements of the ASP—that the majority of lots would be developed as single-family homes. This expectation factored significantly into my decision and financial investment. A change in zoning now to allow for an even higher density development poses a serious concern, particularly regarding potential impacts on property values, traffic, and the cohesive nature of the neighborhood.

Given the above, I respectfully request that the Town of Blackfalds deny the proposed rezoning and maintain the current zoning designations of **R-1M and PF** in keeping with the Land Use Bylaw and the highest and best use of the land.

Thank you for your attention and consideration.

Sincerely,

**ATIA 20(1)**

Nadine St. Denis

# Transportation and Economic Corridors Notice of Referral Decision

## Land Use Bylaw Amendment in Proximity of a Provincial Highway

|                                    |                                                                                                                            |                        |                           |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------|------------------------|---------------------------|
| <b>Municipality File Number:</b>   |                                                                                                                            | <b>Highway(s):</b>     | 2, 597                    |
| <b>Legal Land Location:</b>        | QS-NW SEC-27 TWP-039<br>RGE-27 MER-4                                                                                       | <b>Municipality:</b>   | Blackfalds                |
| <b>Decision By:</b>                | Brittany Van Norman                                                                                                        | <b>Issuing Office:</b> | Central Region / Red Deer |
| <b>Issued Date:</b>                | 2025-08-09                                                                                                                 | <b>AT Reference #:</b> | RPATH0052187              |
| <b>Description of Development:</b> | Town of Blackfalds Public Hearing Notice – Bylaw 1337.25 Valley Ridge Estates Phase 6B (Pt. NW 27-39-27-W4M) Redistricting |                        |                           |



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):**

1. 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.
2. 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.
3. TEC has reviewed the proposal/referral that was submitted and since there is no impact to highway traffic and the lot is setback away from the highway with municipal road access, we offer no objection to this. The municipality will need to mitigate the cumulative impacts of approving such proposals adjacent to highways or using existing highway intersections.

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



Issued by **Brittany Van Norman, Assistant Development and Planning Technologist**, on 2025-07-09 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*

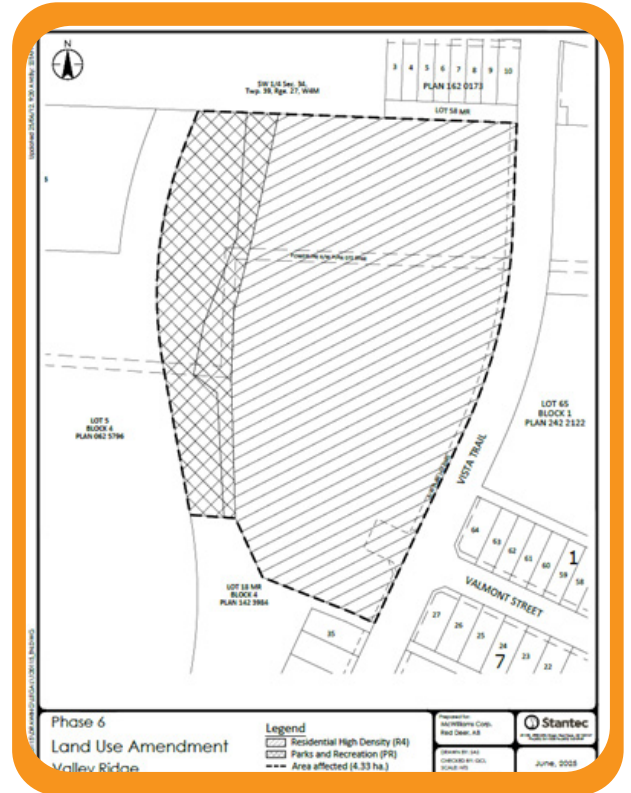
# PUBLIC HEARING NOTICE

## LAND USE BYLAW AMENDING BYLAW 1337.25

Blackfalds Town Council has given First Reading to Bylaw No. 1337.25 being a Bylaw to amend the Land Use Bylaw; the purpose of this Bylaw is to:

- Redistrict Pt. NW 27-39-27-W4M in the Valley Ridge Estates community from the current Residential Single Dwelling Medium Lot District (R-1M) and Public Facility District (PF) to Residential High Density District (R-4) and Parks and Recreation District (PR), as shown in the sketch below.

Town Council will hold a Public Hearing in Council Chambers for the purpose of receiving comments on the proposed amending Bylaw No. 1337.25:



**BYLAW 1337.25 PUBLIC HEARING**  
**Tuesday, July 22, 2025**  
**Town of Blackfalds Civic Centre,**  
**Council Chambers (upstairs)**  
**5018 Waghorn Street, Blackfalds AB**  
**Commencing at 7:00PM**

A full copy of the proposed Bylaw can be viewed on the Town's website located at <https://www.blackfalds.ca/p/public-hearings> 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.

Any person who wishes to be heard at a Public Hearing may either:

- Submit a written response.
- Make a verbal presentation in-person at the Civic Cultural Centre during the Public Hearing.
- Make a verbal presentation electronically through virtual platform during the Public Hearing. Please visit <https://www.blackfalds.ca/p/public-hearings> to register to speak virtually.
- Provide both a written response and verbal presentations

**You may submit written comments on or before noon, July 16, 2025 to:**

**Regular Mail or Town of Blackfalds Drop Off Box:**  
**Legislative Services**  
**Box 220, 5018 Waghorn Street, Blackfalds AB T0M 0J0**  
**or email: [Legislative@blackfalds.ca](mailto:Legislative@blackfalds.ca)**

**BLACKFALDS**  
ALBERTA



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**MEETING DATE:** July 22, 2025

**PREPARED BY:** Jolene Tejkl, Planning & Development Manager

**PRESENTED BY:** Jolene Tejkl, Planning & Development Manager

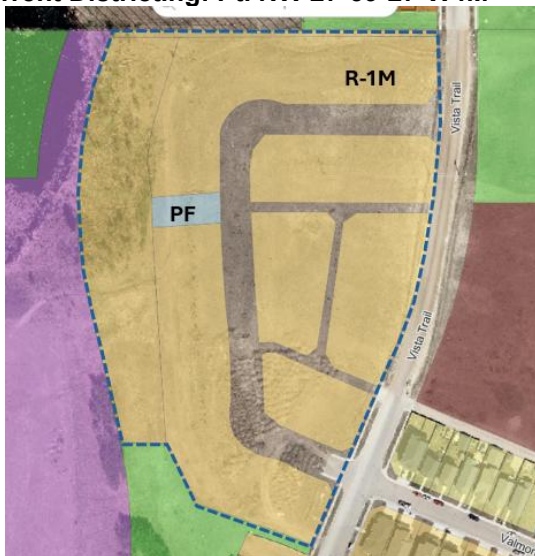
**SUBJECT:** **Bylaw 1337.25 – Pt. NW 27-39-27-W4M Redistricting (Valley Ridge Estates Phase 6B)**

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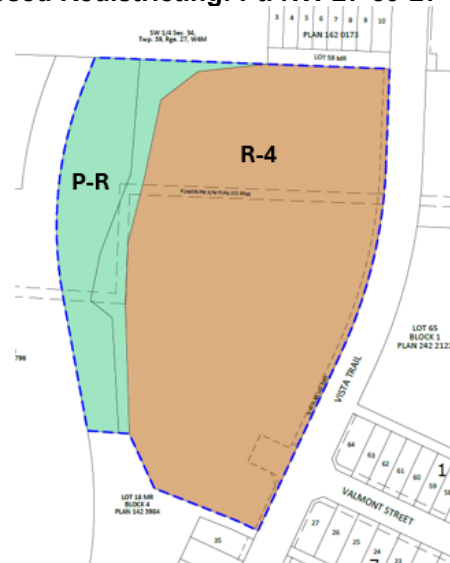
## BACKGROUND

Bylaw 1337.25 proposes to amend Land Use Bylaw 1268/12 (LUB) to redistrict Pt. NW 27-39-27-W4M in the Valley Ridge Estates community from the current Residential Single Dwelling Medium Lot District (R-1M) and Public Facility District (PF) to Residential High Density District (R-4) and Parks and Recreation District (PR). The intention of this redistricting is to accommodate a future comprehensive townhouse development that will consist of both side-by-side and stacked townhouse units as a single ownership.

**Current Districting: Pt. NW 27-39-27-W4M**



**Proposed Redistricting: Pt. NW 27-39-27-W4M**



The anticipated development will be very similar to the type of development that is currently under construction east of this parcel.

Council gave First Reading to Bylaw 1337.25 at the June 24, 2025 meeting and set the Public Hearing for this evening's Regular Council Meeting:

**154/25** Deputy Mayor Coulter moved That Council give First Reading to Bylaw 1337.25 – Pt. NW 27-39-27-W4M Redistricting, as presented.

**CARRIED UNANIMOUSLY**

**155/25** Councillor Sands moved That a Public Hearing date be set for July 22, 2025, at 7:00 p.m. in Council Chambers.

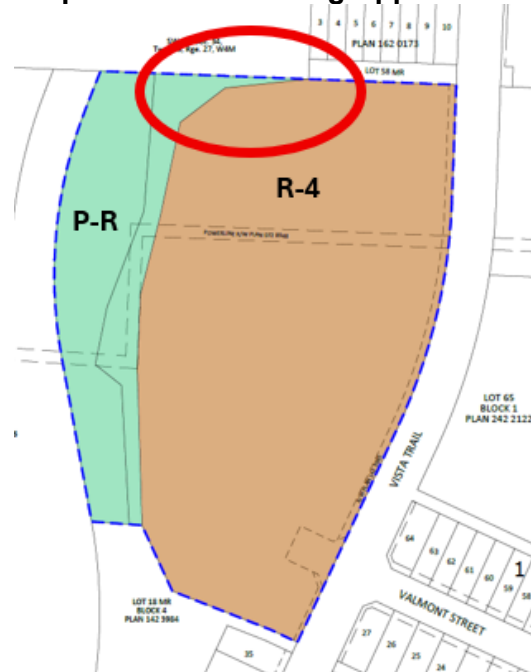
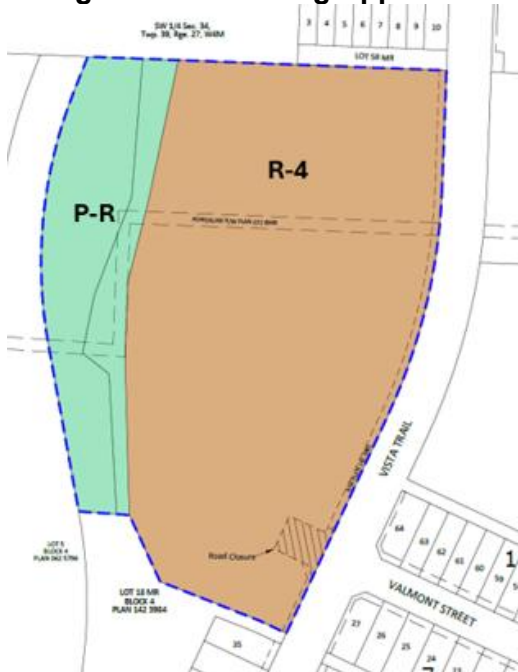
**CARRIED UNANIMOUSLY**

## DISCUSSION

The proposed redistricting is consistent with the updates to the Valley Ridge Estates Area Structure Plan that was adopted by Council on May 14, 2024. A subdivision application has been submitted for the subject lands that will separate the proposed PR District lands and designate them as Municipal Reserve (MR) and Environmental Reserve (ER) due to site characteristics. The subdivision application will be going before the Subdivision Authority after Third Reading is granted to this redistricting application.

The boundary of the proposed PR District Council is considering tonight differs slightly from what originally received First Reading and was advertised with the Public Hearing notifications. The difference being the proposed MR parcel has been slightly increased to accommodate a future trail link onto Lot 58 MR immediately north of the subject lands. This change was necessary due to the contours of the land. In Administration's opinion this updated PR District boundary change is very minor and does not impact the overall intent of the rezoning application, therefore another Public Hearing and referral process is not required.

**Original Redistricting Application**



Concerns have been raised about the ability of Vista Trail to support the additional traffic that will result from a future comprehensive townhouse development planned for this parcel. Vista Trail has been built in accordance with the Overall Long Term Road Network identified in the Town's Transportation Master Plan (Attachment 2); it can handle significantly more traffic than the planned townhouse project and the full build out of the Aspen Lakes West community to the north including the future school traffic.

Due to Vista Trail being developed to accommodate all planned developments that access or will access Vista Trail now and into the future, requiring a Traffic Study at the Development Permit Application stage will not yield any road improvements. As such, Administration does not intend to require the developer to provide a Traffic Study at the time of application. There will be additional

vehicles coming on and off of Vista Trail, but the current design capacity of that roadway is well beyond this additional pressure. It is of note that the developer is working with the Town to provide a multimodal trail along the west side of the development.

There is a portion of a registered road right-of-way that is located on this parcel that the developer has applied to close as this access will become an access into a private development. The road closure bylaw will be presented to Council over the next few months. Administration is proposing that no compensation be required for this area of roadway as it was originally given to the Town by this developer to begin with. Further details to come forward on this closure as we investigate scope, options and timeframe. A roadway closure does require Ministerial consent, so this adds another layer of administrative process to unravel.

### Proposed Road Closure Location



Administration is supportive of the proposed redistricting to accommodate a future townhouse development with a variety of unit styles as the proposed development meets the following Town policies and focus areas:

- The Town of Blackfalds 2024-2026 Mid-Term Strategic Plan (hereinafter referred to as the Strategic Plan) identifies providing a diverse range of housing to meet the needs of residents as one of the 6 top priorities.
- The Strategic Plan identifies “promoting options for housing” as one of the areas of focus under Strategic Priority #1 Community Life.
- Policy 3.12 of the *Municipal Development Plan* (MDP) provides matters for consideration for when redistricting of a parcel of land is proposed; the Department is satisfied that the proposed redistricting is suitable in light of the listed considerations.
- Policy 5.1 of the MDP directs residential land uses to those areas identified in Map 2 Future Land Use Concept of the MDP. The subject property is identified for residential in Map 2.
- Policy 5.2 of the MDP speaks to the Town providing a range of housing types.

- Policy 5.6 of the MDP requires a mix of housing types and forms in all residential neighbourhoods to avoid excessive concentration of any single type of housing. The Valley Ridge Estates community primarily consists of low-density residential development, the proposed redistricting is intended to accommodate a comprehensive townhouse development which would achieve the intent of this policy direction.

**FINANCIAL IMPLICATIONS**

None.

**ADMINISTRATIVE RECOMMENDATION**

That Council consider the following motions:

1. That Council give Second Reading to Bylaw 1337.25 – Pt. NW 27-39-27-W4M Redistricting, as amended.
2. That Council give Third Reading to Bylaw 1337.25 – Pt. NW 27-39-27-W4M Redistricting, as presented.

**ALTERNATIVES**

- a) That Council give Second Reading to Bylaw 1337.25 – Pt. NW 27-39-27-W4M Redistricting, as amended.
- b) That Council refers this item back to Administration for more information or amendments.

**ATTACHMENTS**

- *Bylaw 1337.25 – Pt. NW 27-39-27-W4M Redistricting*
- *Figure 4.1: Overall Long Term Road Network, Transportation Master Plan*

**APPROVALS**

Rick Kreklewich,  
Acting 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* (MGA), 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 redistrict Pt. NW 27-39-27-W4M from Residential Single Dwelling Medium Lot District (R-1M) and Public Facility District (PF) to Residential High Density District (R-4) and Parks and Recreation District (PR).

**WHEREAS**, pursuant to Section 641(1) of the MGA, RSA 2000, Chapter M-26 and amendments thereto, require every municipality to pass a Land Use Bylaw.

**WHEREAS**, notice of the intention of Council to pass a bylaw has been published in the Lacombe Express on July 10, 2025, and July 17, 2025, in accordance with Section 606 of the *Municipal Government Act*, RSA 2000, and amendments thereto;

**WHEREAS**, a Public Hearing was held on July 22, 2025, to allow the general public to provide input into the proposed Bylaw amendment;

**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 "Redesignation of Pt. NW 27-39-27-W4M to Residential High Density District (R-4) and Parks and Recreation District (PR)".
- 1.2 That Schedule "A" shall form part of this Bylaw.

**PART 2 – AMENDMENTS**

- 2.1 That Pt. NW 27-39-27-W4M be redistricted from Residential Single Dwelling Medium Lot District (R-1M) and Public Facility District (PF) to Residential High Density District (R-4) and Parks and Recreation District (PR), as shown in Schedule "A" attached and forming part of this Bylaw.
- 2.2 That Part 9.0 Land Use District Map be amended to reflect the redistricting proposed under this Bylaw.

**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 24<sup>th</sup> day of June, A.D. 2025.

(RES. 154/25)

\_\_\_\_\_  
**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 this \_\_\_\_\_ day of \_\_\_\_\_, A.D. 20\_\_.

(RES. \_\_\_\_\_ )

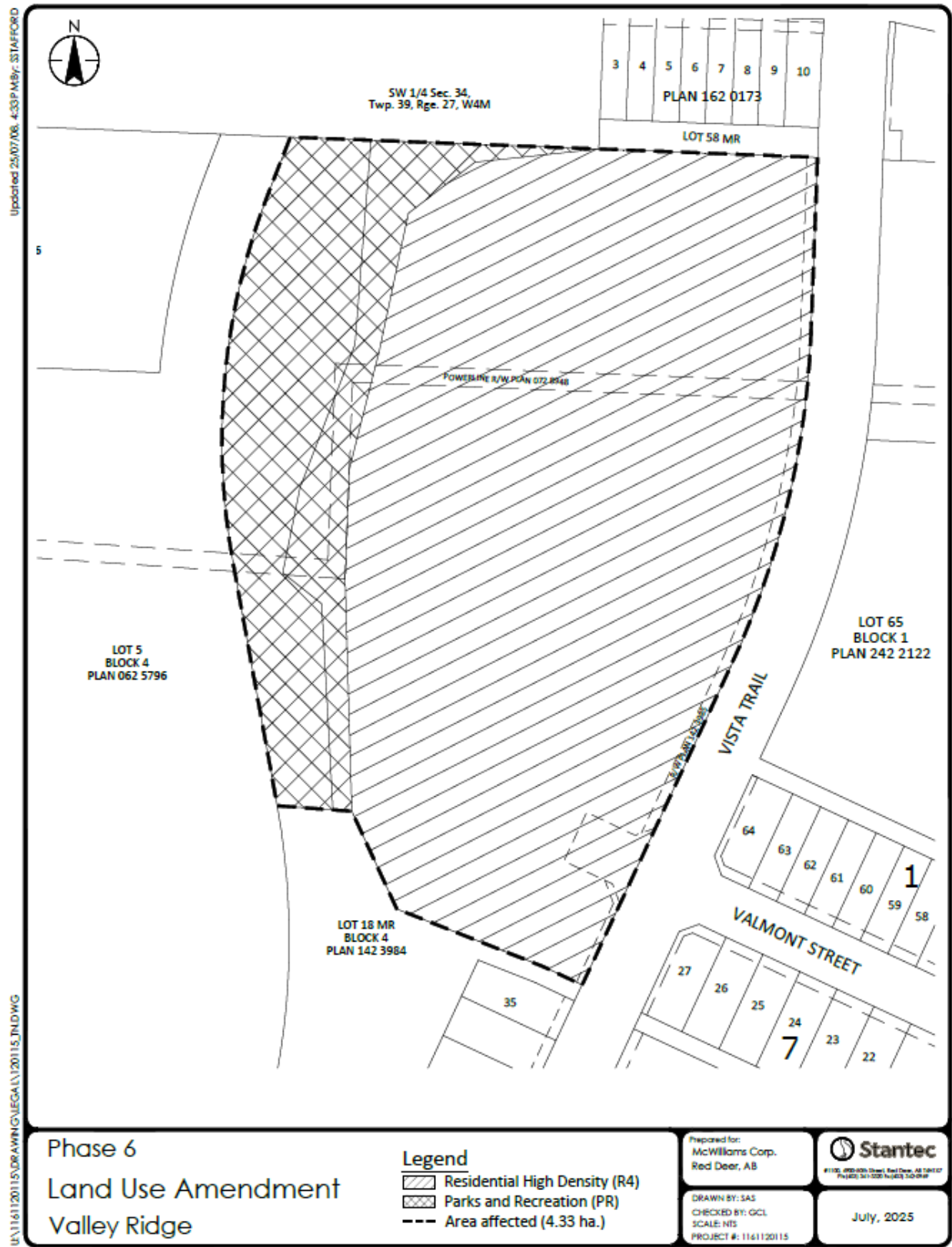
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**MAYOR JAMIE HOOVER**

\_\_\_\_\_  
**CAO KIM ISAAK**

DRAFT



Schedule "A"





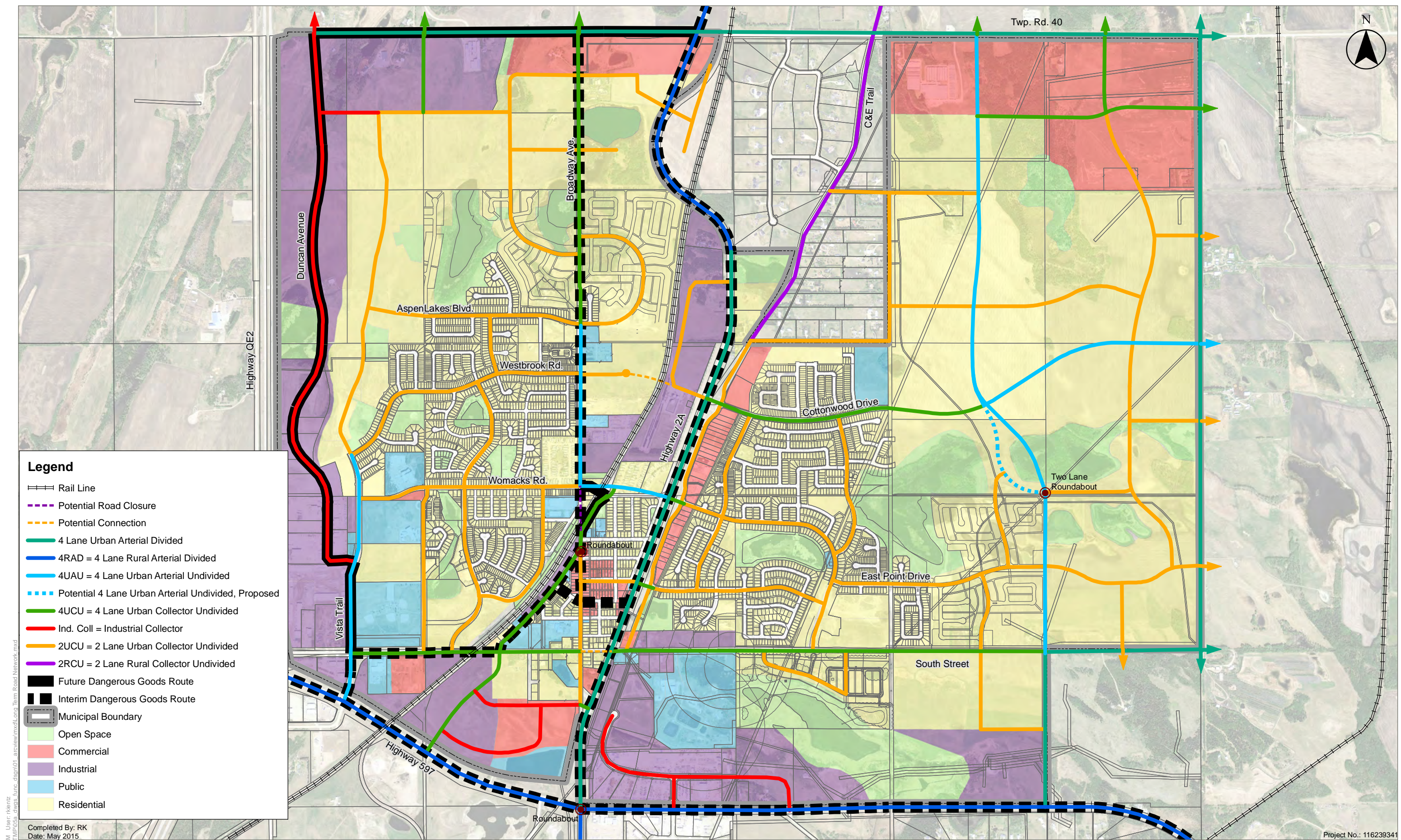


Figure 4.1: Overall Long Term  
Road Network  
Transportation Master Plan



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**MEETING DATE:** July 22, 2025

**PREPARED BY:** Preston Weran, Director of Infrastructure and Property Services

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

**SUBJECT:** **Womacks Road & Broadway Ave Intersection Modelling and Analysis**

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## **BACKGROUND**

A report 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.

Director Weran brought forward the recommendations from the Standing Committee of Council on November 18, 2024, regarding the Womacks Road & Broadway Avenue Intersection Improvements for the Council’s consideration, where the following motion was passed:

**368/24** Councillor Svab moved That the Council allocate an additional \$200,000 to the 2024 Capital Budget for detailed modelling options for the Womacks Road & Broadway Avenue intersection improvements.

**CARRIED**

***Opposed: Deputy Mayor Sands and Councillor Dennis***

The 2015 Transportation Master Plan recommended signalization of the Womacks Road and Broadway Avenue intersection by the 12,000-population horizon. At the time the Master Plan was completed, roundabouts had only just begun to gain attention among road agencies as an option for intersection improvements, and therefore were not included in the 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. The results of the current analysis indicate that an additional east-west roadway, north of this intersection, will need to be planned to accommodate increased traffic flows as the NW area builds out. This is planned to be addressed as part of the 2026 Transportation Study, which was scheduled for 2025, however, will now happen in 2026 instead.

The previous Stantec memo outlined that in order to best address the short- and long-term needs, additional intersection improvements (e.g. roundabout or signalization) are required soon at this location. Which is the main reason Administration brought forward the capital project under the 2025 budget deliberations. With a small portion of the additional funds provided, we were able to engage CIMA Canada Inc. (CIMA+) to complete additional analysis, traffic modelling, and conceptual design

(including opinion of probable costs) along with traffic counts related to proposed intersection improvements. They provided some modelled videos of how this intersection and surrounding traffic would perform, based on the design considerations and projected traffic assumptions. CIMA+ has confirmed Stantec's original memo recommendations with only minor revisions as more information was gathered. They also provided video modelling of eight different scenarios to help visualize the current and future traffic flows. The video titles are provided below for the following conditions:

01\_AM\_Existing\_2-Way  
02\_PM\_Existing\_2-Way  
03\_AM\_Existing\_4-Way  
04\_PM\_Existing\_4-Way

05\_AM\_Existing\_Roundabout  
06\_PM\_Existing\_Roundabout  
07\_AM\_16.5\_Roundabout  
08\_PM\_16.5\_Roundabout

[Intersection Modelling Video – Combined \(Click Here - Hyperlinked to Videos Combined\)](#)

## **DISCUSSION**

As outlined in the CIMA+ and Stantec's memo, the recommendation is sound for the needed installation of this mini roundabout in the near future to limit land acquisition while being able to function for the foreseeable future.

Through this review, we also modelled the installation of a four-way stop at the intersection, as it was not previously modelled. As per the assumptions made at the time, while it would partially address the sightline concerns, a four-way stop does 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. Therefore, a four-way stop will not address increasing traffic demands at the intersection and cause additional delays when a train is crossing.

CIMA+ has completed a thorough review of this intersection and, as outlined in their memo, which is attached as a draft for Council's information, comments and considerations for future budget discussions.

Highlights of the CIMA+ draft report are:

1. Mini roundabout\* versus signalized intersection: The additional analysis of the intersection improvement options at Womacks Road and Broadway Avenue, including review of train crossing impacts, confirms that the mini-roundabout configuration is the recommended solution for accommodating growth and development, area events and management of rail crossing impacts until the 16,500-population horizon.

\*Mini roundabouts generally function at 85% of the capacity of a traditional roundabouts, in this case, the mini roundabout is the best option without requiring additional land purchases.

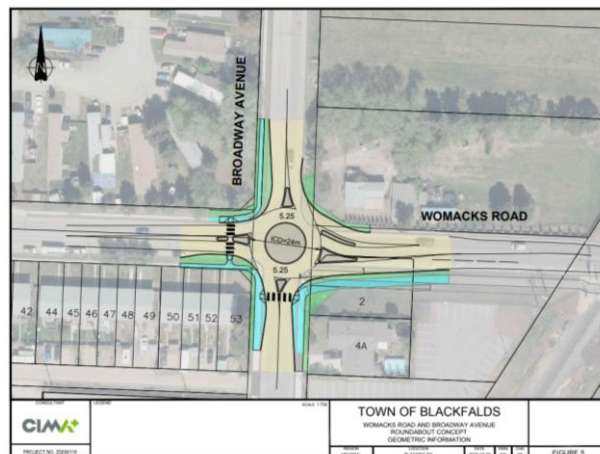
2. Future east-west connector: Planning for an additional access across the railway line, connecting forecast development areas to the north with Highway 2A, will be critical to accommodating future development approaching and beyond the 16,500-population horizon or this roadway will need to be expanded to a four-lane roadway as originally planned. This would require major land acquisition.
3. Stop signs: The Synchro analysis indicates that the two-way and four-way stop control configurations should operate acceptably under existing conditions; however, by the 16.5k population scenario both configurations fail. However, when taking into consideration the

impacts of a train event, and the results of the Vissim analysis, the four-way stop also fails at existing conditions, significantly increasing the time it takes to clear queues following a train disruption, particularly on westbound Womacks Drive where the time to clear and resume normal operations is over 30 minutes.

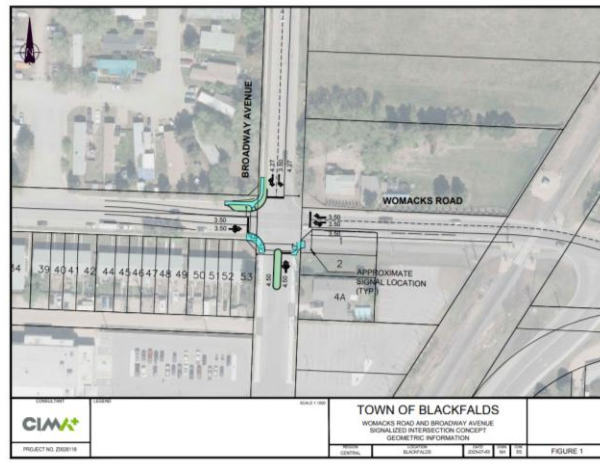
4. New traffic counts: The 2025 counts were slightly higher than the 2024 volumes, however not significantly. The weekday counts at Womacks Road and Broadway Avenue confirmed that the highest peak is between 4:30pm & 5:30pm, accommodating 923 vehicles at the intersection within the hour. The school peak is not substantially lower with a total of 861 vehicles. The Bulldogs peak hour (before the game) volumes are like the PM peak hour. After the game, the total intersection volumes are significantly lower, however there is a more defined peak within the hour as more traffic is recognized.
5. Traffic volumes: Updated traffic counts were collected to support additional analysis, provide information on traffic patterns outside of the morning (AM) and afternoon (PM) peak hours, and allow for a comparison of operations at the single-lane Liberty Avenue and Lantern Street mini-roundabout in Gasoline Alley in Red Deer County, which is similar to what could be constructed at Womacks Road and Broadway Avenue Intersection. The Lantern Street roundabout accommodated 1082 vehicles on the Saturday peak hour, about 160 vehicles more than the existing PM peak hour at Womacks and Broadway.

The options reviewed for improvements to the Womacks Road and Broadway Avenue intersection, along with key considerations for each, are listed below as per originally reported in November with updated cost estimates:

- **Option 1 (recommended option) – mini 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.
  - Clears queuing of roadway quickly after a train stop condition.



- **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 costs, 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.
  - Design of signals would require CPKC approvals



- **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 near 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.
  - There would be no improvements to the intersections performance and would eventually fail as traffic demands increased.

It is of note that if a roundabout option is chosen, there will be significant detours and permissions needed throughout the construction period; these costs or any required retaining walls, if needed, are not included in the estimates below. There are also overhead 3-phase power lines south of this intersection that were assumed to be left overhead as they are outside of the project scope. The inclusion of these items and needs would be determined through a detailed design process and consultation, if the project proceeds.

## FINANCIAL IMPLICATIONS

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

- Option 1 (roundabout with WB right-turn lane) – 2026/27 design & construction  
CIMA+ cost estimate based on 2024 averages - \$1,101,193.75
- Option 2 (signalization) – 2026/27 design & construction

CIMA+ cost estimate based on 2024 averages - \$577,972.50

- Option 3 (NW bulb) – \$66,000 (no change from November report)
- Option 4 (Status Quo) – no financial resources required

**ADMINISTRATIVE RECOMMENDATION**

That Council consider the following motion:

1. That Council direct Administration to bring Womacks Road & Broadway Ave Intersection Modelling and Analysis back to Council for their consideration as part of the 2026 capital budget discussions with a finalized CIMA+ Review & Additional Analysis memo as presented.

**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 a westbound right-turn lane) at the intersection of Womacks Road and Broadway Avenue.

**ATTACHMENTS**

- *Womacks Road & Broadway Avenue: Review & Additional Analysis (Memo) – CIMA+, July 9, 2025.*
- [Intersection Modelling Video – Combined \(Click Here - Hyperlinked to Videos Combined\)](#)

**APPROVALS**

Rick Kreklewich,  
Acting Chief Administrative Officer



Department Director / Author

# TECHNICAL MEMO

**Presented to:** Mr. Preston Weran, CET, CLGM

**Project:** Womacks Road & Broadway Avenue: Review & Additional Analysis

**Version:** DRAFT\_v00

**Date:** July 9, 2025

**Project No.:** Z0026118

**Subject:** Review Summary

## 1. Introduction

The Town of Blackfalds engaged CIMA Canada Inc. (CIMA+) to complete additional analysis, traffic modeling, and conceptual design (including opinion of probable costs) along with traffic counts related to proposed intersection improvements at Womacks Road and Broadway Avenue.

Previous work completed for the intersection by Stantec Consulting was presented to Town Council in November 2024. Questions from Stakeholders and Council lead to the identification of additional items for review and the need for further independent analysis. Specifically, additional traffic data and analysis was requested to confirm the capacity of a mini-roundabout at the intersection, as recommended in the Stantec report, and review operations during peak times related to Blackfalds Bulldog home games.

This memo outlines the results of CIMA+'s review, including documentation of assumptions and methodology and the recommended intersection improvements.

## 2. Background Data

Relevant data, including previous reports, base mapping, and analysis and design files pertaining to the study intersection were collected and reviewed. This included:

- Womacks Road and Broadway Avenue Intersection Assessment, Stantec Consulting Ltd. October 2024, including:
  - Synchro Analysis files
  - Sidra Analysis files
  - CADD files from roundabout concept

- AM & PM peak period Traffic Count Data - Womacks Road and Broadway Avenue , April 17, 2024
- 16.5k Horizon and 22.5k Horizon Traffic Forecasts
- Town of Blackfalds Standing Committee of Council Meeting Agenda & Minutes - Monday, November 18, 2024, at 7:00 pm
- Town of Blackfalds Regular Council Meeting Agenda & Minutes - Tuesday, November 26, 2024 at 7:00 pm
- Aerial photography
- As-builts/CADD files for the existing intersection, Stantec Consulting Ltd. including:
  - Cadastral base mapping
  - Lidar data
  - Utility mapping

Background data collected provided a basis for understanding the previous recommendations as well as a basis for the concept designs additional analysis.

### 3. Traffic Volumes

Updated traffic counts were collected to support additional analysis, provide information on traffic patterns outside of the morning (AM) and afternoon (PM) peak hours, and allow for a comparison of operations at the single-lane Liberty Avenue and Lantern Street mini-roundabout in Gasoline Alley in Red Deer County, similar to what could be constructed at Womacks Road and Broadway Avenue. The following count data was collected:

- Womacks Road & Broadway Avenue:
  - Thursday March 20, 2025, - 7:30am to 9:00am and 2:15pm to 6:15pm, capturing AM, PM and school egress peak hours
  - Friday, March 21, 2025 - 6:00pm to 7:30pm and 9:00pm to 11:30pm, capturing access and egress for a Blackfalds Bulldogs hockey game
- Womacks Road & Highway 2A
  - Wednesday June 4, 2025 - 7:00am to 9:00am and 4:00pm to 6:00pm, capturing updated counts reflecting the connection across the rail tracks and video of queuing impacts related to trains blocking the Womacks Avenue at the rail crossing
- Liberty Avenue & Lantern Street, Red Deer County
  - Saturday March 22, 2025, 11:00am to 3:00pm, to capture a weekend peak hour in the Gasoline Alley commercial area

Forecast for the 16.5k and 22.5k population horizons were gathered from the Womacks Road and Broadway Avenue Intersection Assessment by Stantec Consulting Ltd, originally sourced from the Town of Blackfalds Transportation Master Plan. Estimates for the 16.5k forecast at the intersection of



Womacks Road and Highway 2A were developed reflecting existing traffic patterns and comparable growth rates experienced for the 16.5k horizon at Womacks Road and Broadway Avenue.

A summary of the traffic counts and forecasts, and copies of the traffic counts collected are provided in **Appendix A**.

The 2025 counts were slightly higher than the 2024 volumes, however not significantly. The weekday counts at Womacks Road and Broadway Avenue confirmed that the highest peak is between 4:30pm & 5:30pm, accommodating 923 vehicles at the intersection within the hour. The school peak is not substantially lower with a total of 861 vehicles. The Bulldogs peak hour (before the game) volumes are similar to the PM peak hour. After the game the total intersection volumes are significantly lower, however there is a more defined peak within the hour.

The Lantern Street roundabout accommodated 1082 vehicles on the Saturday peak hour, about 160 vehicles more than the existing PM peak hour at Womacks and Broadway.

In the 16.5k and 22.5k population horizon forecasts there is a significant increase in the southbound left and westbound right turn volumes. Particularly at the 22.5k horizon, these significant volumes indicate the need for additional network connections across the railway tracks and to Highway 2A north of Broadway Avenue. Further discussion on this is provided in subsequent sections.

## 4. Traffic Analysis

Various analysis tools were used to confirm and understand the existing and future operations at the intersection of Womacks Road and Broadway Avenue. This included reviewing the impacts of the Canadian Pacific Kansas City (CPKC) Railway on queuing and intersection operations.

Synchro (v11) analysis software was used to analyze the operations at the intersection under the existing conditions (including Bulldogs Game) as well as the 16.5k population horizon considering three types of traffic control: two-way stop, all-way stop control and a signalized intersection. Arcady (v.9) analysis software was used to analyze operations as a mini-roundabout, similar to the design developed by Stantec and as an independent check of the previous Sidra analysis. Arcady and Sidra are similar roundabout analysis programs, but will sometimes yield differing results depending on the type of roundabout analyzed and distribution of traffic.

Although not specifically within the scope of this assignment, the 22.5k horizon volumes were reviewed briefly for discussion purposes.

The impacts of train queuing were reviewed based on field operations and using Vissim software.

### 4.1 Operational Analysis

Synchro 11 implements the methodology of the 2016 Transportation Research Board's Highway Capacity Manual (HCM). Synchro can be used to analyze stop-controlled and signalized intersections, and the software provides several measures of effectiveness to assess the operations of an intersection, including:



- Level-of-Service (LOS), which assesses traffic operations alphabetically from A to F based on average delay per vehicle, with F indicating over-capacity conditions. Grading thresholds for signalized intersections differs from unsignalized intersections as drivers expect signalized intersections to carry higher volumes and will therefore tolerate longer delays.
- Average vehicle delay, which is the average control delay per vehicle.
- Volume-to-capacity (v/c) ratio, which represents the amount of congestion and available capacity at an intersection and for each individual movement and is generally indicative of an intersection's ability to accommodate fluctuations in traffic flow. Volume-to-capacity has a theoretical maximum of 1.00; a value of 0.90 is generally accepted as the maximum desirable for design of intersection modifications.
- Queue length, which is represented by the estimated 95th percentile queue, and is used to design appropriate turn bay storage lengths and ensure that spillback into adjacent intersections is not a problem.

Although based on a different capacity model, Arcady can also provide outputs using the same measures of effectiveness as for stop-controlled and signalized intersections. LOS is reported in Arcady as per unsignalized intersections thresholds. Results are given on an approach basis, rather than by individual lanes as with Synchro. It should be noted that results for the 2025 volumes assume a single-lane mini-roundabout, while the results for the 16.5k population horizon assume the addition of a westbound-to-northbound right-turn lane.

The results of the Synchro and Arcady analyses are summarized in **Table 4-1** through **Table 4-6**, detailed output summaries are provided in **Appendix B**.

**Table 4-1: 2025 AM Peak**

| Traffic Control | Measure of Effectiveness      | Eastbound |      |      | Westbound |      |      | Northbound |    |      | Southbound |    |      | Overall Intersection |
|-----------------|-------------------------------|-----------|------|------|-----------|------|------|------------|----|------|------------|----|------|----------------------|
|                 |                               | LT        | TH   | RT   | LT        | TH   | RT   | LT         | TH | RT   | LT         | TH | RT   |                      |
| Volume          |                               | 14        | 320  | 2    | 4         | 177  | 104  | 2          | 0  | 10   | 176        | 0  | 11   | 820                  |
| 2-Way Stop      | LOS                           | A         | A    | A    | A         | A    | A    | B          | -  | B    | D          | -  | D    | A                    |
|                 | Delay (s)                     | 0.1       | 0.5  | 0.5  | 0.0       | 0.2  | 0.2  | 11.3       | -  | 11.3 | 30.4       | -  | 30.4 | 7.3                  |
|                 | V/C Ratio                     | 0.01      | 0.01 | 0.01 | 0.00      | 0.00 | 0.00 | 0.02       | -  | 0.02 | 0.62       | -  | 0.62 | -                    |
|                 | 95 <sup>th</sup> % Queue (m)  | 0.3       | 0.3  | 0.3  | 0.1       | 0.1  | 0.1  | 0.6        | -  | 0.6  | 30.2       | -  | 30.2 | -                    |
| 4-Way Stop      | LOS                           | B         | B    | B    | B         | B    | B    | A          | -  | A    | B          | -  | B    | B                    |
|                 | Delay (s)                     | 14.6      | 14.6 | 14.6 | 12.5      | 12.5 | 12.5 | 9.0        | -  | 9.0  | 12.3       | -  | 12.3 | 13.3                 |
|                 | V/C Ratio                     | 0.56      | 0.56 | 0.56 | 0.47      | 0.47 | 0.47 | 0.02       | -  | 0.02 | 0.36       | -  | 0.36 | -                    |
|                 | 95 <sup>th</sup> % Queue (m)* | 3.5       |      |      | 2.5       |      |      | 0.1        |    |      | 1.6        |    |      | -                    |
| Mini-Roundabout | LOS                           | A         |      |      | A         |      |      | A          |    |      | A          |    |      | A                    |
|                 | Delay (s)                     | 7.8       |      |      | 5.7       |      |      | 5.9        |    |      | 5.7        |    |      | 6.6                  |
|                 | V/C Ratio                     | 0.46      |      |      | 0.35      |      |      | 0.02       |    |      | 0.26       |    |      | -                    |
|                 | 95 <sup>th</sup> % Queue (m)  | 11.9      |      |      | 14.0      |      |      | 3.5        |    |      | 9.8        |    |      | -                    |

\*Queues are reported for the 4-way stop based on the HCM 2010 AWSC methodology

Table 4-2: 2025 PM Peak

| Traffic Control    | Measure of Effectiveness      | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      | Overall Intersection |
|--------------------|-------------------------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|----------------------|
|                    |                               | LT        | TH   | RT   | LT        | TH   | RT   | LT         | TH   | RT   | LT         | TH   | RT   |                      |
| Volume             |                               | 11        | 199  | 7    | 36        | 226  | 226  | 4          | 6    | 35   | 143        | 8    | 22   | 923                  |
| 2-Way Stop (NB/SB) | LOS                           | A         | A    | A    | A         | A    | A    | B          | B    | B    | D          | D    | D    | A                    |
|                    | Delay (s)                     | 0.1       | 0.5  | 0.5  | 0.3       | 0.9  | 0.9  | 11.4       | 11.4 | 11.4 | 28.5       | 28.5 | 28.5 | 6.5                  |
|                    | V/C Ratio                     | 0.01      | 0.01 | 0.01 | 0.03      | 0.03 | 0.03 | 0.08       | 0.08 | 0.08 | 0.56       | 0.56 | 0.56 | -                    |
|                    | 95 <sup>th</sup> % Queue (m)  | 0.3       | 0.3  | 0.3  | 0.7       | 0.7  | 0.7  | 1.9        | 1.9  | 1.9  | 24.5       | 24.5 | 24.5 | -                    |
| 4-Way Stop         | LOS                           | B         | B    | B    | C         | C    | C    | A          | A    | A    | B          | B    | B    | B                    |
|                    | Delay (s)                     | 11.2      | 11.2 | 11.2 | 17.8      | 17.8 | 17.8 | 9.3        | 9.3  | 9.3  | 11.7       | 11.7 | 11.7 | 14.7                 |
|                    | V/C Ratio                     | 0.35      | 0.35 | 0.35 | 0.69      | 0.69 | 0.69 | 0.08       | 0.08 | 0.08 | 0.31       | 0.31 | 0.31 | -                    |
|                    | 95 <sup>th</sup> % Queue (m)8 | 1.5       |      |      | 5.7       |      |      | 0.2        |      |      | 1.3        |      |      | -                    |
| Mini-Roundabout    | LOS                           | A         |      |      | A         |      |      | A          |      |      | A          |      |      | A                    |
|                    | Delay (s)                     | 5.8       |      |      | 8.1       |      |      | 5.1        |      |      | 5.8        |      |      | 6.1                  |
|                    | V/C Ratio                     | 0.27      |      |      | 0.54      |      |      | 0.06       |      |      | 0.23       |      |      | -                    |
|                    | 95 <sup>th</sup> % Queue (m)  | 9.8       |      |      | 7.0       |      |      | 3.5        |      |      | 9.1        |      |      | -                    |

\*Queues are reported for the 4-way stop based on the HCM 2010 AWSC methodology

Table 4-3: 2025 Bulldog Peak 1

| Traffic Control       | Measure of Effectiveness      | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      | Overall Intersection |
|-----------------------|-------------------------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|----------------------|
|                       |                               | LT        | TH   | RT   | LT        | TH   | RT   | LT         | TH   | RT   | LT         | TH   | RT   |                      |
| Volume                |                               | 9         | 172  | 31   | 141       | 183  | 142  | 9          | 9    | 38   | 107        | 25   | 20   | 886                  |
| 2-Way Stop<br>(NB/SB) | LOS                           | A         | A    | A    | A         | A    | A    | B          | B    | B    | D          | D    | D    | A                    |
|                       | Delay (s)                     | 0.1       | 0.4  | 0.4  | 1.1       | 3.2  | 3.2  | 13.3       | 13.3 | 13.3 | 34.2       | 34.2 | 34.2 | 8.5                  |
|                       | V/C Ratio                     | 0.01      | 0.01 | 0.01 | 0.11      | 0.11 | 0.11 | 0.12       | 0.12 | 0.12 | 0.58       | 0.58 | 0.58 | -                    |
|                       | 95 <sup>th</sup> % Queue (m)  | 0.2       | 0.2  | 0.2  | 2.8       | 2.8  | 2.8  | 3.0        | 3.0  | 3.0  | 25.3       | 25.3 | 25.3 | -                    |
| 4-Way Stop            | LOS                           | B         | B    | B    | C         | C    | C    | A          | A    | A    | B          | B    | B    | B                    |
|                       | Delay (s)                     | 10.6      | 10.6 | 10.6 | 16.3      | 16.3 | 16.3 | 9.2        | 9.2  | 9.2  | 10.9       | 10.9 | 10.9 | 13.6                 |
|                       | V/C Ratio                     | 0.32      | 0.32 | 0.32 | 0.65      | 0.65 | 0.65 | 0.09       | 0.09 | 0.09 | 0.26       | 0.26 | 0.26 | -                    |
|                       | 95 <sup>th</sup> % Queue (m)* | 1.4       |      | 4.9  |           | 0.3  |      | 1.0        |      |      |            |      |      | -                    |
| Mini-Roundabout       | LOS                           | A         |      | A    |           | A    |      | A          |      | A    |            | A    |      | A                    |
|                       | Delay (s)                     | 6.1       |      | 7.6  |           | 4.9  |      | 5.9        |      | 6.8  |            |      |      |                      |
|                       | V/C Ratio                     | 0.28      |      | 0.51 |           | 0.07 |      | 0.21       |      | -    |            |      |      |                      |
|                       | 95 <sup>th</sup> % Queue (m)  | 10.5      |      | 10.5 |           | 3.5  |      | 8.4        |      | -    |            |      |      |                      |

\*Queues are reported for the 4-way stop based on the HCM 2010 AWSC methodology

Table 4-4: 2025 Bulldog Peak 2

| Traffic Control       | Measure of Effectiveness      | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      | Overall Intersection |
|-----------------------|-------------------------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|----------------------|
|                       |                               | LT        | TH   | RT   | LT        | TH   | RT   | LT         | TH   | RT   | LT         | TH   | RT   |                      |
| Volume                |                               | 16        | 85   | 7    | 28        | 75   | 45   | 26         | 14   | 148  | 35         | 5    | 5    | 489                  |
| 2-Way Stop<br>(NB/SB) | LOS                           | A         | A    | A    | A         | A    | A    | B          | B    | B    | C          | C    | C    | A                    |
|                       | Delay (s)                     | 0.1       | 1.2  | 1.2  | 0.2       | 1.8  | 1.8  | 12.1       | 12.1 | 12.1 | 19.3       | 19.3 | 19.3 | 7.4                  |
|                       | V/C Ratio                     | 0.02      | 0.02 | 0.02 | 0.03      | 0.03 | 0.03 | 0.36       | 0.36 | 0.36 | 0.21       | 0.21 | 0.21 | -                    |
|                       | 95 <sup>th</sup> % Queue (m)  | 0.4       | 0.4  | 0.4  | 0.7       | 0.7  | 0.7  | 12.4       | 12.4 | 12.4 | 5.8        | 5.8  | 5.8  | -                    |
| 4-Way Stop            | LOS                           | A         | A    | A    | A         | A    | A    | A          | A    | A    | A          | A    | A    | A                    |
|                       | Delay (s)                     | 9.5       | 9.5  | 9.5  | 9.8       | 9.8  | 9.8  | 9.9        | 9.9  | 9.9  | 8.9        | 8.9  | 8.9  | 9.7                  |
|                       | V/C Ratio                     | 0.23      | 0.23 | 0.23 | 0.28      | 0.28 | 0.28 | 0.35       | 0.35 | 0.35 | 0.10       | 0.10 | 0.10 | -                    |
|                       | 95 <sup>th</sup> % Queue (m)* | 0.9       |      |      | 1.1       |      |      | 1.6        |      |      | 0.3        |      |      | -                    |
| Mini-Roundabout       | LOS                           | A         |      |      | A         |      |      | A          |      |      | A          |      |      | A                    |
|                       | Delay (s)                     | 4.7       |      |      | 5.1       |      |      | 6.2        |      |      | 4.5        |      |      | 5.4                  |
|                       | V/C Ratio                     | 0.18      |      |      | 0.24      |      |      | 0.33       |      |      | 0.08       |      |      | -                    |
|                       | 95 <sup>th</sup> % Queue (m)  | 3.5       |      |      | 6.3       |      |      | 10.5       |      |      | 3.5        |      |      | -                    |

\*Queues are reported for the 4-way stop based on the HCM 2010 AWSC methodology

Table 4-5: 16.5k AM Peak

| Traffic Control    | Measure of Effectiveness      | Eastbound |      |      | Westbound |      |      | Northbound |      |       | Southbound |       |       | Overall Intersection |
|--------------------|-------------------------------|-----------|------|------|-----------|------|------|------------|------|-------|------------|-------|-------|----------------------|
|                    |                               | LT        | TH   | RT   | LT        | TH   | RT   | LT         | TH   | RT    | LT         | TH    | RT    |                      |
| Volume             |                               | 16        | 280  | 5    | 16        | 210  | 228  | 5          | 5    | 5     | 623        | 5     | 15    | 1413                 |
| 2-Way Stop (NB/SB) | LOS                           | A         | A    | A    | A         | A    | A    | C          | C    | C     | F          | F     | F     | F                    |
|                    | Delay (s)                     | 0.2       | 0.6  | 0.6  | 0.2       | 0.5  | 0.5  | 16.2       | 16.2 | 16.2  | 750.4      | 750.4 | 750.4 | 342.1                |
|                    | V/C Ratio                     | 0.02      | 0.02 | 0.02 | 0.02      | 0.02 | 0.02 | 0.05       | 0.05 | 0.05  | 2.59       | 2.59  | 2.59  | -                    |
|                    | 95 <sup>th</sup> % Queue (m)  | 0.4       | 0.4  | 0.4  | 0.4       | 0.4  | 0.4  | 1.3        | 1.3  | 1.3   | 475.5      | 475.5 | 475.5 | -                    |
| 4-Way Stop         | LOS                           | C         | C    | C    | F         | F    | F    | B          | B    | B     | F          | F     | F     | F                    |
|                    | Delay (s)                     | 24.7      | 24.7 | 24.7 | 55.0      | 55.0 | 55.0 | 12.0       | 12.0 | 120.0 | 241.3      | 241.3 | 241.3 | 132.9                |
|                    | V/C Ratio                     | 0.70      | 0.70 | 0.70 | 0.96      | 0.96 | 0.96 | 0.04       | 0.04 | 0.04  | 1.47       | 1.47  | 1.47  | -                    |
|                    | 95 <sup>th</sup> % Queue (m)* |           | 5.2  |      |           | 11.9 |      |            | 0.1  |       |            | 36.9  |       | -                    |
| Signal             | LOS                           | -         | D    | -    | -         | C    | A    | -          | C    | -     | B          | A     | -     | C                    |
|                    | Delay (s)                     | -         | 38.8 | -    | -         | 31.5 | 6.1  | -          | 25.6 | -     | 19.9       | 4.0   | -     | 23.4                 |
|                    | V/C Ratio                     | -         | 0.78 | -    | -         | 0.62 | 0.46 | -          | 0.08 | -     | 0.81       | 0.02  | -     | -                    |
|                    | 95 <sup>th</sup> % Queue (m)  | -         | 71.2 | -    | -         | 53.4 | 13.6 | -          | 6.7  | -     | 98.6       | 2.8   | -     | -                    |
| Mini-Roundabout    | LOS                           |           | B    |      |           | A    |      |            | A    |       |            | C     |       | B                    |
|                    | Delay (s)                     |           | 12.4 |      |           | 4.6  |      |            | 8.5  |       |            | 19.3  |       | 13.0                 |
|                    | V/C Ratio                     |           | 0.52 |      |           | 0.24 |      |            | 0.04 |       |            | 0.79  |       | -                    |
|                    | 95 <sup>th</sup> % Queue (m)  |           | 27.3 |      |           | 9.8  |      |            | 3.5  |       |            | 130.9 |       | -                    |

\*Queues are reported for the 4-way stop based on the HCM 2010 AWSC methodology

Table 4-6: 16.5k PM Peak

| Traffic Control    | Measure of Effectiveness      | Eastbound |      |      | Westbound |       |       | Northbound |      |      | Southbound |       |       | Overall Intersection |
|--------------------|-------------------------------|-----------|------|------|-----------|-------|-------|------------|------|------|------------|-------|-------|----------------------|
|                    |                               | LT        | TH   | RT   | LT        | TH    | RT    | LT         | TH   | RT   | LT         | TH    | RT    |                      |
| Volume             |                               | 39        | 278  | 5    | 58        | 335   | 729   | 5          | 5    | 58   | 454        | 5     | 19    | 1990                 |
| 2-Way Stop (NB/SB) | LOS                           | A         | A    | A    | A         | A     | A     | C          | C    | C    | F          | F     | F     | F                    |
|                    | Delay (s)                     | 0.9       | 2.2  | 2.2  | 1.2       | 1.6   | 1.6   | 16.2       | 16.2 | 16.2 | Error      | Error | Error | 2402.1               |
|                    | V/C Ratio                     | 0.07      | 0.07 | 0.07 | 0.05      | 0.05  | 0.05  | 0.18       | 0.18 | 0.18 | 4.69       | 4.69  | 4.69  | -                    |
|                    | 95 <sup>th</sup> % Queue (m)  | 1.7       | 1.7  | 1.7  | 1.2       | 1.2   | 1.2   | 5.0        | 5.0  | 5.0  | Error      | Error | Error | -                    |
| 4-Way Stop         | LOS                           | D         | D    | D    | F         | F     | F     | B          | B    | B    | F          | F     | F     | F                    |
|                    | Delay (s)                     | 27.2      | 27.2 | 27.2 | 574.6     | 574.6 | 574.6 | 13.0       | 13.0 | 13.0 | 74.0       | 74.0  | 74.0  | 346.9                |
|                    | V/C Ratio                     | 0.72      | 0.72 | 0.72 | 2.23      | 2.23  | 2.23  | 0.17       | 0.17 | 0.17 | 1.03       | 1.03  | 1.03  | -                    |
|                    | 95 <sup>th</sup> % Queue (m)* | 5.4       |      | 87.4 |           |       | 0.6   |            |      | 12.7 |            |       | -     |                      |
| Signal             | LOS                           | -         | C    | -    | -         | C     | A     | -          | B    | -    | C          | A     | -     | B                    |
|                    | Delay (s)                     | -         | 26.5 | -    | -         | 28.7  | 6.2   | -          | 14.9 | -    | 21.1       | 7.0   | -     | 17.6                 |
|                    | V/C Ratio                     | -         | 0.65 | -    | -         | 0.72  | 0.73  | -          | 0.25 | -    | 0.69       | 0.03  | -     | -                    |
|                    | 95 <sup>th</sup> % Queue (m)  | -         | 69.2 | -    | -         | 84.5  | 20.6  | -          | 13.5 | -    | 92.1       | 4.6   | -     | -                    |
| Mini-Roundabout    | LOS                           | B         |      |      | A         |       |       | A          |      |      | B          |       |       | A                    |
|                    | Delay (s)                     | 10.2      |      |      | 6.2       |       |       | 7.8        |      |      | 14.0       |       |       | 8.8                  |
|                    | V/C Ratio                     | 0.50      |      |      | 0.43      |       |       | 0.14       |      |      | 0.57       |       |       | -                    |
|                    | 95 <sup>th</sup> % Queue (m)  | 23.1      |      |      | 17.5      |       |       | 3.5        |      |      | 49.7       |       |       | -                    |

\*Queues are reported for the 4-way stop based on the HCM 2010 AWSC methodology

**Existing Conditions:** Analysis shows that a four-way stop would increase overall intersection delay 6 to 8 seconds. Individual movement delays are reduced for the southbound and northbound movements. Delay for the currently free flow eastbound and westbound movements are increased by a range of 11s to 17s. Similarly, level of service (LOS) increases for northbound-southbound and decreases for eastbound-westbound. Overall, the intersection still operates acceptably. A single-lane mini-roundabout provides the lowest overall delay, reducing northbound-southbound delay substantially and increasing eastbound-westbound delay the least of the three options. Results are similar for the peak times for access and egress at for the Bulldog games.

**16.5k Population Horizon:** Both the two-way and four-way stop configurations fail. Southbound and westbound queues are significant, with the westbound queue backing up to Highway 2A in the PM peak period. A signal with a dedicated southbound left and westbound right, operates acceptably. However, the westbound storage queue in the PM peak period is 85 m, with potential to extend beyond the railway crossing. A single-lane mini-roundabout, with eastbound channelized right-turn lane, provides the lowest delays and shortest queues.

**22.5k Population Horizon:** Neither the roundabout nor signal configurations as tested for the 16.5k operate acceptably at the 22.5k horizons. A second southbound lane would be needed for the mini-roundabout and a dual southbound left-turn lane would also be required for a signalized configuration. If it is desired to accommodate these volumes, particularly for the mini-roundabout, the ultimate configuration would have to be considered in the initial design, significantly increasing the intersection footprint and right-of-way requirements.

The forecast volumes, and the available capacity at this intersection, indicate a need for alternative network connections. This need is further exacerbated by limited right-of-way availability. Rather than attempt to accommodate all traffic at this intersection, impacting both property and homes, and ultimately exceeding the maximum capacity that can be provided, alternative network connections should be pursued. Analysis of train events and conceptual designs for the mini-roundabout focus on existing and 16.5k forecast conditions only. The conceptual design for a signalized configuration is also based on the 16.5k forecast. Train events were not reviewed for a signalized configuration.

## 4.2 Train Event Queueing Analysis

The CPKC rail crossing on Womack Road located between Broadway Avenue and Grigg Way supports an estimated 12 trains per day<sup>1</sup>. The crossing is controlled with an active gate system and flashing lights. Based on three days of observations, train events in the AM and PM peak period disrupted traffic for an average of 3 min (ranging from 1 min to 6 min). These events can result in queue spillback on Womacks Road and intersecting streets like Broadway Avenue and Grigg Way.

To understand train events on traffic operations through these closely spaced intersections, micro-simulation scenarios were developed in PTV Vissim software based on the HCM methodologies. Vissim is a microsimulation software that builds on mesoscopic modeling software like Synchro that allows modellers to observe travel patterns and make adjustments for driver behaviour, local vehicle fleet composition, lane usage, etc. Vissim was used to compare queueing extents and clearing times at the intersection of Womack Road and Broadway Avenue for the following scenarios in the AM and PM peak periods:

- Existing traffic control (two-way stop), existing traffic volumes
- Four-way stop, existing traffic volumes
  - Single lane roundabout with a westbound right bypass lane, existing traffic volumes & 16.5k forecast traffic volumes

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<sup>1</sup> [Transport Canada Rail Network and Crossings Online GIS Tool](#)

Vissim uses statistical distributions in vehicle inputs to approximate the real world, i.e., the variations in day-to-day traffic. The model included four intersections along Womacks Road - Broadway Avenue, the CPKC rail crossing, Grigg Way, and Highway 2A - to capture uneven entering traffic flow from nearby signals etc. While the model is programmed with the same number of entering vehicles as Synchro or Arcady, each model run randomly seeds vehicles onto the road network. For this reason, scenario results are taken from the average of five 1-hour model runs with a 15-minute warm up period and traffic volumes do not perfectly match Synchro results.

Vissim simulation scenarios were observed for train events. Following each train event, the queue on Womacks Road was measured in both directions as was the queue on Broadway Avenue southbound. Queues on Womacks Road were measured from the rail crossing gate arms while queues on Broadway Avenue were measured from the intersection stop bar. The time to clear a queue was measures as the elapsed time needed for traffic operations to return to pre-train events levels. For example, the queue was considered 'cleared' on Womacks Road when traffic resumed free flow but considered 'cleared' on Broadway Avenue when ~ four vehicles remained in the queue. Results for all four scenarios are summarized in **Table 4-7**.

**Table 4-7: Queueing Results, Existing Traffic Volumes**

|                                  |         | Womacks Road Eastbound |                     | Womacks Road Westbound |                     | Broadway Avenue Southbound |                     |
|----------------------------------|---------|------------------------|---------------------|------------------------|---------------------|----------------------------|---------------------|
|                                  |         | Queue Length (m)       | Time To Clear Queue | Queue Length (m)       | Time To Clear Queue | Queue Length (m)           | Time To Clear Queue |
| Existing Conditions (2-way stop) | AM Peak | 281                    | 01:27               | 164                    | 01:44               | 109                        | 11:04               |
|                                  | PM Peak | 142                    | 00:36               | 189                    | 01:23               | 79                         | 07:53               |
| 4-Way Stop (Existing Volumes)    | AM Peak | 286                    | 06:24               | 175                    | 06:13               | 62                         | 03:24               |
|                                  | PM Peak | 144                    | 00:55               | 203                    | 37:33               | 38                         | 01:01               |
| Roundabout (Existing Volumes)    | AM Peak | 291                    | 03:33               | 183                    | 02:36               | 60                         | 02:03               |
|                                  | PM Peak | 138                    | 01:03               | 195                    | 02:01               | 27                         | 01:26               |
| Roundabout (16.5k Volumes)       | AM Peak | 360                    | 16:44               | 303                    | 04:51               | 530                        | 05:12               |
|                                  | PM Peak | 239                    | 04:25               | 350                    | 05:05               | 289                        | 16:15               |

**Two-Way Stop Control:** Womacks Road cleared the fastest under existing traffic control, where these movements have free flow conditions. Westbound queues can take longer to clear, especially in the PM peak period, as vehicles are held back by drivers waiting to make a westbound left turn onto Grigg Way with few gaps in oncoming traffic. There is a large disparity between the time it takes to clear Womacks Road and the time it takes to clear Broadway Avenue, indicating that there are few acceptable gaps in traffic to safely make a turn.

**Four-Way Stop Control:** This option results in the worst queues and clearing times for existing traffic volumes. Westbound traffic volumes are approaching road capacity for this traffic control type. Without the influence of a train event, westbound queues in the PM peak period often spill back through the rail crossing and Grigg Way. When a train event does occur, westbound queues nearly reach Highway 2A.

**Roundabout (Existing Volumes):** A mini-roundabout facilitates the equal distribution of clearing time for all legs of the Womacks Road and Broadway Avenue intersection following a train event. In the AM peak period, the high eastbound demand following a train event results in limited opportunities to make a westbound left turn onto Grigg Way, resulting in eastbound traffic platoons. Westbound track clearing time is often more dependant on the opportunity for a vehicle to make a westbound left at Grigg Way than the intersection control at Broadway Avenue.

**Roundabout (16.5k Forecast Volumes):**

By the 16.5k forecast population horizon, the operation of a mini-roundabout utilization of the roundabout increases and operations deteriorate from the LOS A at existing conditions. Prior to a train event, queues develop on the west and north legs of the intersection in peak periods. Exact queue lengths differ somewhat from the Arcady analysis in that there is some randomness to the Vissim simulation given how traffic is seeded into the system. Following a train event, the mini-roundabout continues to clear traffic in an efficient manner; however, the increased traffic demand is associated with increased clearing times.

Regardless of traffic control at Broadway Avenue, westbound queues spill back onto Highway 2A following a train event in the PM peak period using 16.5k forecast volumes. This further highlights the need to provide a secondary access across the railway line connecting forecast development areas to Highway 2A. A secondary access would also serve to alleviate traffic demands on the study intersection.

## 5. Discussion

The Synchro analysis indicates that the two-way and four-way stop control configurations should operate acceptably under existing conditions; however, by the 16.5k population scenario both configurations fail. When taking into consideration the impacts of a train event, and the results of the Vissim analysis, the four-way stop also fails at existing conditions, significantly increasing the time it takes to clear queues following a train disruption, particularly on westbound Womacks Drive where the time to clear and resume normal operations is over 30 minutes.

The mini-roundabout provides the lowest delays and queues (except for the southbound movement in the AM peak) for the existing and 16.5k population horizon conditions, without a train event, and facilitates the equal distribution of clearing time for all legs of the Womacks Road and Broadway Avenue intersection following a train event.

Analysis of the signalized configuration showed that it would operate acceptably at the 16.5k horizon, however with higher delays and longer queues than the mini-roundabout. Furthermore, the delays incurred due to a signal is experienced continuously throughout the day, due to drivers being

required to stop. With a roundabout configuration, outside of peak times and train events, drivers will experience little to no delay. A signalized configuration also will not be as responsive to train or Bulldogs events.

A standard roundabout, with a non-traversable central island, provides more capacity, with lower delays and queues than the mini-roundabout analyzed here. According to observations in the United Kingdom the capacity of a standard roundabout is typically about 15% more than a mini-roundabout. However, a standard roundabout that can accommodate a WB-21 tractor semi-trailer design vehicle, without over-tracking the central island, will require a larger diameter such that it will not fit within the available intersection right-of-way.

In the 16.5k and 22.5k population horizon forecasts there is a significant increase in the southbound left and westbound right turn volumes. Particularly at the 22.5k horizon, these significant volumes indicate the need for additional network connections across the rail tracks and to Highway 2A north of Broadway Avenue. Neither the roundabout nor signal configurations as tested for the 16.5k operate acceptably at the 22.5k horizons, without additional lanes and significant right-of-way impacts. Regardless of traffic control at Broadway Avenue, westbound queues spill back onto Highway 2A following a train event in the PM peak period using 16.5k forecast volumes. Planning for an additional access across the railway line, connecting forecast development areas to the north with Highway 2A, is critical. The additional access would serve to alleviate traffic demands on the study intersection and provide additional capacity for train event queuing and clearing.

## 6. Conceptual Designs

Conceptual designs were developed referencing City of Red Deer design standards for signalized intersections, and industry standard roundabout design principles including guidance from the Transportation Association of Canada (TAC) Canadian Roundabout Design Guide.

The signalized intersection conceptual design, and associated design vehicle movements for a truck camper and WB-21 tractor semi-trailer, consistent with the Stantec report, is presented in **Figure 1** to **Figure 4** in **Appendix C**. The lane configuration is a shared left/through/right-turn lane eastbound and northbound, a shared left/through plus exclusive right-turn lane westbound, and an exclusive left- plus shared through/right-turn lane southbound. The signalized configuration, accommodating the 16.5k forecast, can likely be designed to fit within the existing right-of way.

The mini-roundabout conceptual design, and associated design vehicle movements for a highway bus and WB-21, again consistent with the Stantec report, is presented in **Figure 5** to **Figure 9** in **Appendix C**. The conceptual design is a single-lane mini-roundabout with a westbound right-turn lane. The inscribed circle diameter (ICD) is 24 m. The mini-roundabout geometry has been refined and optimized from the Stantec report to achieve more speed control for critical through movements (i.e. lower fastest-path speeds). The northbound right-turn lane has been removed to lessen pedestrian crossing distance across the south leg, and because of little overall capacity benefit.

The introduction of a westbound right-turn lane at the mini-roundabout, as needed to accommodate the 16.5k forecasts, will widen the east leg entry and increase the fastest-path speed because drivers



travelling westbound through the intersection will be able to cross the lane line and achieve a straighter travel path. Reducing fastest-path speeds to levels reasonable for the context is a key component of roundabout design. If the fastest-path speed is too high then entering drivers are less likely to yield to circulating traffic and more likely to be involved in an entering-circulating conflict. A recommended countermeasure is to install a raised surface to separate the right-turn lane yet still allow for over-tracking by a WB-21. Suggestions for such a raised lane divider consist of a flush concrete surface with rumble strips, and a raised island with a semi-mountable curb. Both are shown in Figure 8. A raised island with semi-mountable curb will provide more of a deterrent to someone making a through movement from the right lane, but may present a greater challenge in terms of winter maintenance.



Figure 8: Example Lane Dividers using Flush Concrete with Rumble Strips (left) and Semi-Mountable Curb (right), Source: Google Street View

A standard roundabout with a non-mountable central island was also investigated as part of this assignment. A standard roundabout that can accommodate a WB-21 tractor semi-trailer design vehicle for the westbound right turn and southbound left turn, without over-tracking the central island, yet with a large enough central island to allow for reasonable speed control, will require an ICD of at least 36 m. Such a diameter would have considerable impacts outside the intersection right-of-way compared to the mini-roundabout with an ICD of 24 m.

## 7. Cost Estimate

Conceptual level cost estimates were developed, reflective of unit rates on recent construction projects in Alberta. **Table 7-1** provides a summary of the conceptual level cost estimates, a more detailed breakdown of costs are included in **Appendix D**. Cost estimates are exclusive of land acquisition costs.



Table 7-1: Conceptual Level Cost Estimates

| Configuration | Conceptual Construction Cost | Utility Relocations, Contingency & Engineering | Total Conceptual Cost Estimate |
|---------------|------------------------------|------------------------------------------------|--------------------------------|
| Signalization | \$402,150.00                 | \$175,825.00                                   | \$577,975.00                   |
| Roundabout    | \$715,125.00                 | \$386,070.00                                   | \$1,101,195.00                 |

## 8. Summary

The additional analysis of the intersection improvement options at Womacks Road and Broadway Avenue, including review of train crossing impacts, confirms that the mini-roundabout configuration is the recommended solution for accommodating growth and development, area events and management of rail crossing impacts.

Planning for an additional access across the railway line, connecting forecast development areas to the north with Highway 2A, will be critical to accommodating future development approaching and beyond the 16.5k population horizon.

We trust this meets the Towns needs for additional analysis of the Womacks Road and Broadway Avenue intersection. Please contact either of the undersigned should you have questions or require additional information.

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Attachments:

- Appendix A: Traffic Count Data
- Appendix B: Analysis Results
- Appendix C: Conceptual Designs
- Appendix D: Conceptual Cost Estimates

# A

## Appendix A Traffic Count Data

Traffic Volume Summary



| Broadway Avenue |     |     |                                     |     |     |     |  |     |     |  |  |
|-----------------|-----|-----|-------------------------------------|-----|-----|-----|--|-----|-----|--|--|
|                 |     | SBI | SBR                                 | SBT | SBL | NBO |  |     |     |  |  |
|                 |     | 209 | 11                                  | 0   | 198 | 93  |  |     |     |  |  |
| Womacks Road    | WBO | 168 | 2024 AM Peak<br><br>TOTAL VOL = 816 |     |     |     |  | 246 | WBI |  |  |
|                 | EBL | 3   |                                     |     |     |     |  | 88  | WBR |  |  |
|                 | EBT | 347 |                                     |     |     |     |  | 155 | WBT |  |  |
|                 | EBR | 2   |                                     |     |     |     |  | 3   | WBL |  |  |
|                 | EBI | 352 |                                     |     |     |     |  | 550 | EBO |  |  |
|                 |     | 5   | 2                                   | 2   | 5   | 9   |  |     |     |  |  |
|                 |     | SBO | NBL                                 | NBT | NBR | NBI |  |     |     |  |  |
| Broadway Avenue |     |     |                                     |     |     |     |  |     |     |  |  |

| Broadway Avenue |     |     |                                     |     |     |     |  |     |     |  |  |
|-----------------|-----|-----|-------------------------------------|-----|-----|-----|--|-----|-----|--|--|
| Broadway Avenue |     |     |                                     |     |     |     |  |     |     |  |  |
|                 |     | SBI | SBR                                 | SBT | SBL | NBO |  |     |     |  |  |
|                 |     | 146 | 14                                  | 3   | 129 | 243 |  |     |     |  |  |
| Womacks Road    | WBO | 273 | 2024 PM Peak<br><br>TOTAL VOL = 869 |     |     |     |  | 503 | WBI |  |  |
|                 | EBL | 9   |                                     |     |     |     |  | 232 | WBR |  |  |
|                 | EBT | 182 |                                     |     |     |     |  | 256 | WBT |  |  |
|                 | EBR | 7   |                                     |     |     |     |  | 15  | WBL |  |  |
|                 | EBI | 198 |                                     |     |     |     |  | 328 | EBO |  |  |
|                 |     | 25  | 3                                   | 2   | 17  | 22  |  |     |     |  |  |
|                 |     | SBO | NBL                                 | NBT | NBR | NBI |  |     |     |  |  |

| Broadway Avenue |       |      |       |     |                      |     |     |     |     |      |       |   |
|-----------------|-------|------|-------|-----|----------------------|-----|-----|-----|-----|------|-------|---|
| Broadway Avenue |       |      |       |     |                      |     |     |     |     |      |       |   |
|                 |       |      | CYCLE | 0   | >                    | <   | 0   |     |     |      |       |   |
|                 |       |      | PEDS  | 6   | >                    | <   | 0   |     |     |      |       |   |
|                 |       |      |       | SBI | SBR                  | SBT | SBL | NBO |     |      |       |   |
|                 |       |      |       | 152 | 20                   | 25  | 107 | 160 |     |      |       |   |
| Womacks Road    | CYCLE | PEDS |       |     |                      |     |     |     |     | PEDS | CYCLE |   |
|                 | 0     | 3    | WBO   | 212 | 1800 - 1900          |     |     |     | 466 | WBI  | 0     | 0 |
|                 | ∨     | ∨    | EBL   | 9   | 2025 Bulldogs Peak 1 |     |     |     | 142 | WBR  | ∨     | ∨ |
|                 |       |      | EBT   | 172 | PHF = 0.95           |     |     |     | 183 | WBT  |       |   |
|                 | ∧     | ∧    | EBR   | 31  | TOTAL VOL = 886      |     |     |     | 141 | WBL  | ∧     | ∧ |
|                 | 0     | 5    | EBI   | 212 |                      |     |     |     | 317 | EBO  | 0     | 0 |
|                 |       |      |       | 197 | 9                    | 9   | 38  | 56  |     |      |       |   |
|                 |       |      |       | SBO | NBL                  | NBT | NBR | NBI |     |      |       |   |
|                 |       |      | PEDS  | 5   | >                    | <   | 4   |     |     |      |       |   |
|                 |       |      | CYCLE | 0   | >                    | <   | 1   |     |     |      |       |   |
| Broadway Avenue |       |      |       |     |                      |     |     |     |     |      |       |   |

Traffic Volume Summary



| Broadway Avenue |      |     |       |                      |     |     |     |     |      |       |   |
|-----------------|------|-----|-------|----------------------|-----|-----|-----|-----|------|-------|---|
|                 |      |     | CYCLE | 0                    | >   | <   | 0   |     |      |       |   |
|                 |      |     | PEDS  | 0                    | >   | <   | 0   |     |      |       |   |
|                 |      |     |       | SBI                  | SBR | SBT | SBL | NBO |      |       |   |
| CYCLE           | PEDS |     | 45    | 5                    | 5   | 35  | 75  |     | PEDS | CYCLE |   |
| 0               | 1    | WBO | 106   | 2115 - 2215          |     |     |     | 148 | WBI  | 0     | 0 |
| ✓               | ✓    | EBL | 16    | 2025 Bulldogs Peak 2 |     |     |     | 45  | WBR  | ✓     | ✓ |
|                 |      | EBT | 85    | PHF = 0.67           |     |     |     | 75  | WBT  |       |   |
| ^               | ^    | EBR | 7     | TOTAL VOL = 489      |     |     |     | 28  | WBL  | ^     | ^ |
| 0               | 3    | EBI | 108   |                      |     |     |     | 268 | EBO  | 0     | 0 |
|                 |      |     | 40    | 26                   | 14  | 148 | 188 |     |      |       |   |
|                 |      |     | SBO   | NBL                  | NBT | NBR | NBI |     |      |       |   |
|                 |      |     | PEDS  | 2                    | >   | <   | 2   |     |      |       |   |
|                 |      |     | CYCLE | 0                    | >   | <   | 0   |     |      |       |   |

| Broadway Avenue |  |  |  |  |  |  |  |  |  |
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| Broadway Avenue |       |      |       |     |                 |     |     |     |     |      |       |   |
|-----------------|-------|------|-------|-----|-----------------|-----|-----|-----|-----|------|-------|---|
|                 |       |      | CYCLE | 0   | >               | <   | 0   |     |     |      |       |   |
|                 |       |      | PEDS  | 0   | >               | <   | 0   |     |     |      |       |   |
|                 |       |      |       | SBI | SBR             | SBT | SBL | NBO |     |      |       |   |
| Womacks Road    | CYCLE | PEDS |       | 187 | 11              | 0   | 176 | 118 |     | PEDS | CYCLE |   |
|                 | 0     | 2    | WBO   | 190 | 0730 - 0830     |     |     |     | 285 | WBI  | 0     | 0 |
|                 | ✓     | ✓    | EBL   | 14  | 2025 AM Peak    |     |     |     | 104 | WBR  | ✓     | ✓ |
|                 |       |      | EBT   | 320 | PHF = 0.85      |     |     |     | 177 | WBT  |       |   |
|                 | ^     | ^    | EBR   | 2   | TOTAL VOL = 820 |     |     |     | 4   | WBL  | ^     | ^ |
|                 | 0     | 2    | EBI   | 336 |                 |     |     |     | 506 | EBO  | 0     | 0 |
|                 |       |      |       | 6   | 2               | 0   | 10  | 12  |     |      |       |   |
|                 |       |      |       | SBO | NBL             | NBT | NBR | NBI |     |      |       |   |
|                 |       |      | PEDS  | 2   | >               | <   | 5   |     |     |      |       |   |
|                 |       |      | CYCLE | 2   | >               | <   | 2   |     |     |      |       |   |

| Broadway Avenue |  |  |  |  |  |  |  |  |  |
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| Broadway Avenue |      |     |       |                  |     |     |     |     |      |       |   |
|-----------------|------|-----|-------|------------------|-----|-----|-----|-----|------|-------|---|
|                 |      |     | CYCLE | 0                | >   | <   | 0   |     |      |       |   |
|                 |      |     | PEDS  | 0                | >   | <   | 0   |     |      |       |   |
|                 |      |     |       | SBI              | SBR | SBT | SBL | NBO |      |       |   |
| CYCLE           | PEDS |     | 132   | 15               | 6   | 111 | 210 |     | PEDS | CYCLE |   |
| 0               | 8    | WBO | 263   | 1445 - 1545      |     |     |     | 443 | WBI  | 0     | 0 |
| ✓               | ✓    | EBL | 12    | 2025 School Peak |     |     |     | 189 | WBR  | ✓     | ✓ |
|                 |      | EBT | 229   | PHF = 0.99       |     |     |     | 239 | WBT  |       |   |
| ^               | ^    | EBR | 10    | TOTAL VOL = 861  |     |     |     | 15  | WBL  | ^     | ^ |
| 1               | 15   | EBI | 251   |                  |     |     |     | 357 | EBO  | 0     | 0 |
|                 |      |     | 31    | 9                | 9   | 17  | 35  |     |      |       |   |
|                 |      |     |       | SBO              | NBL | NBT | NBR | NBI |      |       |   |
|                 |      |     | PEDS  | 16               | >   | <   | 9   |     |      |       |   |
|                 |      |     | CYCLE | 7                | >   | <   | 0   |     |      |       |   |

| Broadway Avenue |  |  |  |  |  |  |  |  |  |
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| Highway 2A |      |     |       |                  |     |     |     |     |      |       |   |
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|            |      |     | CYCLE | 0                | >   | <   | 0   |     |      |       |   |
|            |      |     | PEDS  | 0                | >   | <   | 0   |     |      |       |   |
|            |      |     |       | SBI              | SBR | SBT | SBL | NBO |      |       |   |
| CYCLE      | PEDS |     | 519   | 91               | 412 | 16  | 499 |     | PEDS | CYCLE |   |
| 4          | 1    | WBO | 311   | 0730 - 0830      |     |     |     | 402 | WBI  | 0     | 0 |
| ✓          | ✓    | EBL | 194   | 2025 AM Peak     |     |     |     | 42  | WBR  | ✓     | ✓ |
|            |      | EBT | 129   | PHF = 0.96       |     |     |     | 166 | WBT  |       |   |
| ^          | ^    | EBR | 122   | TOTAL VOL = 1756 |     |     |     | 194 | WBL  | ^     | ^ |
| 0          | 0    | EBI | 445   |                  |     |     |     | 218 | EBO  | 0     | 0 |
|            |      |     | 728   | 54               | 263 | 73  | 390 |     |      |       |   |
|            |      |     |       | SBO              | NBL | NBT | NBR | NBI |      |       |   |
|            |      |     | PEDS  | 3                | >   | <   | 3   |     |      |       |   |
|            |      |     | CYCLE | 0                | >   | <   | 0   |     |      |       |   |

| Highway 2A |  |  |  |  |  |  |  |  |  |
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Traffic Volume Summary



| Broadway Avenue |      |       |     |                 |     |     |     |      |       |
|-----------------|------|-------|-----|-----------------|-----|-----|-----|------|-------|
|                 |      | CYCLE | 0   | >               | <   | 0   |     |      |       |
|                 |      | PEDS  | 0   | >               | <   | 0   |     |      |       |
|                 |      |       | SBI | SBR             | SBT | SBL | NBO |      |       |
| CYCLE           | PEDS |       | 173 | 22              | 8   | 143 | 243 | PEDS | CYCLE |
| 3               | 3    | WBO   | 252 | 1630 - 1730     |     |     | 488 | WBI  | 0     |
| v               | v    | EBL   | 11  | 2025 PM Peak    |     |     | 226 | WBR  | v     |
|                 |      | EBT   | 199 | PHF = 0.93      |     |     | 226 | WBT  |       |
| ^               | ^    | EBR   | 7   | TOTAL VOL = 923 |     |     | 36  | WBL  | ^     |
| 3               | 3    | EBI   | 217 |                 |     |     | 377 | EBO  | 0     |
|                 |      |       | 51  | 4               | 6   | 35  | 45  |      |       |
|                 |      |       | SBO | NBL             | NBT | NBR | NBI |      |       |
|                 |      | PEDS  | 4   | >               | <   | 3   |     |      |       |
|                 |      | CYCLE | 3   | >               | <   | 1   |     |      |       |
| Broadway Avenue |      |       |     |                 |     |     |     |      |       |

| Highway 2A |      |       |     |                  |     |     |     |     |      |       |   |  |
|------------|------|-------|-----|------------------|-----|-----|-----|-----|------|-------|---|--|
|            |      | CYCLE | 0   | >                | <   | 0   |     |     |      |       |   |  |
|            |      | PEDS  | 0   | >                | <   | 0   |     |     |      |       |   |  |
|            |      |       | SBI | SBR              | SBT | SBL | NBO |     |      |       |   |  |
| CYCLE      | PEDS |       | 463 | 123              | 328 | 12  | 700 |     | PEDS | CYCLE |   |  |
| 0          | 0    | WBO   | 469 | 1630 - 1730      |     |     |     | 329 | WBI  | 0     | 0 |  |
| v          | v    | EBL   | 130 | 2025 PM Peak     |     |     |     | 24  | WBR  | v     | v |  |
|            |      | EBT   | 145 | PHF = 0.94       |     |     |     | 198 | WBT  |       |   |  |
| ^          | ^    | EBR   | 65  | TOTAL VOL = 2032 |     |     |     | 107 | WBL  | ^     | ^ |  |
| 0          | 0    | EBI   | 340 |                  |     |     |     | 363 | EBO  | 0     | 0 |  |
|            |      |       | 500 | 148              | 546 | 206 | 900 |     | 0    | 0     |   |  |
|            |      |       | SBO | NBL              | NBT | NBR | NBI |     |      |       |   |  |
|            |      | PEDS  | 6   | >                | <   | 5   |     |     |      |       |   |  |
|            |      | CYCLE | 0   | >                | <   | 0   |     |     |      |       |   |  |
| Highway 2A |      |       |     |                  |     |     |     |     |      |       |   |  |

| Broadway Avenue |     |     |                                   |     |     |     |     |     |  |
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|                 |     | SBI | SBR                               | SBT | SBL | NBO |     |     |  |
| Womacks Road    |     | 1.2 | 643                               | 15  | 5   | 623 | 249 | 2.1 |  |
|                 | WBO | 230 | 16.5K AM Peak<br>TOTAL VOL = 1413 |     | 454 | WBI |     |     |  |
|                 | EBL | 16  |                                   |     | 228 | WBR |     |     |  |
|                 | EBT | 280 |                                   |     | 210 | WBT |     |     |  |
|                 | EBR | 5   |                                   |     | 16  | WBL |     |     |  |
|                 | EBI | 301 |                                   |     | 908 | EBO |     |     |  |
|                 |     | SBO | NBL                               | NBT | NBR | NBI |     |     |  |
|                 |     | 4.3 | 26                                | 5   | 5   | 5   | 15  | 1.8 |  |

| Highway 2A   |     |      |                                                 |     |     |     |  |     |  |
|--------------|-----|------|-------------------------------------------------|-----|-----|-----|--|-----|--|
|              |     | SBI  | SBR                                             | SBT | SBL | NBO |  |     |  |
| Womacks Road |     | 705  | 148                                             | 536 | 21  | 769 |  |     |  |
|              | WBO | 479  | 16.5K AM Peak<br>PHF = 0.94<br>TOTAL VOL = 2598 |     | 553 | WBI |  | GF  |  |
|              | EBL | 372  |                                                 |     | 55  | WBR |  | 1.3 |  |
|              | EBT | 228  |                                                 |     | 246 | WBT |  |     |  |
|              | EBR | 219  |                                                 |     | 252 | WBL |  |     |  |
|              | EBI | 819  |                                                 |     | 343 | EBO |  |     |  |
|              |     | SBO  | NBL                                             | NBT | NBR | NBI |  |     |  |
|              |     | 1006 | 85                                              | 342 | 95  | 522 |  |     |  |

| Broadway Avenue |     |     |                                   |     |      |     |     |     |  |
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|                 |     | SBI | SBR                               | SBT | SBL  | NBO |     |     |  |
| Womacks Road    |     | 1.4 | 478                               | 19  | 5    | 454 | 773 | 3.2 |  |
|                 | WBO | 359 | 16.5K PM Peak<br>TOTAL VOL = 1990 |     | 1122 | WBI |     |     |  |
|                 | EBL | 39  |                                   |     | 729  | WBR |     |     |  |
|                 | EBT | 278 |                                   |     | 335  | WBT |     |     |  |
|                 | EBR | 5   |                                   |     | 58   | WBL |     |     |  |
|                 | EBI | 322 |                                   |     | 790  | EBO |     |     |  |
|                 |     | SBO | NBL                               | NBT | NBR  | NBI |     |     |  |
|                 |     | 1.3 | 68                                | 5   | 5    | 58  | 68  | 2.1 |  |

| Highway 2A   |     |      |                                                                |     |     |      |  |     |  |
|--------------|-----|------|----------------------------------------------------------------|-----|-----|------|--|-----|--|
|              |     | SBI  | SBR                                                            | SBT | SBL | NBO  |  |     |  |
| Womacks Road |     | 748  | 272                                                            | 459 | 17  | 1090 |  |     |  |
|              | WBO | 1007 | 1630 - 1730<br>16.5K PM Peak<br>PHF = 0.94<br>TOTAL VOL = 3465 |     | 561 | WBI  |  | GF  |  |
|              | EBL | 292  |                                                                |     | 34  | WBR  |  | 1.4 |  |
|              | EBT | 313  |                                                                |     | 377 | WBT  |  |     |  |
|              | EBR | 141  |                                                                |     | 150 | WBL  |  |     |  |
|              | EBI | 746  |                                                                |     | 618 | EBO  |  |     |  |
|              |     | SBO  | NBL                                                            | NBT | NBR | NBI  |  |     |  |
|              |     | 750  | 357                                                            | 764 | 288 | 1410 |  |     |  |

| Broadway Avenue |  |  |  |  |  |  |  |  |  |
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| Highway 2A |  |  |  |  |  |  |  |  |  |
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Traffic Volume Summary



| Broadway Avenue |     |     |                                   |     |     |     |     |     |  |  |  |
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|                 |     | SBI | SBR                               | SBT | SBL | NBO |     |     |  |  |  |
|                 |     | 825 | 133                               | 5   | 687 | 447 |     |     |  |  |  |
| Womacks Road    | WBO | 393 | 22.5K AM Peak<br>TOTAL VOL = 1786 |     |     |     | 687 | WBI |  |  |  |
|                 | EBL | 26  |                                   |     |     |     | 416 | WBR |  |  |  |
|                 | EBT | 228 |                                   |     |     |     | 255 | WBT |  |  |  |
|                 | EBR | 5   |                                   |     |     |     | 16  | WBL |  |  |  |
|                 | EBI | 259 |                                   |     |     |     | 920 | EBO |  |  |  |
|                 |     | 26  | 5                                 | 5   | 5   | 15  |     |     |  |  |  |
|                 |     | SBO | NBL                               | NBT | NBR | NBI |     |     |  |  |  |
|                 |     |     |                                   |     |     |     |     |     |  |  |  |
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|                 |     |     |                                   |     |     |     |     |     |  |  |  |
|                 |     |     |                                   |     |     |     |     |     |  |  |  |

| Broadway Avenue |     |      |                                   |     |     |      |      |     |  |  |  |  |  |  |
|-----------------|-----|------|-----------------------------------|-----|-----|------|------|-----|--|--|--|--|--|--|
| Broadway Avenue |     |      |                                   |     |     |      |      |     |  |  |  |  |  |  |
|                 |     | SBI  | SBR                               | SBT | SBL | NBO  |      |     |  |  |  |  |  |  |
|                 |     | 1018 | 111                               | 5   | 902 | 1046 |      |     |  |  |  |  |  |  |
| Womacks Road    | WBO | 448  | 22.5K PM Peak<br>TOTAL VOL = 2800 |     |     |      | 1316 | WBI |  |  |  |  |  |  |
|                 | EBL | 115  |                                   |     |     |      | 926  | WBR |  |  |  |  |  |  |
|                 | EBT | 278  |                                   |     |     |      | 332  | WBT |  |  |  |  |  |  |
|                 | EBR | 5    |                                   |     |     |      | 58   | WBL |  |  |  |  |  |  |
|                 | EBI | 398  |                                   |     |     |      | 1238 | EBO |  |  |  |  |  |  |
|                 |     | 68   | 5                                 | 5   | 58  | 68   |      |     |  |  |  |  |  |  |
|                 |     | SBO  | NBL                               | NBT | NBR | NBI  |      |     |  |  |  |  |  |  |

| Broadway Avenue |     |      |                   |     |     |     |     |      |   |  |  |  |
|-----------------|-----|------|-------------------|-----|-----|-----|-----|------|---|--|--|--|
| Liberty Avenue  |     |      |                   |     |     |     |     |      |   |  |  |  |
|                 |     | PEDS | 0                 | >   | <   | 0   |     |      |   |  |  |  |
|                 |     |      | SBI               | SBR | SBT | SBL | NBO |      |   |  |  |  |
|                 |     |      | 253               | 177 | 39  | 37  | 163 |      |   |  |  |  |
| PEDS            |     |      |                   |     |     |     |     | PEDS |   |  |  |  |
| 0               | WBO | 575  | 13:15 to 14:15    |     |     |     | 410 | WBI  | 0 |  |  |  |
| v               | EBL | 137  | 2025 Weekend Peak |     |     |     | 18  | WBR  | v |  |  |  |
|                 | EBT | 188  | PHF = 0.91        |     |     |     | 363 | WBT  |   |  |  |  |
| ^               | EBR | 36   | TOTAL VOL = 1082  |     |     |     | 29  | WBL  | ^ |  |  |  |
| 0               | EBI | 361  |                   |     |     |     | 240 | EBO  | 0 |  |  |  |
|                 |     |      | 104               | 35  | 8   | 15  | 58  |      |   |  |  |  |
|                 |     |      | SBO               | NBL | NBT | NBR | NBI |      |   |  |  |  |
|                 |     | PEDS | 0                 | >   | <   | 1   |     |      |   |  |  |  |
| Liberty Avenue  |     |      |                   |     |     |     |     |      |   |  |  |  |







## DIRECTIONAL TRAFFIC COUNT SUMMARY

HIGHWAY:  
LATITUDE (degrees): 52.383330  
DAY & DATE OF COUNT: THU

REFERENCE NO.: 25032001  
LONGITUDE (degrees): -113.795430  
0, 2025

**INTERSECTION OF:** WOMACKS ROAD & BROADWAY AVENUE - BLACKFALDS  
**LEGAL DESCRIPTION:**  
**COUNT DURATION:** 7:30 AM TO 9:00 AM & 2:15 PM TO 6:15 PM

[illegible]

LOCATION DIAGRAM ENCLOSED (Y / N): NO  
WEATHER CONDITIONS:  
RECORDER(S): MIOVISION CAMERAS - T. PEACOCK  
ROAD SURFACE CONDITIONS:  
COMMENTS: NO BICYCLES OBSERVED ON ROAD

| VEHICLE CLASSES       |                                 |          |
|-----------------------|---------------------------------|----------|
| A: PASSENGER VEHICLES | B: RECREATIONAL VEHICLES        | C: BUSES |
| D: SINGLE UNIT TRUCKS | E: TRACTOR TRAILER COMBINATIONS |          |



# DIRECTIONAL TRAFFIC COUNT SUMMARY

HIGHWAY: REFERENCE NO.: 25032101 INTERSECTION OF: WOMACKS ROAD & BROADWAY AVENUE - BLACKFALDS  
 LATITUDE (degrees): 52.383330 LONGITUDE (degrees): -113.795430 LEGAL DESCRIPTION:  
 DAY & DATE OF COUNT: FRIDAY, MARCH 21, 2025 COUNT DURATION: 6:00PM TO 7:30PM & 9:00PM TO 11:30PM

| INTERVAL        | APPROACHING INTERSECTION    |  |         |  |       |                             |  |         |  |       |                             |  |         |  |       |                             |  |         |  |       |  |  |  |  | TOTALS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|                 | LEFT                        |  | THROUGH |  | RIGHT | LEFT                        |  | THROUGH |  | RIGHT | LEFT                        |  | THROUGH |  | RIGHT | LEFT                        |  | THROUGH |  | RIGHT |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| MIDNIGHT - 0:15 |                             |  |         |  |       |                             |  |         |  |       |                             |  |         |  |       |                             |  |         |  |       |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

LOCATION DIAGRAM ENCLOSED (Y / N): NO  
 WEATHER CONDITIONS:  
 RECORDER(S): MIOVISION CAMERAS - T. PEACOCK  
 ROAD SURFACE CONDITIONS:  
 COMMENTS: NO CYCLISTS WERE OBSERVED ON ROAD

VEHICLE CLASSES  
 A: PASSENGER VEHICLES  
 B: RECREATIONAL VEHICLES  
 C: BUSES  
 D: SINGLE UNIT TRUCKS  
 E: TRACTOR TRAILER COMBINATIONS



# DIRECTIONAL TRAFFIC COUNT SUMMARY

HIGHWAY: REFERENCE NO.: 25032101 INTERSECTION OF: WOMACKS ROAD & BROADWAY AVENUE - BLACKFALDS  
 LATITUDE (degrees): 52.383330 LONGITUDE (degrees): -113.795430 LEGAL DESCRIPTION:  
 DAY & DATE OF COUNT: FRIDAY, MARCH 21, 2025 COUNT DURATION: 6:00PM TO 7:30PM & 9:00PM TO 11:30PM

| INTERVAL        | APPROACHING INTERSECTION       |  |  |  |         |                                |  |  |  |      |  |  |  |         |       | TOTALS | GRAND TOTALS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------|--------------------------------|--|--|--|---------|--------------------------------|--|--|--|------|--|--|--|---------|-------|--------|--------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
|                 | FROM THE NORTH ON BROADWAY AVE |  |  |  |         | FROM THE SOUTH ON BROADWAY AVE |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                 | LEFT                           |  |  |  | THROUGH | RIGHT                          |  |  |  | LEFT |  |  |  | THROUGH | RIGHT |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| MIDNIGHT - 0:15 |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 0:15 - 0:30     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 0:30 - 0:45     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 0:45 - 1:00     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:00 - 1:15     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:15 - 1:30     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:30 - 1:45     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1:45 - 2:00     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2:00 - 2:15     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2:15 - 2:30     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2:30 - 2:45     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2:45 - 3:00     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3:00 - 3:15     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3:15 - 3:30     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3:30 - 3:45     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3:45 - 4:00     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4:00 - 4:15     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4:15 - 4:30     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4:30 - 4:45     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4:45 - 5:00     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5:00 - 5:15     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5:15 - 5:30     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5:30 - 5:45     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5:45 - 6:00     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6:00 - 6:15     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6:15 - 6:30     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6:30 - 6:45     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6:45 - 7:00     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7:00 - 7:15     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7:15 - 7:30     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7:30 - 7:45     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7:45 - 8:00     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8:00 - 8:15     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8:15 - 8:30     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8:30 - 8:45     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8:45 - 9:00     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9:00 - 9:15     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9:15 - 9:30     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9:30 - 9:45     |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9:45 - 10:00    |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10:00 - 10:15   |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10:15 - 10:30   |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10:30 - 10:45   |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10:45 - 11:00   |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11:00 - 11:15   |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11:15 - 11:30   |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11:30 - 11:45   |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11:45-MIDNIGHT  |                                |  |  |  |         |                                |  |  |  |      |  |  |  |         |       |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

LOCATION DIAGRAM ENCLOSED (Y / N): NO  
 WEATHER CONDITIONS:  
 RECORDER(S): MIOVISION CAMERAS - T. PEACOCK  
 ROAD SURFACE CONDITIONS:  
 COMMENTS: NO CYCLISTS WERE OBSERVED ON ROAD

| VEHICLE CLASSES       |                                 |          |
|-----------------------|---------------------------------|----------|
| A: PASSENGER VEHICLES | B: RECREATIONAL VEHICLES        | C: BUSES |
| D: SINGLE UNIT TRUCKS | E: TRACTOR TRAILER COMBINATIONS |          |

# DIRECTIONAL TRAFFIC COUNT SUMMARY

HIGHWAY: 2A REFERENCE NO.: INTERSECTION OF: HWY 2A & WOMACKS RD & PANORAMA DR, BLACKFALDS  
 LATITUDE (degrees): LONGITUDE (degrees): LEGAL DESCRIPTION:  
 DAY & DATE OF COUNT: WEDNESDAY, JUNE 04, 2025 COUNT DURATION: 4 HOURS (7:00 - 9:00 AM & 4:00 - 6:00 PM)

| INTERVAL         | APPROACHING INTERSECTION     |   |         |   |       |                             |     |         |    |       |     |   |    |   |    | TOTALS |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
|------------------|------------------------------|---|---------|---|-------|-----------------------------|-----|---------|----|-------|-----|---|----|---|----|--------|-----|---|---|---|-----|---|---|---|---|------|---|---|---|---|---|---|---|---|---|
|                  | FROM THE EAST ON PANORAMA DR |   |         |   |       | FROM THE WEST ON WOMACKS RD |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
|                  | LEFT                         |   | THROUGH |   | RIGHT | LEFT                        |     | THROUGH |    | RIGHT |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| MIDNIGHT - 0:15  |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 0:15 - 0:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 0:30 - 0:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 0:45 - 1:00      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 1:00 - 1:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 1:15 - 1:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 1:30 - 1:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 1:45 - 2:00      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 2:00 - 2:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 2:15 - 2:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 2:30 - 2:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 2:45 - 3:00      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 3:00 - 3:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 3:15 - 3:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 3:30 - 3:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 3:45 - 4:00      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 4:00 - 4:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 4:15 - 4:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 4:30 - 4:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 4:45 - 5:00      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 5:00 - 5:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 5:15 - 5:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 5:30 - 5:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 5:45 - 6:00      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 6:00 - 6:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 6:15 - 6:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 6:30 - 6:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 6:45 - 7:00      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 7:00 - 7:15      | 30                           |   |         | 1 | 10    | 1                           |     | 6       |    |       | 19  |   | 24 | 1 | 17 |        | 109 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 7:15 - 7:30      | 53                           |   |         | 1 | 22    |                             |     | 2       |    |       | 24  |   | 21 |   | 35 |        | 158 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 7:30 - 7:45      | 48                           |   |         |   | 31    | 2                           |     | 5       |    |       | 31  |   | 28 | 1 | 37 |        | 183 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 7:45 - 8:00      | 46                           |   |         |   | 51    | 6                           |     | 5       |    |       | 41  | 1 | 24 | 1 | 25 |        | 200 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 8:00 - 8:15      | 45                           |   |         |   | 23    | 1                           |     | 19      |    |       | 57  | 8 | 36 | 1 | 25 |        | 215 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 8:15 - 8:30      | 50                           |   | 2       | 2 | 41    | 1                           |     | 11      | 1  | 1     | 46  |   | 28 |   | 25 |        | 209 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 8:30 - 8:45      | 23                           |   |         |   | 27    |                             |     | 5       |    | 1     | 20  |   | 24 |   | 18 | 1      | 119 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 8:45 - 9:00      | 24                           |   |         | 1 | 21    |                             | 1   | 4       |    |       | 13  |   | 26 |   | 21 |        | 111 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 9:00 - 9:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 9:15 - 9:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 9:30 - 9:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 9:45 - 10:00     |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 10:00 - 10:15    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 10:15 - 10:30    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 10:30 - 10:45    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 10:45 - 11:00    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 11:00 - 11:15    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 11:15 - 11:30    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 11:30 - 11:45    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 11:45 - 12:00 PM |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 12:00 - 12:15    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 12:15 - 12:30    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 12:30 - 12:45    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 12:45 - 1:00     |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 1:00 - 1:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 1:15 - 1:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 1:30 - 1:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 1:45 - 2:00      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 2:00 - 2:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 2:15 - 2:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 2:30 - 2:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 2:45 - 3:00      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 3:00 - 3:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 3:15 - 3:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 3:30 - 3:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 3:45 - 4:00      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 4:00 - 4:15      | 24                           |   |         |   | 43    | 1                           |     | 4       | 1  |       | 33  | 1 | 42 | 1 | 12 | 1      | 163 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 4:15 - 4:30      | 33                           |   |         | 1 | 55    |                             | 1   | 9       |    |       | 27  | 1 | 30 |   | 11 | 1      | 169 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 4:30 - 4:45      | 23                           |   |         |   | 38    |                             |     | 6       |    |       | 31  |   | 32 | 1 | 26 | 1      | 158 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 4:45 - 5:00      | 29                           |   |         |   | 61    |                             |     | 5       |    |       | 35  |   | 31 |   | 11 |        | 173 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 5:00 - 5:15      | 28                           |   |         |   | 41    |                             |     | 8       |    |       | 29  |   | 33 |   | 13 |        | 152 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 5:15 - 5:30      | 27                           |   |         |   | 58    |                             |     | 5       |    |       | 35  |   | 47 |   | 14 |        | 186 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 5:30 - 5:45      | 27                           |   |         |   | 47    |                             |     | 8       |    |       | 20  |   | 21 |   | 18 |        | 141 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 5:45 - 6:00      | 25                           |   |         | 1 | 53    |                             |     | 7       | 1  |       | 17  |   | 33 |   | 24 |        | 161 |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 6:00 - 6:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 6:15 - 6:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 6:30 - 6:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 6:45 - 7:00      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 7:00 - 7:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 7:15 - 7:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 7:30 - 7:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 7:45 - 8:00      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 8:00 - 8:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 8:15 - 8:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 8:30 - 8:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 8:45 - 9:00      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 9:00 - 9:15      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 9:15 - 9:30      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 9:30 - 9:45      |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 9:45 - 10:00     |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 10:00 - 10:15    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 10:15 - 10:30    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 10:30 - 10:45    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 10:45 - 11:00    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 11:00 - 11:15    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 11:15 - 11:30    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 11:30 - 11:45    |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| 11:45 - MIDNIGHT |                              |   |         |   |       |                             |     |         |    |       |     |   |    |   |    |        |     |   |   |   |     |   |   |   |   |      |   |   |   |   |   |   |   |   |   |
| VEH CLASS        | A                            | B | C       | D | E     | A                           | B   | C       | D  | E     | A   | B | C  | D | E  | A      | B   | C | D | E | A   | B | C | D | E | A    | B | C | D | E | A | B | C | D | E |
| TOTALS           | 535                          |   |         | 2 | 3     | 5                           | 622 |         | 12 | 2     | 109 |   |    | 6 | 1  | 480    |     |   | 1 | 3 | 332 |   |   | 1 | 3 | 2607 |   |   |   |   |   |   |   |   |   |
|                  | EL                           |   |         |   |       | ET                          |     |         |    |       | ER  |   |    |   |    | WL     |     |   |   |   | WT  |   |   |   |   | WR   |   |   |   |   |   |   |   |   |   |

LOCATION DIAGRAM ENCLOSED (Y / N): NO  
 WEATHER CONDITIONS: SUNNY, CLEAR  
 RECORDER(S): MIOVISION CAMERAS - TROY PEACOCK  
 COMMENTS: AM AND PM PEAK HOURS COUNTS

VEHICLE CLASSES  
 A: LIGHT VEHICLES B: BICYCLES ON ROAD C: BUSES  
 D: SINGLE UNIT TRUCKS E: ARTICULATED TRUCKS

# DIRECTIONAL TRAFFIC COUNT SUMMARY

HIGHWAY: 2A REFERENCE NO.: INTERSECTION OF: HWY 2A & WOMACKS RD & PANORAMA DR, BLACKFALDS  
 LATITUDE (degrees): LONGITUDE (degrees): LEGAL DESCRIPTION:  
 DAY & DATE OF COUNT: WEDNESDAY, JUNE 04, 2025 COUNT DURATION: 4 HOURS (7:00 - 9:00 AM & 4:00 - 6:00 PM)

| INTERVAL        | APPROACHING INTERSECTION |         |       |      |         |                          |      |         |       |      |         |       |      |         |       | TOTALS | GRAND TOTALS |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
|-----------------|--------------------------|---------|-------|------|---------|--------------------------|------|---------|-------|------|---------|-------|------|---------|-------|--------|--------------|---|---|---|------|---|----|----|----|-----|--|---|---|---|------|------|
|                 | FROM THE NORTH ON HWY 2A |         |       |      |         | FROM THE SOUTH ON HWY 2A |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
|                 | LEFT                     | THROUGH | RIGHT | LEFT | THROUGH | RIGHT                    | LEFT | THROUGH | RIGHT | LEFT | THROUGH | RIGHT | LEFT | THROUGH | RIGHT |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| MIDNIGHT - 0:15 |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 0:15 - 0:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 0:30 - 0:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 0:45 - 1:00     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 1:00 - 1:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 1:15 - 1:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 1:30 - 1:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 1:45 - 2:00     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 2:00 - 2:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 2:15 - 2:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 2:30 - 2:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 2:45 - 3:00     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 3:00 - 3:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 3:15 - 3:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 3:30 - 3:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 3:45 - 4:00     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 4:00 - 4:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 4:15 - 4:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 4:30 - 4:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 4:45 - 5:00     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 5:00 - 5:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 5:15 - 5:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 5:30 - 5:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 5:45 - 6:00     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 6:00 - 6:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 6:15 - 6:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 6:30 - 6:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 6:45 - 7:00     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 7:00 - 7:15     | 2                        |         |       |      |         |                          | 3    |         |       |      | 40      |       | 11   |         |       | 151    | 260          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 7:15 - 7:30     | 1                        |         |       |      |         |                          | 1    |         |       |      | 45      |       | 14   |         |       | 196    | 354          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 7:30 - 7:45     | 1                        |         |       |      |         |                          | 7    |         |       |      | 63      |       | 18   |         |       | 262    | 445          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 7:45 - 8:00     | 4                        |         |       |      |         |                          | 16   |         |       |      | 61      |       | 14   |         |       | 206    | 406          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 8:00 - 8:15     | 5                        |         |       |      |         |                          | 5    |         |       |      | 57      |       | 15   |         |       | 204    | 419          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 8:15 - 8:30     | 5                        |         |       |      |         |                          | 14   |         |       |      | 59      |       | 20   |         |       | 222    | 431          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 8:30 - 8:45     | 3                        |         |       |      |         |                          | 8    |         |       |      | 52      |       | 16   |         |       | 204    | 323          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 8:45 - 9:00     | 3                        |         |       |      |         |                          | 10   |         |       |      | 30      |       | 14   |         |       | 157    | 268          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 9:00 - 9:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 9:15 - 9:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 9:30 - 9:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 9:45 - 10:00    |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 10:00 - 10:15   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 10:15 - 10:30   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 10:30 - 10:45   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 10:45 - 11:00   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 11:00 - 11:15   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 11:15 - 11:30   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 11:30 - 11:45   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 11:45-12:00 PM  |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 12:00 - 12:15   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 12:15 - 12:30   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 12:30 - 12:45   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 12:45 - 1:00    |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 1:00 - 1:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 1:15 - 1:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 1:30 - 1:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 1:45 - 2:00     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 2:00 - 2:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 2:15 - 2:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 2:30 - 2:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 2:45 - 3:00     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 3:00 - 3:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 3:15 - 3:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 3:30 - 3:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 3:45 - 4:00     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 4:00 - 4:15     | 8                        |         |       |      |         |                          | 24   |         |       |      | 86      |       | 43   |         |       | 289    | 452          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 4:15 - 4:30     | 9                        |         |       |      |         |                          | 34   |         |       |      | 125     |       | 59   |         |       | 327    | 496          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 4:30 - 4:45     | 5                        |         |       |      |         |                          | 28   |         |       |      | 137     |       | 44   |         |       | 336    | 494          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 4:45 - 5:00     | 4                        |         |       |      |         |                          | 45   |         |       |      | 141     |       | 62   |         |       | 367    | 540          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 5:00 - 5:15     | 1                        |         |       |      |         |                          | 37   |         |       |      | 124     |       | 43   |         |       | 304    | 456          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 5:15 - 5:30     | 2                        |         |       |      |         |                          | 38   |         |       |      | 139     |       | 56   |         |       | 356    | 542          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 5:30 - 5:45     | 5                        |         |       |      |         |                          | 22   |         |       |      | 95      |       | 47   |         |       | 285    | 426          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 5:45 - 6:00     | 5                        |         |       |      |         |                          | 29   |         |       |      | 71      |       | 30   |         |       | 248    | 409          |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 6:00 - 6:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 6:15 - 6:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 6:30 - 6:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 6:45 - 7:00     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 7:00 - 7:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 7:15 - 7:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 7:30 - 7:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 7:45 - 8:00     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 8:00 - 8:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 8:15 - 8:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 8:30 - 8:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 8:45 - 9:00     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 9:00 - 9:15     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 9:15 - 9:30     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 9:30 - 9:45     |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 9:45 - 10:00    |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 10:00 - 10:15   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 10:15 - 10:30   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 10:30 - 10:45   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 10:45 - 11:00   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 11:00 - 11:15   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 11:15 - 11:30   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 11:30 - 11:45   |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| 11:45-MIDNIGHT  |                          |         |       |      |         |                          |      |         |       |      |         |       |      |         |       |        |              |   |   |   |      |   |    |    |    |     |  |   |   |   |      |      |
| VEH CLASS       | A                        | B       | C     | D    | E       | A                        | B    | C       | D     | E    | A       | B     | C    | D       | E     | A      | B            | C | D | E |      |   |    |    |    |     |  |   |   |   |      |      |
| TOTALS          | 63                       |         |       |      |         | 1396                     | 7    | 6       | 19    | 16   | 383     |       | 1    | 1       |       | 321    |              | 3 | 1 |   | 1325 | 1 | 16 | 23 | 12 | 506 |  | 5 | 5 | 3 | 4114 | 6721 |
|                 | NL                       |         |       |      |         | NT                       |      |         |       |      | NR      |       |      |         |       | SL     |              |   |   |   | ST   |   |    |    |    | SR  |  |   |   |   |      |      |

LOCATION DIAGRAM ENCLOSED (Y / N): NO  
 WEATHER CONDITIONS: SUNNY, CLEAR  
 RECORDER(S): MIOVISION CAMERAS - TROY PEACOCK  
 COMMENTS: AM AND PM PEAK HOURS COUNTS

VEHICLE CLASSES  
 A: LIGHT VEHICLES B: BICYCLES ON ROAD C: BUSES  
 D: SINGLE UNIT TRUCKS E: ARTICULATED TRUCKS





# DIRECTIONAL TRAFFIC COUNT SUMMARY

HIGHWAY: REFERENCE NO.: 25032201 INTERSECTION OF: LIBERTY AVE & LANTERN ST ROUNDABOUT - RED DEER  
 LATITUDE (degrees): 52.210416 LONGITUDE (degrees): -113.820945 LEGAL DESCRIPTION:  
 DAY & DATE OF COUNT: SATURDAY, MARCH 22, 2025 COUNT DURATION: 11:00AM TO 3:00PM

| INTERVAL        | APPROACHING INTERSECTION      |  |         |  |       |  |      |  |         |  |                               |  |      |  |         |  |       |  |  |  | TOTALS | GRAND TOTALS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|                 | FROM THE NORTH ON LIBERTY AVE |  |         |  |       |  |      |  |         |  | FROM THE SOUTH ON LIBERTY AVE |  |      |  |         |  |       |  |  |  |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                 | LEFT                          |  | THROUGH |  | RIGHT |  | LEFT |  | THROUGH |  | RIGHT                         |  | LEFT |  | THROUGH |  | RIGHT |  |  |  |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| MIDNIGHT - 0:15 |                               |  |         |  |       |  |      |  |         |  |                               |  |      |  |         |  |       |  |  |  |        |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

LOCATION DIAGRAM ENCLOSED (Y / N): NO  
 WEATHER CONDITIONS:  
 RECORDER(S): MIOVISION CAMERAS - T. PEACOCK  
 ROAD SURFACE CONDITIONS:  
 COMMENTS: NO CYCLISTS WERE OBSERVED ON ROAD OR CROSSWALK

VEHICLE CLASSES  
 A: PASSENGER VEHICLES  
 B: RECREATIONAL VEHICLES  
 C: BUSES  
 D: SINGLE UNIT TRUCKS  
 E: TRACTOR TRAILER COMBINATIONS



# B

## Appendix B Analysis Results

## Appendix B

### ARCADY Analysis Summary

Womacks Road and Broadway Avenue, Blackfalds, AB

July 7, 2025

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## 1 Traffic Volumes

### 2024 AM Peak Hour

| From \ To         | 1st exit   | 2nd exit   | 3rd exit   | U-Turn   | Total    |
|-------------------|------------|------------|------------|----------|----------|
| SB - Broadway Ave | 11         | 0          | 198        | 0        | 209      |
| EB - Womacks Rd   | 2          | 347        | 3          | 0        | 352      |
| NB - Broadway Ave | 5          | 2          | 2          | 0        | 9        |
| WB - Womacks Rd   | 88         | 155        | 3          | 0        | 246      |
| <b>Total</b>      | <b>106</b> | <b>504</b> | <b>206</b> | <b>0</b> | <b>-</b> |

### 2024 PM Peak Hour

| From \ To         | 1st exit   | 2nd exit   | 3rd exit   | U-Turn   | Total    |
|-------------------|------------|------------|------------|----------|----------|
| SB - Broadway Ave | 14         | 3          | 129        | 0        | 146      |
| EB - Womacks Rd   | 7          | 182        | 9          | 0        | 198      |
| NB - Broadway Ave | 17         | 2          | 1          | 0        | 20       |
| WB - Womacks Rd   | 232        | 256        | 15         | 0        | 503      |
| <b>Total</b>      | <b>270</b> | <b>443</b> | <b>154</b> | <b>0</b> | <b>-</b> |

## 2 Roundabout Geometry

| Leg               | V - Approach road half-width (m) | E - Entry width (m) | l' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit only                | Leg has bypass           | Percentage intercept adjustment (%) |
|-------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|--------------------------|--------------------------|-------------------------------------|
| SB - Broadway Ave | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |
| EB - Womacks Rd   | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |
| NB - Broadway Ave | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |
| WB - Womacks Rd   | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |

## 3 Analysis Results

|                               | AM Peak Hour    |           |           |     |                        |                  |                           | PM Peak Hour    |           |           |     |                        |                  |                           |
|-------------------------------|-----------------|-----------|-----------|-----|------------------------|------------------|---------------------------|-----------------|-----------|-----------|-----|------------------------|------------------|---------------------------|
|                               | 95% Queue (Veh) | Delay (s) | V/C Ratio | LOS | Intersection Delay (s) | Intersection LOS | Network Residual Capacity | 95% Queue (Veh) | Delay (s) | V/C Ratio | LOS | Intersection Delay (s) | Intersection LOS | Network Residual Capacity |
| <b>Mini-Roundabout - 2024</b> |                 |           |           |     |                        |                  |                           |                 |           |           |     |                        |                  |                           |
| SB - Broadway Ave             | 1.1             | 5.59      | 0.26      | A   | 6.42                   | A                | 70 %                      | 1.1             | 5.63      | 0.20      | A   | 7.29                   | A                | 58 %                      |
| EB - Womacks Rd               | 2.7             | 7.83      | 0.46      | A   |                        |                  | [EB - Womacks Rd]         | 1.4             | 5.42      | 0.25      | A   |                        |                  | [WB - Womacks Rd]         |
| NB - Broadway Ave             | 0.5             | 5.92      | 0.02      | A   |                        |                  |                           | 0.5             | 4.82      | 0.03      | A   |                        |                  |                           |
| WB - Womacks Rd               | 1.5             | 5.11      | 0.28      | A   |                        |                  |                           | 1.6             | 8.61      | 0.57      | A   |                        |                  |                           |

### Notes

- Because ARCADY was developed in the United Kingdom, where roundabouts are more common than in Canada, a y-intercept adjustment of the capacity prediction in ARCADY should be applied to account for driver unfamiliarity. Based on research and observation it is appropriate to apply a 10% downwards adjustment soon after opening, and a lesser 5% adjustment after several years of operation.
- Based on research in the United Kingdom, on average mini-roundabouts exhibit 15% less capacity than comparable standard roundabouts. This results in a further 15% downwards y-intercept adjustment.
- Queue lengths are given in 95th percentile values in vehicles by approach. They can be converted to metres per lane by multiplying by 7 and dividing by number of lanes, accounting for the storage effects of flared entries where appropriate.
- Residual capacity is defined as the percent growth in traffic for one of the legs to reach level of service (LOS) 'E' as per Exhibit 17-2 of the Highway Capacity Manual (2010).

## Appendix B

### ARCADY Analysis Summary

Womacks Road and Broadway Avenue, Blackfalds, AB

July 7, 2025

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## 1 Traffic Volumes

### 2025 AM Peak Hour

| From \ To         | 1st exit | 2nd exit | 3rd exit | U-Turn | Total |
|-------------------|----------|----------|----------|--------|-------|
| SB - Broadway Ave | 11       | 0        | 176      | 0      | 187   |
| EB - Womacks Rd   | 2        | 320      | 14       | 0      | 336   |
| NB - Broadway Ave | 10       | 0        | 2        | 0      | 12    |
| WB - Womacks Rd   | 104      | 177      | 4        | 0      | 285   |
| Total             | 127      | 497      | 196      | 0      | -     |

### 2025 PM Peak Hour

| From \ To         | 1st exit | 2nd exit | 3rd exit | U-Turn | Total |
|-------------------|----------|----------|----------|--------|-------|
| SB - Broadway Ave | 22       | 8        | 143      | 0      | 173   |
| EB - Womacks Rd   | 7        | 199      | 11       | 0      | 217   |
| NB - Broadway Ave | 35       | 6        | 4        | 0      | 45    |
| WB - Womacks Rd   | 226      | 226      | 36       | 0      | 488   |
| Total             | 290      | 439      | 194      | 0      | -     |

## 2 Roundabout Geometry

| Leg               | V - Approach road half-width (m) | E - Entry width (m) | f - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit only                | Leg has bypass           | Percentage intercept adjustment (%) |
|-------------------|----------------------------------|---------------------|--------------------------------|----------------------|-----------------------------------|------------------------------------|--------------------------|--------------------------|-------------------------------------|
| SB - Broadway Ave | 3.75                             | 4.25                | 10.0                           | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |
| EB - Womacks Rd   | 3.75                             | 4.25                | 10.0                           | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |
| NB - Broadway Ave | 3.75                             | 4.25                | 10.0                           | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |
| WB - Womacks Rd   | 3.75                             | 4.25                | 10.0                           | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |

## 3 Analysis Results

|                        | AM Peak Hour    |           |           |     |                        |                  |                           | PM Peak Hour    |           |           |     |                        |                  |                           |
|------------------------|-----------------|-----------|-----------|-----|------------------------|------------------|---------------------------|-----------------|-----------|-----------|-----|------------------------|------------------|---------------------------|
|                        | 95% Queue (Veh) | Delay (s) | V/C Ratio | LOS | Intersection Delay (s) | Intersection LOS | Network Residual Capacity | 95% Queue (Veh) | Delay (s) | V/C Ratio | LOS | Intersection Delay (s) | Intersection LOS | Network Residual Capacity |
| Mini-Roundabout - 2025 |                 |           |           |     |                        |                  |                           |                 |           |           |     |                        |                  |                           |
| SB - Broadway Ave      | 1.4             | 5.70      | 0.26      | A   | 6.56                   | A                | 76 %                      | 1.3             | 5.78      | 0.23      | A   | 6.98                   | A                | 70 %                      |
| EB - Womacks Rd        | 1.7             | 7.82      | 0.46      | A   |                        |                  | [EB - Womacks Rd]         | 1.4             | 5.75      | 0.27      | A   |                        |                  | [WB - Womacks Rd]         |
| NB - Broadway Ave      | 0.5             | 5.93      | 0.02      | A   |                        |                  |                           | 0.5             | 5.11      | 0.06      | A   |                        |                  |                           |
| WB - Womacks Rd        | 2.0             | 5.68      | 0.35      | A   |                        |                  |                           | 1.6             | 8.12      | 0.54      | A   |                        |                  |                           |

### Notes

- Because ARCADY was developed in the United Kingdom, where roundabouts are more common than in Canada, a y-intercept adjustment of the capacity prediction in ARCADY should be applied to account for driver unfamiliarity. Based on research and observation it is appropriate to apply a 10% downwards adjustment soon after opening, and a lesser 5% adjustment after several years of operation.
- Based on research in the United Kingdom, on average mini-roundabouts exhibit 15% less capacity than comparable standard roundabouts. This results in a further 15% downwards y-intercept adjustment.
- Queue lengths are given in 95th percentile values in vehicles by approach. They can be converted to metres per lane by multiplying by 7 and dividing by number of lanes, accounting for the storage effects of flared entries where appropriate.
- Residual capacity is defined as the percent growth in traffic for one of the legs to reach level of service (LOS) 'E' as per Exhibit 17-2 of the Highway Capacity Manual (2010).

## Appendix B

### ARCADY Analysis Summary

Womacks Road and Broadway Avenue, Blackfalds, AB

July 7, 2025

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## 1 Traffic Volumes

### 2025 School Peak Hour

| From \ To         | 1st exit | 2nd exit | 3rd exit | U-Turn | Total |
|-------------------|----------|----------|----------|--------|-------|
| SB - Broadway Ave | 15       | 6        | 111      | 0      | 132   |
| EB - Womacks Rd   | 10       | 229      | 12       | 0      | 251   |
| NB - Broadway Ave | 17       | 9        | 9        | 0      | 35    |
| WB - Womacks Rd   | 189      | 239      | 15       | 0      | 443   |
| Total             | 231      | 483      | 147      | 0      | -     |

## 2 Roundabout Geometry

| Leg               | V - Approach road half-width (m) | E - Entry width (m) | f' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit only                | Leg has bypass           | Percentage intercept adjustment (%) |
|-------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|--------------------------|--------------------------|-------------------------------------|
| SB - Broadway Ave | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |
| EB - Womacks Rd   | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |
| NB - Broadway Ave | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |
| WB - Womacks Rd   | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |

## 3 Analysis Results

| School Peak Hour       |                 |           |           |     |                        |                  |                           |
|------------------------|-----------------|-----------|-----------|-----|------------------------|------------------|---------------------------|
|                        | 95% Queue (Veh) | Delay (s) | V/C Ratio | LOS | Intersection Delay (s) | Intersection LOS | Network Residual Capacity |
| Mini-Roundabout - 2025 |                 |           |           |     |                        |                  |                           |
| SB - Broadway Ave      | 0.5             | 5.24      | 0.16      | A   | 6.23                   | A                | 91 %<br>[WB - Womacks Rd] |
| EB - Womacks Rd        | 1.7             | 5.57      | 0.28      | A   |                        |                  |                           |
| NB - Broadway Ave      | 0.5             | 4.92      | 0.05      | A   |                        |                  |                           |
| WB - Womacks Rd        | 1.5             | 7.00      | 0.47      | A   |                        |                  |                           |

### Notes

1. Because ARCADY was developed in the United Kingdom, where roundabouts are more common than in Canada, a y-intercept adjustment of the capacity prediction in ARCADY should be applied to account for driver unfamiliarity. Based on research and observation it is appropriate to apply a 10% downwards adjustment soon after opening, and a lesser 5% adjustment after several years of operation.
2. Based on research in the United Kingdom, on average mini-roundabouts exhibit 15% less capacity than comparable standard roundabouts. This results in a further 15% downwards y-intercept adjustment.
3. Queue lengths are given in 95th percentile values in vehicles by approach. They can be converted to metres per lane by multiplying by 7 and dividing by number of lanes, accounting for the storage effects of flared entries where appropriate.
4. Residual capacity is defined as the percent growth in traffic for one of the legs to reach level of service (LOS) 'E' as per Exhibit 17-2 of the Highway Capacity Manual (2010).

## Appendix B

### ARCADY Analysis Summary

Womacks Road and Broadway Avenue, Blackfalds, AB

July 7, 2025

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## 1 Traffic Volumes

### Bulldogs Peak 1

| From \ To         | 1st exit | 2nd exit | 3rd exit | U-Turn | Total |
|-------------------|----------|----------|----------|--------|-------|
| SB - Broadway Ave | 20       | 25       | 107      | 0      | 152   |
| EB - Womacks Rd   | 31       | 172      | 9        | 0      | 212   |
| NB - Broadway Ave | 38       | 9        | 9        | 0      | 56    |
| WB - Womacks Rd   | 142      | 183      | 141      | 0      | 466   |
| Total             | 231      | 389      | 266      | 0      | -     |

### Bulldogs Peak 2

| From \ To         | 1st exit | 2nd exit | 3rd exit | U-Turn | Total |
|-------------------|----------|----------|----------|--------|-------|
| SB - Broadway Ave | 5        | 5        | 35       | 0      | 45    |
| EB - Womacks Rd   | 7        | 85       | 16       | 0      | 108   |
| NB - Broadway Ave | 148      | 14       | 26       | 0      | 188   |
| WB - Womacks Rd   | 45       | 75       | 28       | 0      | 148   |
| Total             | 205      | 179      | 105      | 0      | -     |

## 2 Roundabout Geometry

| Leg               | V - Approach road half-width (m) | E - Entry width (m) | l' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit only                | Leg has bypass           | Percentage intercept adjustment (%) |
|-------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|--------------------------|--------------------------|-------------------------------------|
| SB - Broadway Ave | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |
| EB - Womacks Rd   | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |
| NB - Broadway Ave | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |
| WB - Womacks Rd   | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/> | 75.00                               |

## 3 Analysis Results

|                        | Bulldogs Peak 1 |           |           |     |                        |                  |                           | Bulldogs Peak 2 |           |           |     |                        |                  |                           |
|------------------------|-----------------|-----------|-----------|-----|------------------------|------------------|---------------------------|-----------------|-----------|-----------|-----|------------------------|------------------|---------------------------|
|                        | 95% Queue (Veh) | Delay (s) | V/C Ratio | LOS | Intersection Delay (s) | Intersection LOS | Network Residual Capacity | 95% Queue (Veh) | Delay (s) | V/C Ratio | LOS | Intersection Delay (s) | Intersection LOS | Network Residual Capacity |
| Mini-Roundabout - 2025 |                 |           |           |     |                        |                  |                           |                 |           |           |     |                        |                  |                           |
| SB - Broadway Ave      | 1.2             | 5.90      | 0.21      | A   | 6.79                   | A                | 79 %                      | 0.5             | 4.51      | 0.08      | A   | 5.38                   | A                | 130 %                     |
| EB - Womacks Rd        | 1.5             | 6.16      | 0.28      | A   |                        |                  | [WB - Womacks Rd]         | 0.5             | 4.74      | 0.18      | A   |                        |                  | [NB - Broadway Ave]       |
| NB - Broadway Ave      | 0.5             | 4.87      | 0.07      | A   |                        |                  |                           | 1.5             | 6.20      | 0.33      | A   |                        |                  |                           |
| WB - Womacks Rd        | 1.5             | 7.61      | 0.51      | A   |                        |                  |                           | 0.9             | 5.07      | 0.24      | A   |                        |                  |                           |

### Notes

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## Appendix B

### ARCADY Analysis Summary

Womacks Road and Broadway Avenue, Blackfalds, AB

July 7, 2025

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## 1 Traffic Volumes

### 16.5k Population AM Peak Hour

| From \ To         | 1st exit | 2nd exit | 3rd exit | U-Turn | Total |
|-------------------|----------|----------|----------|--------|-------|
| SB - Broadway Ave | 15       | 5        | 623      | 0      | 643   |
| EB - Womacks Rd   | 5        | 280      | 16       | 0      | 301   |
| NB - Broadway Ave | 5        | 5        | 5        | 0      | 15    |
| WB - Womacks Rd   | 228      | 210      | 16       | 0      | 454   |
| Total             | 253      | 500      | 660      | 0      | -     |

### 16.5k Population PM Peak Hour

| From \ To         | 1st exit | 2nd exit | 3rd exit | U-Turn | Total |
|-------------------|----------|----------|----------|--------|-------|
| SB - Broadway Ave | 19       | 5        | 454      | 0      | 478   |
| EB - Womacks Rd   | 5        | 278      | 39       | 0      | 322   |
| NB - Broadway Ave | 58       | 5        | 5        | 0      | 68    |
| WB - Womacks Rd   | 729      | 335      | 58       | 0      | 1122  |
| Total             | 811      | 623      | 556      | 0      | -     |

## 2 Roundabout Geometry

| Leg               | V - Approach road half-width (m) | E - Entry width (m) | l' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit only                | Leg has bypass                      | Percentage intercept adjustment (%) |
|-------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| SB - Broadway Ave | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/>            | 80.00                               |
| EB - Womacks Rd   | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/>            | 80.00                               |
| NB - Broadway Ave | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input type="checkbox"/>            | 80.00                               |
| WB - Womacks Rd   | 3.75                             | 4.25                | 10.0                            | 25.0                 | 30.0                              | 18.0                               | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 80.00                               |

## 3 Analysis Results

|                         | AM Peak Hour    |           |           |     |                        |                  |                           | PM Peak Hour    |           |           |     |                        |                  |                           |
|-------------------------|-----------------|-----------|-----------|-----|------------------------|------------------|---------------------------|-----------------|-----------|-----------|-----|------------------------|------------------|---------------------------|
|                         | 95% Queue (Veh) | Delay (s) | V/C Ratio | LOS | Intersection Delay (s) | Intersection LOS | Network Residual Capacity | 95% Queue (Veh) | Delay (s) | V/C Ratio | LOS | Intersection Delay (s) | Intersection LOS | Network Residual Capacity |
| Mini-Roundabout - 16.5k |                 |           |           |     |                        |                  |                           |                 |           |           |     |                        |                  |                           |
| SB - Broadway Ave       | 18.7            | 19.28     | 0.79      | C   | 13.00                  | B                | 10 %                      | 7.1             | 14.02     | 0.67      | B   | 8.80                   | A                | 20 %                      |
| EB - Womacks Rd         | 3.9             | 12.43     | 0.53      | B   |                        |                  | [SB - Broadway Ave]       | 3.3             | 10.29     | 0.50      | B   |                        |                  | [SB - Broadway Ave]       |
| NB - Broadway Ave       | 0.5             | 8.51      | 0.04      | A   |                        |                  |                           | 0.5             | 7.79      | 0.14      | A   |                        |                  |                           |
| WB - Womacks Rd         | 1.4             | 4.62      | 0.24      | A   |                        |                  |                           | 2.5             | 6.21      | 0.43      | A   |                        |                  |                           |

















### Notes

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# HCM Unsignalized Intersection Capacity Analysis

## 1: Womacks Road & Broadway Ave

07-09-2025

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 14                                                                                | 320                                                                               | 2                                                                                 | 4                                                                                 | 177                                                                               | 104                                                                               | 2                                                                                   | 0                                                                                   | 10                                                                                  | 176                                                                                 | 0                                                                                   | 11                                                                                  |
| Future Volume (Veh/h)             | 14                                                                                | 320                                                                               | 2                                                                                 | 4                                                                                 | 177                                                                               | 104                                                                               | 2                                                                                   | 0                                                                                   | 10                                                                                  | 176                                                                                 | 0                                                                                   | 11                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Hourly flow rate (vph)            | 16                                                                                | 376                                                                               | 2                                                                                 | 5                                                                                 | 208                                                                               | 122                                                                               | 2                                                                                   | 0                                                                                   | 12                                                                                  | 207                                                                                 | 0                                                                                   | 13                                                                                  |
| 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            | 330                                                                               |                                                                                   |                                                                                   | 378                                                                               |                                                                                   |                                                                                   | 701                                                                                 | 749                                                                                 | 377                                                                                 | 700                                                                                 | 689                                                                                 | 269                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 330                                                                               |                                                                                   |                                                                                   | 378                                                                               |                                                                                   |                                                                                   | 701                                                                                 | 749                                                                                 | 377                                                                                 | 700                                                                                 | 689                                                                                 | 269                                                                                 |
| 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                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 99                                                                                  | 100                                                                                 | 98                                                                                  | 40                                                                                  | 100                                                                                 | 98                                                                                  |
| cM capacity (veh/h)               | 1229                                                                              |                                                                                   |                                                                                   | 1164                                                                              |                                                                                   |                                                                                   | 343                                                                                 | 335                                                                                 | 670                                                                                 | 343                                                                                 | 362                                                                                 | 770                                                                                 |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 394                                                                               | 335                                                                               | 14                                                                                | 220                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 16                                                                                | 5                                                                                 | 2                                                                                 | 207                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 2                                                                                 | 122                                                                               | 12                                                                                | 13                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1229                                                                              | 1164                                                                              | 589                                                                               | 355                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.00                                                                              | 0.02                                                                              | 0.62                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (m)             | 0.3                                                                               | 0.1                                                                               | 0.6                                                                               | 30.2                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.5                                                                               | 0.2                                                                               | 11.3                                                                              | 30.4                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | B                                                                                 | D                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.5                                                                               | 0.2                                                                               | 11.3                                                                              | 30.4                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 | D                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 7.3                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 48.8%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |







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1: Womacks Road & Broadway Ave

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Intersection

Intersection Delay, s/veh 13.3  
Intersection LOS B

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h  | 14   | 320                                                                               | 2    | 4    | 177                                                                               | 104  | 2    | 0                                                                                   | 10   | 176  | 0                                                                                   | 11   |
| Future Vol, veh/h   | 14   | 320                                                                               | 2    | 4    | 177                                                                               | 104  | 2    | 0                                                                                   | 10   | 176  | 0                                                                                   | 11   |
| Peak Hour Factor    | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                                | 0.85 | 0.85 | 0.85                                                                                | 0.85 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 5    | 5                                                                                 | 5    | 2    | 2                                                                                   | 2    | 2    | 2                                                                                   | 2    |
| Mvmt Flow           | 16   | 376                                                                               | 2    | 5    | 208                                                                               | 122  | 2    | 0                                                                                   | 12   | 207  | 0                                                                                   | 13   |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 1                                                                                   | 0    | 0    | 1                                                                                   | 0    |

















| Approach                   | EB   | WB   | NB | SB   |
|----------------------------|------|------|----|------|
| Opposing Approach          | WB   | EB   | SB | NB   |
| Opposing Lanes             | 1    | 1    | 1  | 1    |
| Conflicting Approach Left  | SB   | NB   | EB | WB   |
| Conflicting Lanes Left     | 1    | 1    | 1  | 1    |
| Conflicting Approach Right | NB   | SB   | WB | EB   |
| Conflicting Lanes Right    | 1    | 1    | 1  | 1    |
| HCM Control Delay          | 14.6 | 12.5 | 9  | 12.3 |
| HCM LOS                    | B    | B    | A  | B    |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 17%   | 4%    | 1%    | 94%   |
| Vol Thru, %            | 0%    | 95%   | 62%   | 0%    |
| Vol Right, %           | 83%   | 1%    | 36%   | 6%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 12    | 336   | 285   | 187   |
| LT Vol                 | 2     | 14    | 4     | 176   |
| Through Vol            | 0     | 320   | 177   | 0     |
| RT Vol                 | 10    | 2     | 104   | 11    |
| Lane Flow Rate         | 14    | 395   | 335   | 220   |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.023 | 0.564 | 0.471 | 0.362 |
| Departure Headway (Hd) | 5.801 | 5.133 | 5.052 | 5.93  |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 615   | 704   | 714   | 607   |
| Service Time           | 3.86  | 3.163 | 3.085 | 3.971 |
| HCM Lane V/C Ratio     | 0.023 | 0.561 | 0.469 | 0.362 |
| HCM Control Delay      | 9     | 14.6  | 12.5  | 12.3  |
| HCM Lane LOS           | A     | B     | B     | B     |
| HCM 95th-tile Q        | 0.1   | 3.5   | 2.5   | 1.6   |

# HCM Unsignalized Intersection Capacity Analysis

## 1: Womacks Road & Broadway Ave





07-09-2025

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 11                                                                                | 199                                                                               | 7                                                                                 | 36                                                                                | 226                                                                               | 226                                                                               | 4                                                                                  | 6                                                                                   | 35                                                                                  | 143                                                                                 | 8                                                                                   | 22                                                                                  |
| Future Volume (Veh/h)             | 11                                                                                | 199                                                                               | 7                                                                                 | 36                                                                                | 226                                                                               | 226                                                                               | 4                                                                                  | 6                                                                                   | 35                                                                                  | 143                                                                                 | 8                                                                                   | 22                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                               | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Hourly flow rate (vph)            | 12                                                                                | 214                                                                               | 8                                                                                 | 39                                                                                | 243                                                                               | 243                                                                               | 4                                                                                  | 6                                                                                   | 38                                                                                  | 154                                                                                 | 9                                                                                   | 24                                                                                  |
| 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            | 486                                                                               |                                                                                   |                                                                                   | 222                                                                               |                                                                                   |                                                                                   | 713                                                                                | 806                                                                                 | 218                                                                                 | 726                                                                                 | 688                                                                                 | 364                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 486                                                                               |                                                                                   |                                                                                   | 222                                                                               |                                                                                   |                                                                                   | 713                                                                                | 806                                                                                 | 218                                                                                 | 726                                                                                 | 688                                                                                 | 364                                                                                 |
| 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                                                                                |                                                                                   |                                                                                   | 97                                                                                |                                                                                   |                                                                                   | 99                                                                                 | 98                                                                                  | 95                                                                                  | 50                                                                                  | 97                                                                                  | 96                                                                                  |
| cM capacity (veh/h)               | 1077                                                                              |                                                                                   |                                                                                   | 1347                                                                              |                                                                                   |                                                                                   | 318                                                                                | 303                                                                                 | 822                                                                                 | 310                                                                                 | 354                                                                                 | 680                                                                                 |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 234                                                                               | 525                                                                               | 48                                                                                | 187                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 12                                                                                | 39                                                                                | 4                                                                                 | 154                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 8                                                                                 | 243                                                                               | 38                                                                                | 24                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1077                                                                              | 1347                                                                              | 611                                                                               | 335                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.03                                                                              | 0.08                                                                              | 0.56                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (m)             | 0.3                                                                               | 0.7                                                                               | 1.9                                                                               | 24.5                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.5                                                                               | 0.9                                                                               | 11.4                                                                              | 28.5                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | B                                                                                 | D                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.5                                                                               | 0.9                                                                               | 11.4                                                                              | 28.5                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 | D                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 6.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 61.8%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 14.7 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h  | 11   | 199                                                                               | 7    | 36   | 226                                                                               | 226  | 4    | 6                                                                                   | 35   | 143  | 8                                                                                   | 22   |
| Future Vol, veh/h   | 11   | 199                                                                               | 7    | 36   | 226                                                                               | 226  | 4    | 6                                                                                   | 35   | 143  | 8                                                                                   | 22   |
| Peak Hour Factor    | 0.93 | 0.93                                                                              | 0.93 | 0.93 | 0.93                                                                              | 0.93 | 0.93 | 0.93                                                                                | 0.93 | 0.93 | 0.93                                                                                | 0.93 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2                                                                                   | 2    | 2    | 2                                                                                   | 2    |
| Mvmt Flow           | 12   | 214                                                                               | 8    | 39   | 243                                                                               | 243  | 4    | 6                                                                                   | 38   | 154  | 9                                                                                   | 24   |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 1                                                                                   | 0    | 0    | 1                                                                                   | 0    |

















| Approach                   | EB   | WB   | NB  | SB   |
|----------------------------|------|------|-----|------|
| Opposing Approach          | WB   | EB   | SB  | NB   |
| Opposing Lanes             | 1    | 1    | 1   | 1    |
| Conflicting Approach Left  | SB   | NB   | EB  | WB   |
| Conflicting Lanes Left     | 1    | 1    | 1   | 1    |
| Conflicting Approach Right | NB   | SB   | WB  | EB   |
| Conflicting Lanes Right    | 1    | 1    | 1   | 1    |
| HCM Control Delay          | 11.2 | 17.8 | 9.3 | 11.7 |
| HCM LOS                    | B    | C    | A   | B    |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 9%    | 5%    | 7%    | 83%   |
| Vol Thru, %            | 13%   | 92%   | 46%   | 5%    |
| Vol Right, %           | 78%   | 3%    | 46%   | 13%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 45    | 217   | 488   | 173   |
| LT Vol                 | 4     | 11    | 36    | 143   |
| Through Vol            | 6     | 199   | 226   | 8     |
| RT Vol                 | 35    | 7     | 226   | 22    |
| Lane Flow Rate         | 48    | 233   | 525   | 186   |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.077 | 0.346 | 0.694 | 0.308 |
| Departure Headway (Hd) | 5.751 | 5.332 | 4.761 | 5.964 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 620   | 674   | 766   | 601   |
| Service Time           | 3.816 | 3.374 | 2.761 | 4.015 |
| HCM Lane V/C Ratio     | 0.077 | 0.346 | 0.685 | 0.309 |
| HCM Control Delay      | 9.3   | 11.2  | 17.8  | 11.7  |
| HCM Lane LOS           | A     | B     | C     | B     |
| HCM 95th-tile Q        | 0.2   | 1.5   | 5.7   | 1.3   |

# HCM Unsignalized Intersection Capacity Analysis

## 1: Womacks Road & Broadway Ave

07-09-2025





|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 9                                                                                 | 172                                                                               | 31                                                                                | 141                                                                               | 183                                                                               | 142                                                                               | 9                                                                                   | 9                                                                                   | 38                                                                                  | 107                                                                                 | 25                                                                                  | 20                                                                                  |
| Future Volume (Veh/h)             | 9                                                                                 | 172                                                                               | 31                                                                                | 141                                                                               | 183                                                                               | 142                                                                               | 9                                                                                   | 9                                                                                   | 38                                                                                  | 107                                                                                 | 25                                                                                  | 20                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Hourly flow rate (vph)            | 9                                                                                 | 181                                                                               | 33                                                                                | 148                                                                               | 193                                                                               | 149                                                                               | 9                                                                                   | 9                                                                                   | 40                                                                                  | 113                                                                                 | 26                                                                                  | 21                                                                                  |
| 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            | 342                                                                               |                                                                                   |                                                                                   | 214                                                                               |                                                                                   |                                                                                   | 813                                                                                 | 854                                                                                 | 198                                                                                 | 824                                                                                 | 796                                                                                 | 268                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 342                                                                               |                                                                                   |                                                                                   | 214                                                                               |                                                                                   |                                                                                   | 813                                                                                 | 854                                                                                 | 198                                                                                 | 824                                                                                 | 796                                                                                 | 268                                                                                 |
| 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                                                                                |                                                                                   |                                                                                   | 89                                                                                |                                                                                   |                                                                                   | 96                                                                                  | 97                                                                                  | 95                                                                                  | 54                                                                                  | 91                                                                                  | 97                                                                                  |
| cM capacity (veh/h)               | 1217                                                                              |                                                                                   |                                                                                   | 1356                                                                              |                                                                                   |                                                                                   | 245                                                                                 | 262                                                                                 | 844                                                                                 | 247                                                                                 | 283                                                                                 | 771                                                                                 |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 223                                                                               | 490                                                                               | 58                                                                                | 160                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 9                                                                                 | 148                                                                               | 9                                                                                 | 113                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 33                                                                                | 149                                                                               | 40                                                                                | 21                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1217                                                                              | 1356                                                                              | 490                                                                               | 278                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.11                                                                              | 0.12                                                                              | 0.58                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (m)             | 0.2                                                                               | 2.8                                                                               | 3.0                                                                               | 25.3                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.4                                                                               | 3.2                                                                               | 13.3                                                                              | 34.2                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | B                                                                                 | D                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.4                                                                               | 3.2                                                                               | 13.3                                                                              | 34.2                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 | D                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 8.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 62.7%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 2010 AWSC  
1: Womacks Road & Broadway Ave

07-08-2025

Intersection

Intersection Delay, s/veh 13.7  
Intersection LOS B

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h  | 9    | 172                                                                               | 31   | 141  | 183                                                                               | 142  | 9    | 9                                                                                   | 38   | 107  | 25                                                                                  | 20   |
| Future Vol, veh/h   | 9    | 172                                                                               | 31   | 141  | 183                                                                               | 142  | 9    | 9                                                                                   | 38   | 107  | 25                                                                                  | 20   |
| Peak Hour Factor    | 0.95 | 0.95                                                                              | 0.95 | 0.95 | 0.95                                                                              | 0.95 | 0.95 | 0.95                                                                                | 0.95 | 0.95 | 0.95                                                                                | 0.95 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2                                                                                   | 2    | 2    | 2                                                                                   | 2    |
| Mvmt Flow           | 9    | 181                                                                               | 33   | 148  | 193                                                                               | 149  | 9    | 9                                                                                   | 40   | 113  | 26                                                                                  | 21   |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 1                                                                                   | 0    | 0    | 1                                                                                   | 0    |

















| Approach                   | EB   | WB   | NB  | SB |
|----------------------------|------|------|-----|----|
| Opposing Approach          | WB   | EB   | SB  | NB |
| Opposing Lanes             | 1    | 1    | 1   | 1  |
| Conflicting Approach Left  | SB   | NB   | EB  | WB |
| Conflicting Lanes Left     | 1    | 1    | 1   | 1  |
| Conflicting Approach Right | NB   | SB   | WB  | EB |
| Conflicting Lanes Right    | 1    | 1    | 1   | 1  |
| HCM Control Delay          | 10.6 | 16.5 | 9.3 | 11 |
| HCM LOS                    | B    | C    | A   | B  |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 16%   | 4%    | 30%   | 70%   |
| Vol Thru, %            | 16%   | 81%   | 39%   | 16%   |
| Vol Right, %           | 68%   | 15%   | 30%   | 13%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 56    | 212   | 466   | 152   |
| LT Vol                 | 9     | 9     | 141   | 107   |
| Through Vol            | 9     | 172   | 183   | 25    |
| RT Vol                 | 38    | 31    | 142   | 20    |
| Lane Flow Rate         | 59    | 223   | 491   | 160   |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.092 | 0.32  | 0.655 | 0.26  |
| Departure Headway (Hd) | 5.648 | 5.156 | 4.807 | 5.857 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 633   | 696   | 755   | 613   |
| Service Time           | 3.698 | 3.189 | 2.807 | 3.898 |
| HCM Lane V/C Ratio     | 0.093 | 0.32  | 0.65  | 0.261 |
| HCM Control Delay      | 9.3   | 10.6  | 16.5  | 11    |
| HCM Lane LOS           | A     | B     | C     | B     |
| HCM 95th-tile Q        | 0.3   | 1.4   | 4.9   | 1     |

# HCM Unsignalized Intersection Capacity Analysis





## 1: Womacks Road & Broadway Ave

07-09-2025

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 16                                                                                | 85                                                                                | 7                                                                                 | 28                                                                                | 75                                                                                | 45                                                                                | 26                                                                                  | 14                                                                                  | 148                                                                                 | 35                                                                                  | 5                                                                                   | 5                                                                                   |
| Future Volume (Veh/h)             | 16                                                                                | 85                                                                                | 7                                                                                 | 28                                                                                | 75                                                                                | 45                                                                                | 26                                                                                  | 14                                                                                  | 148                                                                                 | 35                                                                                  | 5                                                                                   | 5                                                                                   |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     |
| Peak Hour Factor                  | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.93                                                                              | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                |
| Hourly flow rate (vph)            | 24                                                                                | 127                                                                               | 10                                                                                | 42                                                                                | 112                                                                               | 48                                                                                | 39                                                                                  | 21                                                                                  | 221                                                                                 | 52                                                                                  | 7                                                                                   | 7                                                                                   |
| 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            | 160                                                                               |                                                                                   |                                                                                   | 137                                                                               |                                                                                   |                                                                                   | 410                                                                                 | 424                                                                                 | 132                                                                                 | 632                                                                                 | 405                                                                                 | 136                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 160                                                                               |                                                                                   |                                                                                   | 137                                                                               |                                                                                   |                                                                                   | 410                                                                                 | 424                                                                                 | 132                                                                                 | 632                                                                                 | 405                                                                                 | 136                                                                                 |
| 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 %                   | 98                                                                                |                                                                                   |                                                                                   | 97                                                                                |                                                                                   |                                                                                   | 93                                                                                  | 96                                                                                  | 76                                                                                  | 81                                                                                  | 99                                                                                  | 99                                                                                  |
| cM capacity (veh/h)               | 1419                                                                              |                                                                                   |                                                                                   | 1447                                                                              |                                                                                   |                                                                                   | 523                                                                                 | 498                                                                                 | 917                                                                                 | 279                                                                                 | 511                                                                                 | 913                                                                                 |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 161                                                                               | 202                                                                               | 281                                                                               | 66                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 24                                                                                | 42                                                                                | 39                                                                                | 52                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 10                                                                                | 48                                                                                | 221                                                                               | 7                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1419                                                                              | 1447                                                                              | 786                                                                               | 318                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.02                                                                              | 0.03                                                                              | 0.36                                                                              | 0.21                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (m)             | 0.4                                                                               | 0.7                                                                               | 12.4                                                                              | 5.8                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 1.2                                                                               | 1.8                                                                               | 12.1                                                                              | 19.3                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | B                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 1.2                                                                               | 1.8                                                                               | 12.1                                                                              | 19.3                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   |                                                                                   | 7.4                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   |                                                                                   | 29.6%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Intersection

|                           |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.7 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h  | 16   | 85                                                                                | 7    | 28   | 75                                                                                | 45   | 26   | 14                                                                                  | 148  | 35   | 5                                                                                   | 5    |
| Future Vol, veh/h   | 16   | 85                                                                                | 7    | 28   | 75                                                                                | 45   | 26   | 14                                                                                  | 148  | 35   | 5                                                                                   | 5    |
| Peak Hour Factor    | 0.67 | 0.67                                                                              | 0.67 | 0.67 | 0.67                                                                              | 0.93 | 0.67 | 0.67                                                                                | 0.67 | 0.67 | 0.67                                                                                | 0.67 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2                                                                                   | 2    | 2    | 2                                                                                   | 2    |
| Mvmt Flow           | 24   | 127                                                                               | 10   | 42   | 112                                                                               | 48   | 39   | 21                                                                                  | 221  | 52   | 7                                                                                   | 7    |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 1                                                                                   | 0    | 0    | 1                                                                                   | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay          | 9.5 | 9.7 | 9.9 | 8.9 |
| HCM LOS                    | A   | A   | A   | A   |

















| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 14%   | 15%   | 19%   | 78%   |
| Vol Thru, %            | 7%    | 79%   | 51%   | 11%   |
| Vol Right, %           | 79%   | 6%    | 30%   | 11%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 188   | 108   | 148   | 45    |
| LT Vol                 | 26    | 16    | 28    | 35    |
| Through Vol            | 14    | 85    | 75    | 5     |
| RT Vol                 | 148   | 7     | 45    | 5     |
| Lane Flow Rate         | 281   | 161   | 202   | 67    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.347 | 0.223 | 0.269 | 0.098 |
| Departure Headway (Hd) | 4.457 | 4.983 | 4.8   | 5.249 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 803   | 714   | 742   | 676   |
| Service Time           | 2.517 | 3.059 | 2.873 | 3.331 |
| HCM Lane V/C Ratio     | 0.35  | 0.225 | 0.272 | 0.099 |
| HCM Control Delay      | 9.9   | 9.5   | 9.7   | 8.9   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 1.6   | 0.9   | 1.1   | 0.3   |



# HCM Unsignalized Intersection Capacity Analysis

## 1: Womacks Road & Broadway Ave

07-09-2025

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 16                                                                                | 280                                                                               | 5                                                                                 | 16                                                                                | 210                                                                               | 228                                                                               | 5                                                                                  | 5                                                                                   | 5                                                                                   | 623                                                                                 | 5                                                                                   | 15                                                                                  |
| Future Volume (Veh/h)             | 16                                                                                | 280                                                                               | 5                                                                                 | 16                                                                                | 210                                                                               | 228                                                                               | 5                                                                                  | 5                                                                                   | 5                                                                                   | 623                                                                                 | 5                                                                                   | 15                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                               | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Hourly flow rate (vph)            | 19                                                                                | 329                                                                               | 6                                                                                 | 19                                                                                | 247                                                                               | 268                                                                               | 6                                                                                  | 6                                                                                   | 6                                                                                   | 733                                                                                 | 6                                                                                   | 18                                                                                  |
| 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            | 515                                                                               |                                                                                   |                                                                                   | 335                                                                               |                                                                                   |                                                                                   | 810                                                                                | 923                                                                                 | 332                                                                                 | 798                                                                                 | 792                                                                                 | 381                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 515                                                                               |                                                                                   |                                                                                   | 335                                                                               |                                                                                   |                                                                                   | 810                                                                                | 923                                                                                 | 332                                                                                 | 798                                                                                 | 792                                                                                 | 381                                                                                 |
| 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 %                   | 98                                                                                |                                                                                   |                                                                                   | 98                                                                                |                                                                                   |                                                                                   | 98                                                                                 | 98                                                                                  | 99                                                                                  | 0                                                                                   | 98                                                                                  | 97                                                                                  |
| cM capacity (veh/h)               | 1051                                                                              |                                                                                   |                                                                                   | 1208                                                                              |                                                                                   |                                                                                   | 279                                                                                | 261                                                                                 | 710                                                                                 | 289                                                                                 | 311                                                                                 | 666                                                                                 |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 354                                                                               | 534                                                                               | 18                                                                                | 757                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 19                                                                                | 19                                                                                | 6                                                                                 | 733                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 6                                                                                 | 268                                                                               | 6                                                                                 | 18                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1051                                                                              | 1208                                                                              | 340                                                                               | 293                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.02                                                                              | 0.02                                                                              | 0.05                                                                              | 2.59                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (m)             | 0.4                                                                               | 0.4                                                                               | 1.3                                                                               | 475.5                                                                             |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 0.6                                                                               | 0.5                                                                               | 16.2                                                                              | 750.4                                                                             |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | C                                                                                 | F                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.6                                                                               | 0.5                                                                               | 16.2                                                                              | 750.4                                                                             |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | C                                                                                 | F                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 342.1                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 79.5%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection              |       |
|---------------------------|-------|
| Intersection Delay, s/veh | 132.6 |
| Intersection LOS          | F     |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 16   | 280  | 5    | 16   | 210  | 228  | 5    | 5    | 5    | 623  | 5    | 15   |
| Future Vol, veh/h   | 16   | 280  | 5    | 16   | 210  | 228  | 5    | 5    | 5    | 623  | 5    | 15   |
| Peak Hour Factor    | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 5    | 5    | 5    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 19   | 329  | 6    | 19   | 247  | 268  | 6    | 6    | 6    | 733  | 6    | 18   |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |









| Approach                   | EB   | WB   | NB   | SB    |
|----------------------------|------|------|------|-------|
| Opposing Approach          | WB   | EB   | SB   | NB    |
| Opposing Lanes             | 1    | 1    | 1    | 1     |
| Conflicting Approach Left  | SB   | NB   | EB   | WB    |
| Conflicting Lanes Left     | 1    | 1    | 1    | 1     |
| Conflicting Approach Right | NB   | SB   | WB   | EB    |
| Conflicting Lanes Right    | 1    | 1    | 1    | 1     |
| HCM Control Delay          | 28.1 | 60.1 | 13.2 | 235.5 |
| HCM LOS                    | D    | F    | B    | F     |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 33%   | 5%    | 4%    | 97%   |
| Vol Thru, %            | 33%   | 93%   | 46%   | 1%    |
| Vol Right, %           | 33%   | 2%    | 50%   | 2%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 15    | 301   | 454   | 643   |
| LT Vol                 | 5     | 16    | 16    | 623   |
| Through Vol            | 5     | 280   | 210   | 5     |
| RT Vol                 | 5     | 5     | 228   | 15    |
| Lane Flow Rate         | 18    | 354   | 534   | 756   |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.042 | 0.694 | 0.961 | 1.456 |
| Departure Headway (Hd) | 9.772 | 8.316 | 7.65  | 6.929 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 369   | 439   | 481   | 530   |
| Service Time           | 7.772 | 6.316 | 5.65  | 4.996 |
| HCM Lane V/C Ratio     | 0.049 | 0.806 | 1.11  | 1.426 |
| HCM Control Delay      | 13.2  | 28.1  | 60.1  | 235.5 |
| HCM Lane LOS           | B     | D     | F     | F     |
| HCM 95th-tile Q        | 0.1   | 5.2   | 11.9  | 36.9  |

# Lanes, Volumes, Timings

## 1: Womacks Road & Broadway Ave













07-08-2025

|                            |  |                                                                                   |       |       |                                                                                   |                                                                                   |       |                                                                                     |       |                                                                                     |                                                                                     |                                                                                     |
|----------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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                                                                                   | 5     | 623                                                                                 | 5                                                                                   | 15                                                                                  |
| Future Volume (vph)        | 16                                                                                 | 280                                                                               | 5     | 16    | 210                                                                               | 228                                                                               | 5     | 5                                                                                   | 5     | 623                                                                                 | 5                                                                                   | 15                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                               | 1900                                                                              | 1900  | 1900  | 1900                                                                              | 1900                                                                              | 1900  | 1900                                                                                | 1900  | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (m)         | 0.0                                                                                |                                                                                   | 0.0   | 0.0   |                                                                                   | 100.0                                                                             | 0.0   |                                                                                     | 0.0   | 120.0                                                                               |                                                                                     | 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                                                                               |       |                                                                                     | 0.887                                                                               |                                                                                     |
| Flt Protected              |                                                                                    | 0.997                                                                             |       |       | 0.996                                                                             |                                                                                   |       | 0.984                                                                               |       | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                  | 1874                                                                              | 0     | 0     | 1822                                                                              | 1555                                                                              | 0     | 1770                                                                                | 0     | 1789                                                                                | 1671                                                                                | 0                                                                                   |
| Flt Permitted              |                                                                                    | 0.970                                                                             |       |       | 0.948                                                                             |                                                                                   |       | 0.906                                                                               |       | 0.646                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                  | 1823                                                                              | 0     | 0     | 1734                                                                              | 1555                                                                              | 0     | 1630                                                                                | 0     | 1217                                                                                | 1671                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                    |                                                                                   | Yes   |       |                                                                                   | Yes                                                                               |       |                                                                                     | Yes   |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                    | 1                                                                                 |       |       |                                                                                   | 268                                                                               |       | 6                                                                                   |       |                                                                                     | 18                                                                                  |                                                                                     |
| Link Speed (k/h)           |                                                                                    | 40                                                                                |       |       | 40                                                                                |                                                                                   |       | 40                                                                                  |       |                                                                                     | 40                                                                                  |                                                                                     |
| Link Distance (m)          |                                                                                    | 574.2                                                                             |       |       | 516.1                                                                             |                                                                                   |       | 316.8                                                                               |       |                                                                                     | 304.2                                                                               |                                                                                     |
| Travel Time (s)            |                                                                                    | 51.7                                                                              |       |       | 46.4                                                                              |                                                                                   |       | 28.5                                                                                |       |                                                                                     | 27.4                                                                                |                                                                                     |
| Peak Hour Factor           | 0.85                                                                               | 0.85                                                                              | 0.85  | 0.85  | 0.85                                                                              | 0.85                                                                              | 0.85  | 0.85                                                                                | 0.85  | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Heavy Vehicles (%)         | 2%                                                                                 | 2%                                                                                | 2%    | 5%    | 5%                                                                                | 5%                                                                                | 2%    | 2%                                                                                  | 2%    | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  |
| Adj. Flow (vph)            | 19                                                                                 | 329                                                                               | 6     | 19    | 247                                                                               | 268                                                                               | 6     | 6                                                                                   | 6     | 733                                                                                 | 6                                                                                   | 18                                                                                  |
| Shared Lane Traffic (%)    |                                                                                    |                                                                                   |       |       |                                                                                   |                                                                                   |       |                                                                                     |       |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                  | 354                                                                               | 0     | 0     | 266                                                                               | 268                                                                               | 0     | 18                                                                                  | 0     | 733                                                                                 | 24                                                                                  | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                 | No                                                                                | No    | No    | No                                                                                | No                                                                                | No    | No                                                                                  | No    | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                               | Left                                                                              | Right | Left  | Left                                                                              | Right                                                                             | Left  | Left                                                                                | Right | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(m)            |                                                                                    | 0.0                                                                               |       |       | 0.0                                                                               |                                                                                   |       | 3.7                                                                                 |       |                                                                                     | 3.7                                                                                 |                                                                                     |
| Link Offset(m)             |                                                                                    | 0.0                                                                               |       |       | 0.0                                                                               |                                                                                   |       | 0.0                                                                                 |       |                                                                                     | 0.0                                                                                 |                                                                                     |
| Crosswalk Width(m)         |                                                                                    | 1.6                                                                               |       |       | 1.6                                                                               |                                                                                   |       | 1.6                                                                                 |       |                                                                                     | 1.6                                                                                 |                                                                                     |
| Two way Left Turn Lane     |                                                                                    |                                                                                   |       |       |                                                                                   |                                                                                   |       |                                                                                     |       |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.99                                                                               | 0.99                                                                              | 0.99  | 0.99  | 0.99                                                                              | 0.99                                                                              | 0.99  | 0.99                                                                                | 0.99  | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Turning Speed (k/h)        | 24                                                                                 |                                                                                   | 14    | 24    |                                                                                   | 14                                                                                | 24    |                                                                                     | 14    | 24                                                                                  |                                                                                     | 14                                                                                  |
| Number of Detectors        | 1                                                                                  | 2                                                                                 |       | 1     | 2                                                                                 | 1                                                                                 | 1     | 2                                                                                   |       | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                               | Thru                                                                              |       | Left  | Thru                                                                              | Right                                                                             | Left  | Thru                                                                                |       | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (m)       | 2.0                                                                                | 10.0                                                                              |       | 2.0   | 10.0                                                                              | 2.0                                                                               | 2.0   | 10.0                                                                                |       | 2.0                                                                                 | 10.0                                                                                |                                                                                     |
| Trailing Detector (m)      | 0.0                                                                                | 0.0                                                                               |       | 0.0   | 0.0                                                                               | 0.0                                                                               | 0.0   | 0.0                                                                                 |       | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Position(m)     | 0.0                                                                                | 0.0                                                                               |       | 0.0   | 0.0                                                                               | 0.0                                                                               | 0.0   | 0.0                                                                                 |       | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Size(m)         | 2.0                                                                                | 0.6                                                                               |       | 2.0   | 0.6                                                                               | 2.0                                                                               | 2.0   | 0.6                                                                                 |       | 2.0                                                                                 | 0.6                                                                                 |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                              | Cl+Ex                                                                             |       | Cl+Ex | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex | Cl+Ex                                                                               |       | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                    |                                                                                   |       |       |                                                                                   |                                                                                   |       |                                                                                     |       |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                                | 0.0                                                                               |       | 0.0   | 0.0                                                                               | 0.0                                                                               | 0.0   | 0.0                                                                                 |       | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                                | 0.0                                                                               |       | 0.0   | 0.0                                                                               | 0.0                                                                               | 0.0   | 0.0                                                                                 |       | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                                | 0.0                                                                               |       | 0.0   | 0.0                                                                               | 0.0                                                                               | 0.0   | 0.0                                                                                 |       | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(m)     |                                                                                    | 9.4                                                                               |       |       | 9.4                                                                               |                                                                                   |       | 9.4                                                                                 |       |                                                                                     | 9.4                                                                                 |                                                                                     |
| Detector 2 Size(m)         |                                                                                    | 0.6                                                                               |       |       | 0.6                                                                               |                                                                                   |       | 0.6                                                                                 |       |                                                                                     | 0.6                                                                                 |                                                                                     |
| Detector 2 Type            |                                                                                    | Cl+Ex                                                                             |       |       | Cl+Ex                                                                             |                                                                                   |       | Cl+Ex                                                                               |       |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                    |                                                                                   |       |       |                                                                                   |                                                                                   |       |                                                                                     |       |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                    | 0.0                                                                               |       |       | 0.0                                                                               |                                                                                   |       | 0.0                                                                                 |       |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | Perm                                                                               | NA                                                                                |       | Perm  | NA                                                                                | Perm                                                                              | Perm  | NA                                                                                  |       | pm+pt                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases           |                                                                                    | 4                                                                                 |       |       | 8                                                                                 |                                                                                   |       | 2                                                                                   |       | 1                                                                                   | 6                                                                                   |                                                                                     |

# Lanes, Volumes, Timings

## 1: Womacks Road & Broadway Ave

07-08-2025

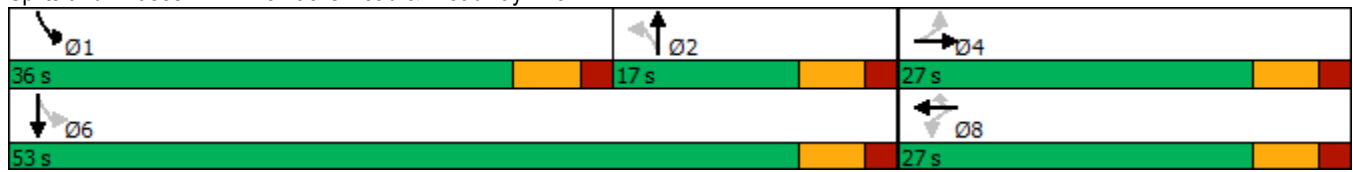
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|-----------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Permitted Phases                        | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   | 8                                                                                 | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Detector Phase                          | 4                                                                                 | 4                                                                                 |                                                                                   | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                     | 10.0                                                                              | 10.0                                                                              |                                                                                   | 10.0                                                                              | 10.0                                                                              | 10.0                                                                              | 10.0                                                                                | 10.0                                                                                |                                                                                     | 7.0                                                                                 | 10.0                                                                                |                                                                                     |
| Minimum Split (s)                       | 16.0                                                                              | 16.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                              | 16.0                                                                                | 16.0                                                                                |                                                                                     | 13.0                                                                                | 16.0                                                                                |                                                                                     |
| Total Split (s)                         | 27.0                                                                              | 27.0                                                                              |                                                                                   | 27.0                                                                              | 27.0                                                                              | 27.0                                                                              | 17.0                                                                                | 17.0                                                                                |                                                                                     | 36.0                                                                                | 53.0                                                                                |                                                                                     |
| Total Split (%)                         | 33.8%                                                                             | 33.8%                                                                             |                                                                                   | 33.8%                                                                             | 33.8%                                                                             | 33.8%                                                                             | 21.3%                                                                               | 21.3%                                                                               |                                                                                     | 45.0%                                                                               | 66.3%                                                                               |                                                                                     |
| Maximum Green (s)                       | 21.0                                                                              | 21.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              | 21.0                                                                              | 11.0                                                                                | 11.0                                                                                |                                                                                     | 30.0                                                                                | 47.0                                                                                |                                                                                     |
| 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                                                                                 |                                                                                     | 2.0                                                                                 | 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                                                                                 |                                                                                     | 6.0                                                                                 | 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                             | None                                                                              | None                                                                              |                                                                                   | None                                                                              | None                                                                              | None                                                                              | Min                                                                                 | Min                                                                                 |                                                                                     | Min                                                                                 | Min                                                                                 |                                                                                     |
| Walk Time (s)                           | 7.0                                                                               | 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                                                                                | 11.0                                                                                |                                                                                     |
| Pedestrian Calls (#/hr)                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Act Effct Green (s)                     |                                                                                   | 17.8                                                                              |                                                                                   |                                                                                   | 17.8                                                                              | 17.8                                                                              |                                                                                     | 10.2                                                                                |                                                                                     | 41.3                                                                                | 41.3                                                                                |                                                                                     |
| Actuated g/C Ratio                      |                                                                                   | 0.25                                                                              |                                                                                   |                                                                                   | 0.25                                                                              | 0.25                                                                              |                                                                                     | 0.14                                                                                |                                                                                     | 0.58                                                                                | 0.58                                                                                |                                                                                     |
| v/c Ratio                               |                                                                                   | 0.78                                                                              |                                                                                   |                                                                                   | 0.62                                                                              | 0.46                                                                              |                                                                                     | 0.08                                                                                |                                                                                     | 0.81                                                                                | 0.02                                                                                |                                                                                     |
| Control Delay                           |                                                                                   | 38.8                                                                              |                                                                                   |                                                                                   | 31.5                                                                              | 6.1                                                                               |                                                                                     | 25.6                                                                                |                                                                                     | 19.9                                                                                | 4.0                                                                                 |                                                                                     |
| Queue Delay                             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay                             |                                                                                   | 38.8                                                                              |                                                                                   |                                                                                   | 31.5                                                                              | 6.1                                                                               |                                                                                     | 25.6                                                                                |                                                                                     | 19.9                                                                                | 4.0                                                                                 |                                                                                     |
| LOS                                     |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 | A                                                                                 |                                                                                     | C                                                                                   |                                                                                     | B                                                                                   | A                                                                                   |                                                                                     |
| Approach Delay                          |                                                                                   | 38.8                                                                              |                                                                                   |                                                                                   | 18.8                                                                              |                                                                                   |                                                                                     | 25.6                                                                                |                                                                                     |                                                                                     | 19.4                                                                                |                                                                                     |
| Approach LOS                            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Queue Length 50th (m)                   |                                                                                   | 47.0                                                                              |                                                                                   |                                                                                   | 33.7                                                                              | 0.0                                                                               |                                                                                     | 1.6                                                                                 |                                                                                     | 68.8                                                                                | 0.3                                                                                 |                                                                                     |
| Queue Length 95th (m)                   |                                                                                   | 71.2                                                                              |                                                                                   |                                                                                   | 53.4                                                                              | 13.6                                                                              |                                                                                     | 6.7                                                                                 |                                                                                     | 98.6                                                                                | 2.8                                                                                 |                                                                                     |
| Internal Link Dist (m)                  |                                                                                   | 550.2                                                                             |                                                                                   |                                                                                   | 492.1                                                                             |                                                                                   |                                                                                     | 292.8                                                                               |                                                                                     |                                                                                     | 280.2                                                                               |                                                                                     |
| Turn Bay Length (m)                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 100.0                                                                             |                                                                                     |                                                                                     |                                                                                     | 120.0                                                                               |                                                                                     |                                                                                     |
| Base Capacity (vph)                     |                                                                                   | 547                                                                               |                                                                                   |                                                                                   | 519                                                                               | 653                                                                               |                                                                                     | 261                                                                                 |                                                                                     | 949                                                                                 | 1126                                                                                |                                                                                     |
| 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                       |                                                                                   | 0.65                                                                              |                                                                                   |                                                                                   | 0.51                                                                              | 0.41                                                                              |                                                                                     | 0.07                                                                                |                                                                                     | 0.77                                                                                | 0.02                                                                                |                                                                                     |
| Intersection Summary                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 80                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 71.4             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 60                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Uncoordinated    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.81                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 23.4         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: C                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 79.3% |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service D                                                            |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

## 1: Womacks Road & Broadway Ave

07-08-2025

















Splits and Phases: 1: Womacks Road & Broadway Ave



# HCM Unsignalized Intersection Capacity Analysis

## 1: Womacks Road & Broadway Ave

07-09-2025

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 39                                                                                | 278                                                                               | 5                                                                                 | 58                                                                                | 335                                                                               | 729                                                                               | 5                                                                                   | 5                                                                                   | 58                                                                                  | 454                                                                                 | 5                                                                                   | 19                                                                                  |
| Future Volume (Veh/h)             | 39                                                                                | 278                                                                               | 5                                                                                 | 58                                                                                | 335                                                                               | 729                                                                               | 5                                                                                   | 5                                                                                   | 58                                                                                  | 454                                                                                 | 5                                                                                   | 19                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Hourly flow rate (vph)            | 42                                                                                | 299                                                                               | 5                                                                                 | 62                                                                                | 360                                                                               | 784                                                                               | 5                                                                                   | 5                                                                                   | 62                                                                                  | 488                                                                                 | 5                                                                                   | 20                                                                                  |
| 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            | 1144                                                                              |                                                                                   |                                                                                   | 304                                                                               |                                                                                   |                                                                                   | 1284                                                                                | 1654                                                                                | 302                                                                                 | 1326                                                                                | 1264                                                                                | 752                                                                                 |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 1144                                                                              |                                                                                   |                                                                                   | 304                                                                               |                                                                                   |                                                                                   | 1284                                                                                | 1654                                                                                | 302                                                                                 | 1326                                                                                | 1264                                                                                | 752                                                                                 |
| 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 %                   | 93                                                                                |                                                                                   |                                                                                   | 95                                                                                |                                                                                   |                                                                                   | 96                                                                                  | 94                                                                                  | 92                                                                                  | 0                                                                                   | 97                                                                                  | 95                                                                                  |
| cM capacity (veh/h)               | 611                                                                               |                                                                                   |                                                                                   | 1257                                                                              |                                                                                   |                                                                                   | 120                                                                                 | 87                                                                                  | 738                                                                                 | 106                                                                                 | 150                                                                                 | 410                                                                                 |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 346                                                                               | 1206                                                                              | 72                                                                                | 513                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 42                                                                                | 62                                                                                | 5                                                                                 | 488                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 5                                                                                 | 784                                                                               | 62                                                                                | 20                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 611                                                                               | 1257                                                                              | 393                                                                               | 109                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.07                                                                              | 0.05                                                                              | 0.18                                                                              | 4.69                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (m)             | 1.7                                                                               | 1.2                                                                               | 5.0                                                                               | Err                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 2.2                                                                               | 1.6                                                                               | 16.2                                                                              | Err                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | C                                                                                 | F                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 2.2                                                                               | 1.6                                                                               | 16.2                                                                              | Err                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | C                                                                                 | F                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   | 2402.1                                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   | 113.8%                                                                            |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | H                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection              |       |
|---------------------------|-------|
| Intersection Delay, s/veh | 356.8 |
| Intersection LOS          | F     |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 39   | 278  | 5    | 58   | 335  | 729  | 5    | 5    | 58   | 454  | 5    | 19   |
| Future Vol, veh/h   | 39   | 278  | 5    | 58   | 335  | 729  | 5    | 5    | 58   | 454  | 5    | 19   |
| Peak Hour Factor    | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 42   | 299  | 5    | 62   | 360  | 784  | 5    | 5    | 62   | 488  | 5    | 20   |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB   | WB    | NB   | SB   |
|----------------------------|------|-------|------|------|
| Opposing Approach          | WB   | EB    | SB   | NB   |
| Opposing Lanes             | 1    | 1     | 1    | 1    |
| Conflicting Approach Left  | SB   | NB    | EB   | WB   |
| Conflicting Lanes Left     | 1    | 1     | 1    | 1    |
| Conflicting Approach Right | NB   | SB    | WB   | EB   |
| Conflicting Lanes Right    | 1    | 1     | 1    | 1    |
| HCM Control Delay          | 33.5 | 586.2 | 17.3 | 84.3 |
| HCM LOS                    | D    | F     | C    | F    |



















| Lane                   | NBLn1  | EBLn1 | WBLn1 | SBLn1 |
|------------------------|--------|-------|-------|-------|
| Vol Left, %            | 7%     | 12%   | 5%    | 95%   |
| Vol Thru, %            | 7%     | 86%   | 30%   | 1%    |
| Vol Right, %           | 85%    | 2%    | 65%   | 4%    |
| Sign Control           | Stop   | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 68     | 322   | 1122  | 478   |
| LT Vol                 | 5      | 39    | 58    | 454   |
| Through Vol            | 5      | 278   | 335   | 5     |
| RT Vol                 | 58     | 5     | 729   | 19    |
| Lane Flow Rate         | 73     | 346   | 1206  | 514   |
| Geometry Grp           | 1      | 1     | 1     | 1     |
| Degree of Util (X)     | 0.169  | 0.717 | 2.254 | 1.025 |
| Departure Headway (Hd) | 11.881 | 9.599 | 6.854 | 9.44  |
| Convergence, Y/N       | Yes    | Yes   | Yes   | Yes   |
| Cap                    | 304    | 381   | 543   | 391   |
| Service Time           | 9.881  | 7.599 | 4.854 | 7.44  |
| HCM Lane V/C Ratio     | 0.24   | 0.908 | 2.221 | 1.315 |
| HCM Control Delay      | 17.3   | 33.5  | 586.2 | 84.3  |
| HCM Lane LOS           | C      | D     | F     | F     |
| HCM 95th-tile Q        | 0.6    | 5.4   | 87.4  | 12.7  |



# Lanes, Volumes, Timings

## 1: Womacks Road & Broadway Ave













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|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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                                                                                   | 58                                                                                  | 454                                                                                 | 5                                                                                   | 19                                                                                  |
| Future Volume (vph)        | 39                                                                                | 278                                                                               | 5                                                                                 | 58                                                                                | 335                                                                               | 729                                                                               | 5                                                                                   | 5                                                                                   | 58                                                                                  | 454                                                                                 | 5                                                                                   | 19                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (m)         | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 100.0                                                                             | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 120.0                                                                               |                                                                                     | 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                                                                             |                                                                                     | 0.884                                                                               |                                                                                     |                                                                                     | 0.880                                                                               |                                                                                     |
| Flt Protected              |                                                                                   | 0.994                                                                             |                                                                                   |                                                                                   | 0.993                                                                             |                                                                                   |                                                                                     | 0.997                                                                               |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1868                                                                              | 0                                                                                 | 0                                                                                 | 1870                                                                              | 1601                                                                              | 0                                                                                   | 1660                                                                                | 0                                                                                   | 1789                                                                                | 1657                                                                                | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.813                                                                             |                                                                                   |                                                                                   | 0.892                                                                             |                                                                                   |                                                                                     | 0.979                                                                               |                                                                                     | 0.578                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1528                                                                              | 0                                                                                 | 0                                                                                 | 1680                                                                              | 1601                                                                              | 0                                                                                   | 1630                                                                                | 0                                                                                   | 1089                                                                                | 1657                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   | 784                                                                               |                                                                                     | 62                                                                                  |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     |
| Link Speed (k/h)           |                                                                                   | 40                                                                                |                                                                                   |                                                                                   | 40                                                                                |                                                                                   |                                                                                     | 40                                                                                  |                                                                                     |                                                                                     | 40                                                                                  |                                                                                     |
| Link Distance (m)          |                                                                                   | 574.2                                                                             |                                                                                   |                                                                                   | 516.1                                                                             |                                                                                   |                                                                                     | 316.8                                                                               |                                                                                     |                                                                                     | 304.2                                                                               |                                                                                     |
| Travel Time (s)            |                                                                                   | 51.7                                                                              |                                                                                   |                                                                                   | 46.4                                                                              |                                                                                   |                                                                                     | 28.5                                                                                |                                                                                     |                                                                                     | 27.4                                                                                |                                                                                     |
| Peak Hour Factor           | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Heavy Vehicles (%)         | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  |
| Adj. Flow (vph)            | 42                                                                                | 299                                                                               | 5                                                                                 | 62                                                                                | 360                                                                               | 784                                                                               | 5                                                                                   | 5                                                                                   | 62                                                                                  | 488                                                                                 | 5                                                                                   | 20                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 346                                                                               | 0                                                                                 | 0                                                                                 | 422                                                                               | 784                                                                               | 0                                                                                   | 72                                                                                  | 0                                                                                   | 488                                                                                 | 25                                                                                  | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(m)            |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 3.7                                                                                 |                                                                                     |                                                                                     | 3.7                                                                                 |                                                                                     |
| Link Offset(m)             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Crosswalk Width(m)         |                                                                                   | 1.6                                                                               |                                                                                   |                                                                                   | 1.6                                                                               |                                                                                   |                                                                                     | 1.6                                                                                 |                                                                                     |                                                                                     | 1.6                                                                                 |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Turning Speed (k/h)        | 24                                                                                |                                                                                   | 14                                                                                | 24                                                                                |                                                                                   | 14                                                                                | 24                                                                                  |                                                                                     | 14                                                                                  | 24                                                                                  |                                                                                     | 14                                                                                  |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                                | Thru                                                                                |                                                                                     | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (m)       | 2.0                                                                               | 10.0                                                                              |                                                                                   | 2.0                                                                               | 10.0                                                                              | 2.0                                                                               | 2.0                                                                                 | 10.0                                                                                |                                                                                     | 2.0                                                                                 | 10.0                                                                                |                                                                                     |
| Trailing Detector (m)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Position(m)     | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Size(m)         | 2.0                                                                               | 0.6                                                                               |                                                                                   | 2.0                                                                               | 0.6                                                                               | 2.0                                                                               | 2.0                                                                                 | 0.6                                                                                 |                                                                                     | 2.0                                                                                 | 0.6                                                                                 |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(m)     |                                                                                   | 9.4                                                                               |                                                                                   |                                                                                   | 9.4                                                                               |                                                                                   |                                                                                     | 9.4                                                                                 |                                                                                     |                                                                                     | 9.4                                                                                 |                                                                                     |
| Detector 2 Size(m)         |                                                                                   | 0.6                                                                               |                                                                                   |                                                                                   | 0.6                                                                               |                                                                                   |                                                                                     | 0.6                                                                                 |                                                                                     |                                                                                     | 0.6                                                                                 |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                                | NA                                                                                  |                                                                                     | pm+pt                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases           |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |

# Lanes, Volumes, Timings

## 1: Womacks Road & Broadway Ave

07-08-2025

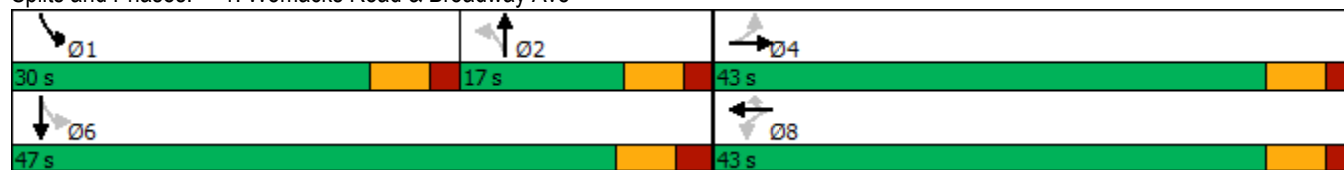
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|-----------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Permitted Phases                        | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   | 8                                                                                 | 2                                                                                  |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Detector Phase                          | 4                                                                                 | 4                                                                                 |                                                                                   | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                     | 10.0                                                                              | 10.0                                                                              |                                                                                   | 10.0                                                                              | 10.0                                                                              | 10.0                                                                              | 10.0                                                                               | 10.0                                                                                |                                                                                     | 7.0                                                                                 | 9.5                                                                                 |                                                                                     |
| Minimum Split (s)                       | 16.0                                                                              | 16.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                              | 16.0                                                                               | 16.0                                                                                |                                                                                     | 13.0                                                                                | 16.0                                                                                |                                                                                     |
| Total Split (s)                         | 43.0                                                                              | 43.0                                                                              |                                                                                   | 43.0                                                                              | 43.0                                                                              | 43.0                                                                              | 17.0                                                                               | 17.0                                                                                |                                                                                     | 30.0                                                                                | 47.0                                                                                |                                                                                     |
| Total Split (%)                         | 47.8%                                                                             | 47.8%                                                                             |                                                                                   | 47.8%                                                                             | 47.8%                                                                             | 47.8%                                                                             | 18.9%                                                                              | 18.9%                                                                               |                                                                                     | 33.3%                                                                               | 52.2%                                                                               |                                                                                     |
| Maximum Green (s)                       | 37.0                                                                              | 37.0                                                                              |                                                                                   | 37.0                                                                              | 37.0                                                                              | 37.0                                                                              | 11.0                                                                               | 11.0                                                                                |                                                                                     | 24.0                                                                                | 40.5                                                                                |                                                                                     |
| 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                                                                                 |                                                                                     | 2.0                                                                                 | 2.5                                                                                 |                                                                                     |
| 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                                                                                 |                                                                                     | 6.0                                                                                 | 6.5                                                                                 |                                                                                     |
| 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                             | None                                                                              | None                                                                              |                                                                                   | None                                                                              | None                                                                              | None                                                                              | Min                                                                                | Min                                                                                 |                                                                                     | Min                                                                                 | Min                                                                                 |                                                                                     |
| Walk Time (s)                           | 7.0                                                                               | 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                                                                                | 11.0                                                                                |                                                                                     |
| Pedestrian Calls (#/hr)                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Act Effct Green (s)                     |                                                                                   | 25.5                                                                              |                                                                                   |                                                                                   | 25.5                                                                              | 25.5                                                                              |                                                                                    | 10.3                                                                                |                                                                                     | 35.2                                                                                | 34.7                                                                                |                                                                                     |
| Actuated g/C Ratio                      |                                                                                   | 0.35                                                                              |                                                                                   |                                                                                   | 0.35                                                                              | 0.35                                                                              |                                                                                    | 0.14                                                                                |                                                                                     | 0.48                                                                                | 0.47                                                                                |                                                                                     |
| v/c Ratio                               |                                                                                   | 0.65                                                                              |                                                                                   |                                                                                   | 0.72                                                                              | 0.73                                                                              |                                                                                    | 0.25                                                                                |                                                                                     | 0.69                                                                                | 0.03                                                                                |                                                                                     |
| Control Delay                           |                                                                                   | 26.5                                                                              |                                                                                   |                                                                                   | 28.7                                                                              | 6.2                                                                               |                                                                                    | 14.9                                                                                |                                                                                     | 21.1                                                                                | 7.0                                                                                 |                                                                                     |
| Queue Delay                             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay                             |                                                                                   | 26.5                                                                              |                                                                                   |                                                                                   | 28.7                                                                              | 6.2                                                                               |                                                                                    | 14.9                                                                                |                                                                                     | 21.1                                                                                | 7.0                                                                                 |                                                                                     |
| LOS                                     |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 | A                                                                                 |                                                                                    | B                                                                                   |                                                                                     | C                                                                                   | A                                                                                   |                                                                                     |
| Approach Delay                          |                                                                                   | 26.5                                                                              |                                                                                   |                                                                                   | 14.1                                                                              |                                                                                   |                                                                                    | 14.9                                                                                |                                                                                     |                                                                                     | 20.4                                                                                |                                                                                     |
| Approach LOS                            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (m)                   |                                                                                   | 39.6                                                                              |                                                                                   |                                                                                   | 50.0                                                                              | 0.0                                                                               |                                                                                    | 1.2                                                                                 |                                                                                     | 46.0                                                                                | 0.4                                                                                 |                                                                                     |
| Queue Length 95th (m)                   |                                                                                   | 69.2                                                                              |                                                                                   |                                                                                   | 84.5                                                                              | 20.6                                                                              |                                                                                    | 13.5                                                                                |                                                                                     | 92.1                                                                                | 4.6                                                                                 |                                                                                     |
| Internal Link Dist (m)                  |                                                                                   | 550.2                                                                             |                                                                                   |                                                                                   | 492.1                                                                             |                                                                                   |                                                                                    | 292.8                                                                               |                                                                                     |                                                                                     | 280.2                                                                               |                                                                                     |
| Turn Bay Length (m)                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 100.0                                                                             |                                                                                    |                                                                                     |                                                                                     | 120.0                                                                               |                                                                                     |                                                                                     |
| Base Capacity (vph)                     |                                                                                   | 799                                                                               |                                                                                   |                                                                                   | 878                                                                               | 1211                                                                              |                                                                                    | 305                                                                                 |                                                                                     | 762                                                                                 | 956                                                                                 |                                                                                     |
| 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                       |                                                                                   | 0.43                                                                              |                                                                                   |                                                                                   | 0.48                                                                              | 0.65                                                                              |                                                                                    | 0.24                                                                                |                                                                                     | 0.64                                                                                | 0.03                                                                                |                                                                                     |
| Intersection Summary                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 90                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 73.1             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 60                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Uncoordinated    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.73                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 17.6         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: B                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 85.6% |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service E                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

## 1: Womacks Road & Broadway Ave

07-08-2025



















Splits and Phases: 1: Womacks Road & Broadway Ave



# Lanes, Volumes, Timings

## 1: Womacks Road & Broadway Ave













07-08-2025

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |  |  |                                                                                    |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (vph)       | 26                                                                                | 228                                                                               | 5                                                                                 | 16                                                                                | 255                                                                               | 416                                                                               | 5                                                                                  | 5                                                                                   | 5                                                                                   | 687                                                                                 | 5                                                                                   | 133                                                                                 |
| Future Volume (vph)        | 26                                                                                | 228                                                                               | 5                                                                                 | 16                                                                                | 255                                                                               | 416                                                                               | 5                                                                                  | 5                                                                                   | 5                                                                                   | 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                                                                               |                                                                                   | 100.0                                                                             | 0.0                                                                                |                                                                                     | 0.0                                                                                 | 120.0                                                                               |                                                                                     | 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                        |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                    | 0.955                                                                               |                                                                                     |                                                                                     | 0.856                                                                               |                                                                                     |
| Flt Protected              |                                                                                   | 0.995                                                                             |                                                                                   |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                    | 0.984                                                                               |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1868                                                                              | 0                                                                                 | 0                                                                                 | 1824                                                                              | 1555                                                                              | 0                                                                                  | 1770                                                                                | 0                                                                                   | 1789                                                                                | 1612                                                                                | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.798                                                                             |                                                                                   |                                                                                   | 0.966                                                                             |                                                                                   |                                                                                    | 0.862                                                                               |                                                                                     | 0.645                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1498                                                                              | 0                                                                                 | 0                                                                                 | 1767                                                                              | 1555                                                                              | 0                                                                                  | 1550                                                                                | 0                                                                                   | 1215                                                                                | 1612                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   | 489                                                                               |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 156                                                                                 |                                                                                     |
| Link Speed (k/h)           |                                                                                   | 40                                                                                |                                                                                   |                                                                                   | 40                                                                                |                                                                                   |                                                                                    | 40                                                                                  |                                                                                     |                                                                                     | 40                                                                                  |                                                                                     |
| Link Distance (m)          |                                                                                   | 574.2                                                                             |                                                                                   |                                                                                   | 516.1                                                                             |                                                                                   |                                                                                    | 316.8                                                                               |                                                                                     |                                                                                     | 304.2                                                                               |                                                                                     |
| Travel Time (s)            |                                                                                   | 51.7                                                                              |                                                                                   |                                                                                   | 46.4                                                                              |                                                                                   |                                                                                    | 28.5                                                                                |                                                                                     |                                                                                     | 27.4                                                                                |                                                                                     |
| Peak Hour Factor           | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                               | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Heavy Vehicles (%)         | 2%                                                                                | 2%                                                                                | 2%                                                                                | 5%                                                                                | 5%                                                                                | 5%                                                                                | 2%                                                                                 | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  |
| Adj. Flow (vph)            | 31                                                                                | 268                                                                               | 6                                                                                 | 19                                                                                | 300                                                                               | 489                                                                               | 6                                                                                  | 6                                                                                   | 6                                                                                   | 808                                                                                 | 6                                                                                   | 156                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 305                                                                               | 0                                                                                 | 0                                                                                 | 319                                                                               | 489                                                                               | 0                                                                                  | 18                                                                                  | 0                                                                                   | 808                                                                                 | 162                                                                                 | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(m)            |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 3.7                                                                                 |                                                                                     |                                                                                     | 3.7                                                                                 |                                                                                     |
| Link Offset(m)             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Crosswalk Width(m)         |                                                                                   | 1.6                                                                               |                                                                                   |                                                                                   | 1.6                                                                               |                                                                                   |                                                                                    | 1.6                                                                                 |                                                                                     |                                                                                     | 1.6                                                                                 |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                               | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Turning Speed (k/h)        | 24                                                                                |                                                                                   | 14                                                                                | 24                                                                                |                                                                                   | 14                                                                                | 24                                                                                 |                                                                                     | 14                                                                                  | 24                                                                                  |                                                                                     | 14                                                                                  |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                               | Thru                                                                                |                                                                                     | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (m)       | 2.0                                                                               | 10.0                                                                              |                                                                                   | 2.0                                                                               | 10.0                                                                              | 2.0                                                                               | 2.0                                                                                | 10.0                                                                                |                                                                                     | 2.0                                                                                 | 10.0                                                                                |                                                                                     |
| Trailing Detector (m)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Position(m)     | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Size(m)         | 2.0                                                                               | 0.6                                                                               |                                                                                   | 2.0                                                                               | 0.6                                                                               | 2.0                                                                               | 2.0                                                                                | 0.6                                                                                 |                                                                                     | 2.0                                                                                 | 0.6                                                                                 |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                              | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(m)     |                                                                                   | 9.4                                                                               |                                                                                   |                                                                                   | 9.4                                                                               |                                                                                   |                                                                                    | 9.4                                                                                 |                                                                                     |                                                                                     | 9.4                                                                                 |                                                                                     |
| Detector 2 Size(m)         |                                                                                   | 0.6                                                                               |                                                                                   |                                                                                   | 0.6                                                                               |                                                                                   |                                                                                    | 0.6                                                                                 |                                                                                     |                                                                                     | 0.6                                                                                 |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                    | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                               | NA                                                                                  |                                                                                     | pm+pt                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases           |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                    | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |

# Lanes, Volumes, Timings

## 1: Womacks Road & Broadway Ave

07-08-2025

|                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Permitted Phases                                                | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   | 8                                                                                 | 2                                                                                  |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Detector Phase                                                  | 4                                                                                 | 4                                                                                 |                                                                                   | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                             | 10.0                                                                              | 10.0                                                                              |                                                                                   | 10.0                                                                              | 10.0                                                                              | 10.0                                                                              | 10.0                                                                               | 10.0                                                                                |                                                                                     | 7.0                                                                                 | 10.0                                                                                |                                                                                     |
| Minimum Split (s)                                               | 16.0                                                                              | 16.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                              | 16.0                                                                               | 16.0                                                                                |                                                                                     | 13.0                                                                                | 16.0                                                                                |                                                                                     |
| Total Split (s)                                                 | 26.0                                                                              | 26.0                                                                              |                                                                                   | 26.0                                                                              | 26.0                                                                              | 26.0                                                                              | 17.0                                                                               | 17.0                                                                                |                                                                                     | 37.0                                                                                | 54.0                                                                                |                                                                                     |
| Total Split (%)                                                 | 32.5%                                                                             | 32.5%                                                                             |                                                                                   | 32.5%                                                                             | 32.5%                                                                             | 32.5%                                                                             | 21.3%                                                                              | 21.3%                                                                               |                                                                                     | 46.3%                                                                               | 67.5%                                                                               |                                                                                     |
| Maximum Green (s)                                               | 20.0                                                                              | 20.0                                                                              |                                                                                   | 20.0                                                                              | 20.0                                                                              | 20.0                                                                              | 11.0                                                                               | 11.0                                                                                |                                                                                     | 31.0                                                                                | 48.0                                                                                |                                                                                     |
| 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                                                                                 |                                                                                     | 2.0                                                                                 | 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                                                                                 |                                                                                     | 6.0                                                                                 | 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                                                     | None                                                                              | None                                                                              |                                                                                   | None                                                                              | None                                                                              | None                                                                              | Min                                                                                | Min                                                                                 |                                                                                     | Min                                                                                 | Min                                                                                 |                                                                                     |
| Walk Time (s)                                                   | 7.0                                                                               | 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                                                                                | 11.0                                                                                |                                                                                     |
| Pedestrian Calls (#/hr)                                         | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Act Effct Green (s)                                             |                                                                                   | 18.1                                                                              |                                                                                   |                                                                                   | 18.1                                                                              | 18.1                                                                              |                                                                                    | 10.1                                                                                |                                                                                     | 43.9                                                                                | 43.9                                                                                |                                                                                     |
| Actuated g/C Ratio                                              |                                                                                   | 0.24                                                                              |                                                                                   |                                                                                   | 0.24                                                                              | 0.24                                                                              |                                                                                    | 0.14                                                                                |                                                                                     | 0.59                                                                                | 0.59                                                                                |                                                                                     |
| v/c Ratio                                                       |                                                                                   | 0.84                                                                              |                                                                                   |                                                                                   | 0.74                                                                              | 0.65                                                                              |                                                                                    | 0.08                                                                                |                                                                                     | 0.87                                                                                | 0.16                                                                                |                                                                                     |
| Control Delay                                                   |                                                                                   | 48.7                                                                              |                                                                                   |                                                                                   | 38.5                                                                              | 7.3                                                                               |                                                                                    | 25.9                                                                                |                                                                                     | 23.6                                                                                | 1.8                                                                                 |                                                                                     |
| Queue Delay                                                     |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay                                                     |                                                                                   | 48.7                                                                              |                                                                                   |                                                                                   | 38.5                                                                              | 7.3                                                                               |                                                                                    | 25.9                                                                                |                                                                                     | 23.6                                                                                | 1.8                                                                                 |                                                                                     |
| LOS                                                             |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 | A                                                                                 |                                                                                    | C                                                                                   |                                                                                     | C                                                                                   | A                                                                                   |                                                                                     |
| Approach Delay                                                  |                                                                                   | 48.7                                                                              |                                                                                   |                                                                                   | 19.6                                                                              |                                                                                   |                                                                                    | 25.9                                                                                |                                                                                     |                                                                                     | 20.0                                                                                |                                                                                     |
| Approach LOS                                                    |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Queue Length 50th (m)                                           |                                                                                   | 42.7                                                                              |                                                                                   |                                                                                   | 43.5                                                                              | 0.0                                                                               |                                                                                    | 1.6                                                                                 |                                                                                     | 81.0                                                                                | 0.3                                                                                 |                                                                                     |
| Queue Length 95th (m)                                           |                                                                                   | #74.4                                                                             |                                                                                   |                                                                                   | 65.4                                                                              | 16.7                                                                              |                                                                                    | 6.7                                                                                 |                                                                                     | #114.8                                                                              | 6.0                                                                                 |                                                                                     |
| Internal Link Dist (m)                                          |                                                                                   | 550.2                                                                             |                                                                                   |                                                                                   | 492.1                                                                             |                                                                                   |                                                                                    | 292.8                                                                               |                                                                                     |                                                                                     | 280.2                                                                               |                                                                                     |
| Turn Bay Length (m)                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 100.0                                                                             |                                                                                    |                                                                                     |                                                                                     | 120.0                                                                               |                                                                                     |                                                                                     |
| Base Capacity (vph)                                             |                                                                                   | 409                                                                               |                                                                                   |                                                                                   | 482                                                                               | 780                                                                               |                                                                                    | 237                                                                                 |                                                                                     | 963                                                                                 | 1110                                                                                |                                                                                     |
| 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                                               |                                                                                   | 0.75                                                                              |                                                                                   |                                                                                   | 0.66                                                                              | 0.63                                                                              |                                                                                    | 0.08                                                                                |                                                                                     | 0.84                                                                                | 0.15                                                                                |                                                                                     |
| Intersection Summary                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                      | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 80                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 74.1                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 70                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Uncoordinated                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.87                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 24.0                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: C                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 87.8%                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service E                                                            |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| # 95th percentile volume exceeds capacity, queue may be longer. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

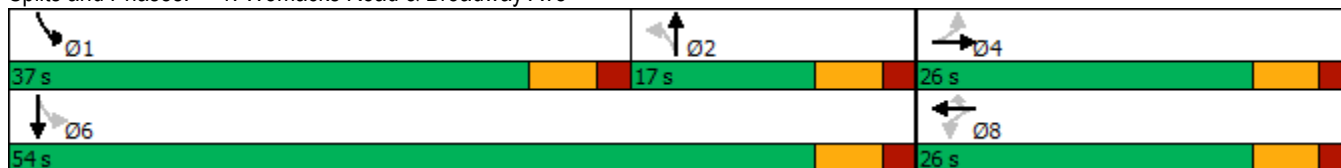
# Lanes, Volumes, Timings

## 1: Womacks Road & Broadway Ave

07-08-2025

Queue shown is maximum after two cycles.



















Splits and Phases: 1: Womacks Road & Broadway Ave



# Lanes, Volumes, Timings

## 1: Womacks Road & Broadway Ave

07-08-2025













|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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                                                                                   | 58                                                                                  | 902                                                                                 | 5                                                                                   | 111                                                                                 |
| Future Volume (vph)        | 115                                                                               | 278                                                                               | 5                                                                                 | 58                                                                                | 332                                                                               | 926                                                                               | 5                                                                                  | 5                                                                                   | 58                                                                                  | 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                                                                               |                                                                                   | 100.0                                                                             | 0.0                                                                                |                                                                                     | 0.0                                                                                 | 120.0                                                                               |                                                                                     | 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                                                                             |                                                                                    | 0.884                                                                               |                                                                                     |                                                                                     | 0.856                                                                               |                                                                                     |
| Flt Protected              |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                   | 0.993                                                                             |                                                                                   |                                                                                    | 0.997                                                                               |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1853                                                                              | 0                                                                                 | 0                                                                                 | 1870                                                                              | 1601                                                                              | 0                                                                                  | 1660                                                                                | 0                                                                                   | 1789                                                                                | 1612                                                                                | 0                                                                                   |
| Flt Permitted              |                                                                                   | 0.490                                                                             |                                                                                   |                                                                                   | 0.852                                                                             |                                                                                   |                                                                                    | 0.967                                                                               |                                                                                     | 0.381                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 921                                                                               | 0                                                                                 | 0                                                                                 | 1605                                                                              | 1601                                                                              | 0                                                                                  | 1610                                                                                | 0                                                                                   | 718                                                                                 | 1612                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 996                                                                               |                                                                                    | 62                                                                                  |                                                                                     |                                                                                     | 119                                                                                 |                                                                                     |
| Link Speed (k/h)           |                                                                                   | 40                                                                                |                                                                                   |                                                                                   | 40                                                                                |                                                                                   |                                                                                    | 40                                                                                  |                                                                                     |                                                                                     | 40                                                                                  |                                                                                     |
| Link Distance (m)          |                                                                                   | 574.2                                                                             |                                                                                   |                                                                                   | 516.1                                                                             |                                                                                   |                                                                                    | 316.8                                                                               |                                                                                     |                                                                                     | 304.2                                                                               |                                                                                     |
| Travel Time (s)            |                                                                                   | 51.7                                                                              |                                                                                   |                                                                                   | 46.4                                                                              |                                                                                   |                                                                                    | 28.5                                                                                |                                                                                     |                                                                                     | 27.4                                                                                |                                                                                     |
| Peak Hour Factor           | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                               | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Heavy Vehicles (%)         | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                 | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  |
| Adj. Flow (vph)            | 124                                                                               | 299                                                                               | 5                                                                                 | 62                                                                                | 357                                                                               | 996                                                                               | 5                                                                                  | 5                                                                                   | 62                                                                                  | 970                                                                                 | 5                                                                                   | 119                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 428                                                                               | 0                                                                                 | 0                                                                                 | 419                                                                               | 996                                                                               | 0                                                                                  | 72                                                                                  | 0                                                                                   | 970                                                                                 | 124                                                                                 | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(m)            |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 3.7                                                                                 |                                                                                     |                                                                                     | 3.7                                                                                 |                                                                                     |
| Link Offset(m)             |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Crosswalk Width(m)         |                                                                                   | 1.6                                                                               |                                                                                   |                                                                                   | 1.6                                                                               |                                                                                   |                                                                                    | 1.6                                                                                 |                                                                                     |                                                                                     | 1.6                                                                                 |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                              | 0.99                                                                               | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Turning Speed (k/h)        | 24                                                                                |                                                                                   | 14                                                                                | 24                                                                                |                                                                                   | 14                                                                                | 24                                                                                 |                                                                                     | 14                                                                                  | 24                                                                                  |                                                                                     | 14                                                                                  |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                               | Thru                                                                                |                                                                                     | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (m)       | 2.0                                                                               | 10.0                                                                              |                                                                                   | 2.0                                                                               | 10.0                                                                              | 2.0                                                                               | 2.0                                                                                | 10.0                                                                                |                                                                                     | 2.0                                                                                 | 10.0                                                                                |                                                                                     |
| Trailing Detector (m)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Position(m)     | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Size(m)         | 2.0                                                                               | 0.6                                                                               |                                                                                   | 2.0                                                                               | 0.6                                                                               | 2.0                                                                               | 2.0                                                                                | 0.6                                                                                 |                                                                                     | 2.0                                                                                 | 0.6                                                                                 |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                              | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(m)     |                                                                                   | 9.4                                                                               |                                                                                   |                                                                                   | 9.4                                                                               |                                                                                   |                                                                                    | 9.4                                                                                 |                                                                                     |                                                                                     | 9.4                                                                                 |                                                                                     |
| Detector 2 Size(m)         |                                                                                   | 0.6                                                                               |                                                                                   |                                                                                   | 0.6                                                                               |                                                                                   |                                                                                    | 0.6                                                                                 |                                                                                     |                                                                                     | 0.6                                                                                 |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                    | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                               | NA                                                                                  |                                                                                     | pm+pt                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases           |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                    | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |



# Lanes, Volumes, Timings

## 1: Womacks Road & Broadway Ave

07-08-2025

|                                                             |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                  | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Permitted Phases                                            | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   | 8                                                                                 | 2                                                                                  |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Detector Phase                                              | 4                                                                                 | 4                                                                                 |                                                                                   | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                         | 10.0                                                                              | 10.0                                                                              |                                                                                   | 10.0                                                                              | 10.0                                                                              | 10.0                                                                              | 10.0                                                                               | 10.0                                                                                |                                                                                     | 7.0                                                                                 | 9.5                                                                                 |                                                                                     |
| Minimum Split (s)                                           | 16.0                                                                              | 16.0                                                                              |                                                                                   | 16.0                                                                              | 16.0                                                                              | 16.0                                                                              | 16.0                                                                               | 16.0                                                                                |                                                                                     | 13.0                                                                                | 16.0                                                                                |                                                                                     |
| Total Split (s)                                             | 66.0                                                                              | 66.0                                                                              |                                                                                   | 66.0                                                                              | 66.0                                                                              | 66.0                                                                              | 17.0                                                                               | 17.0                                                                                |                                                                                     | 67.0                                                                                | 84.0                                                                                |                                                                                     |
| Total Split (%)                                             | 44.0%                                                                             | 44.0%                                                                             |                                                                                   | 44.0%                                                                             | 44.0%                                                                             | 44.0%                                                                             | 11.3%                                                                              | 11.3%                                                                               |                                                                                     | 44.7%                                                                               | 56.0%                                                                               |                                                                                     |
| Maximum Green (s)                                           | 60.0                                                                              | 60.0                                                                              |                                                                                   | 60.0                                                                              | 60.0                                                                              | 60.0                                                                              | 11.0                                                                               | 11.0                                                                                |                                                                                     | 61.0                                                                                | 77.5                                                                                |                                                                                     |
| 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                                                                                 |                                                                                     | 2.0                                                                                 | 2.5                                                                                 |                                                                                     |
| 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                                                                                 |                                                                                     | 6.0                                                                                 | 6.5                                                                                 |                                                                                     |
| 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                                                 | None                                                                              | None                                                                              |                                                                                   | None                                                                              | None                                                                              | None                                                                              | Min                                                                                | Min                                                                                 |                                                                                     | Min                                                                                 | Min                                                                                 |                                                                                     |
| Walk Time (s)                                               | 7.0                                                                               | 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                                                                                | 11.0                                                                                |                                                                                     |
| Pedestrian Calls (#/hr)                                     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Act Effct Green (s)                                         |                                                                                   | 60.0                                                                              |                                                                                   |                                                                                   | 60.0                                                                              | 60.0                                                                              |                                                                                    | 10.2                                                                                |                                                                                     | 77.2                                                                                | 76.7                                                                                |                                                                                     |
| Actuated g/C Ratio                                          |                                                                                   | 0.40                                                                              |                                                                                   |                                                                                   | 0.40                                                                              | 0.40                                                                              |                                                                                    | 0.07                                                                                |                                                                                     | 0.52                                                                                | 0.51                                                                                |                                                                                     |
| v/c Ratio                                                   |                                                                                   | 1.16                                                                              |                                                                                   |                                                                                   | 0.65                                                                              | 0.80                                                                              |                                                                                    | 0.43                                                                                |                                                                                     | 1.20                                                                                | 0.14                                                                                |                                                                                     |
| Control Delay                                               |                                                                                   | 137.3                                                                             |                                                                                   |                                                                                   | 41.9                                                                              | 7.7                                                                               |                                                                                    | 27.4                                                                                |                                                                                     | 133.0                                                                               | 3.7                                                                                 |                                                                                     |
| Queue Delay                                                 |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay                                                 |                                                                                   | 137.3                                                                             |                                                                                   |                                                                                   | 41.9                                                                              | 7.7                                                                               |                                                                                    | 27.4                                                                                |                                                                                     | 133.0                                                                               | 3.7                                                                                 |                                                                                     |
| LOS                                                         |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | D                                                                                 | A                                                                                 |                                                                                    | C                                                                                   |                                                                                     | F                                                                                   | A                                                                                   |                                                                                     |
| Approach Delay                                              |                                                                                   | 137.3                                                                             |                                                                                   |                                                                                   | 17.8                                                                              |                                                                                   |                                                                                    | 27.4                                                                                |                                                                                     |                                                                                     | 118.3                                                                               |                                                                                     |
| Approach LOS                                                |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |
| Queue Length 50th (m)                                       |                                                                                   | ~148.6                                                                            |                                                                                   |                                                                                   | 99.4                                                                              | 0.0                                                                               |                                                                                    | 2.8                                                                                 |                                                                                     | ~323.3                                                                              | 0.7                                                                                 |                                                                                     |
| Queue Length 95th (m)                                       |                                                                                   | #217.0                                                                            |                                                                                   |                                                                                   | 138.8                                                                             | 34.8                                                                              |                                                                                    | 18.7                                                                                |                                                                                     | #405.0                                                                              | 10.9                                                                                |                                                                                     |
| Internal Link Dist (m)                                      |                                                                                   | 550.2                                                                             |                                                                                   |                                                                                   | 492.1                                                                             |                                                                                   |                                                                                    | 292.8                                                                               |                                                                                     |                                                                                     | 280.2                                                                               |                                                                                     |
| Turn Bay Length (m)                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 100.0                                                                             |                                                                                    |                                                                                     |                                                                                     | 120.0                                                                               |                                                                                     |                                                                                     |
| Base Capacity (vph)                                         |                                                                                   | 370                                                                               |                                                                                   |                                                                                   | 645                                                                               | 1239                                                                              |                                                                                    | 176                                                                                 |                                                                                     | 809                                                                                 | 894                                                                                 |                                                                                     |
| 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                                           |                                                                                   | 1.16                                                                              |                                                                                   |                                                                                   | 0.65                                                                              | 0.80                                                                              |                                                                                    | 0.41                                                                                |                                                                                     | 1.20                                                                                | 0.14                                                                                |                                                                                     |
| Intersection Summary                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                  | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 150                                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 149.2                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 150                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Uncoordinated                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 1.20                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 71.6                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: E                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 114.0%                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service H                                                            |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| ~ Volume exceeds capacity, queue is theoretically infinite. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

## 1: Womacks Road & Broadway Ave

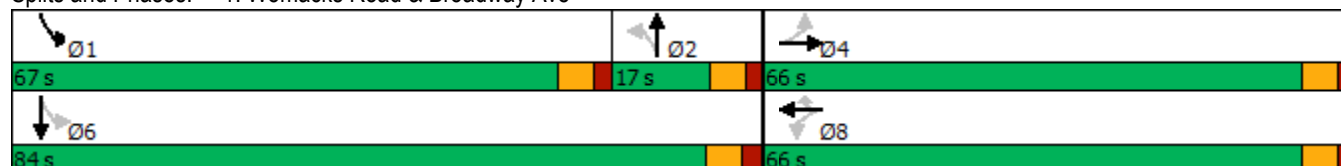
07-08-2025

Queue shown is maximum after two cycles.

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

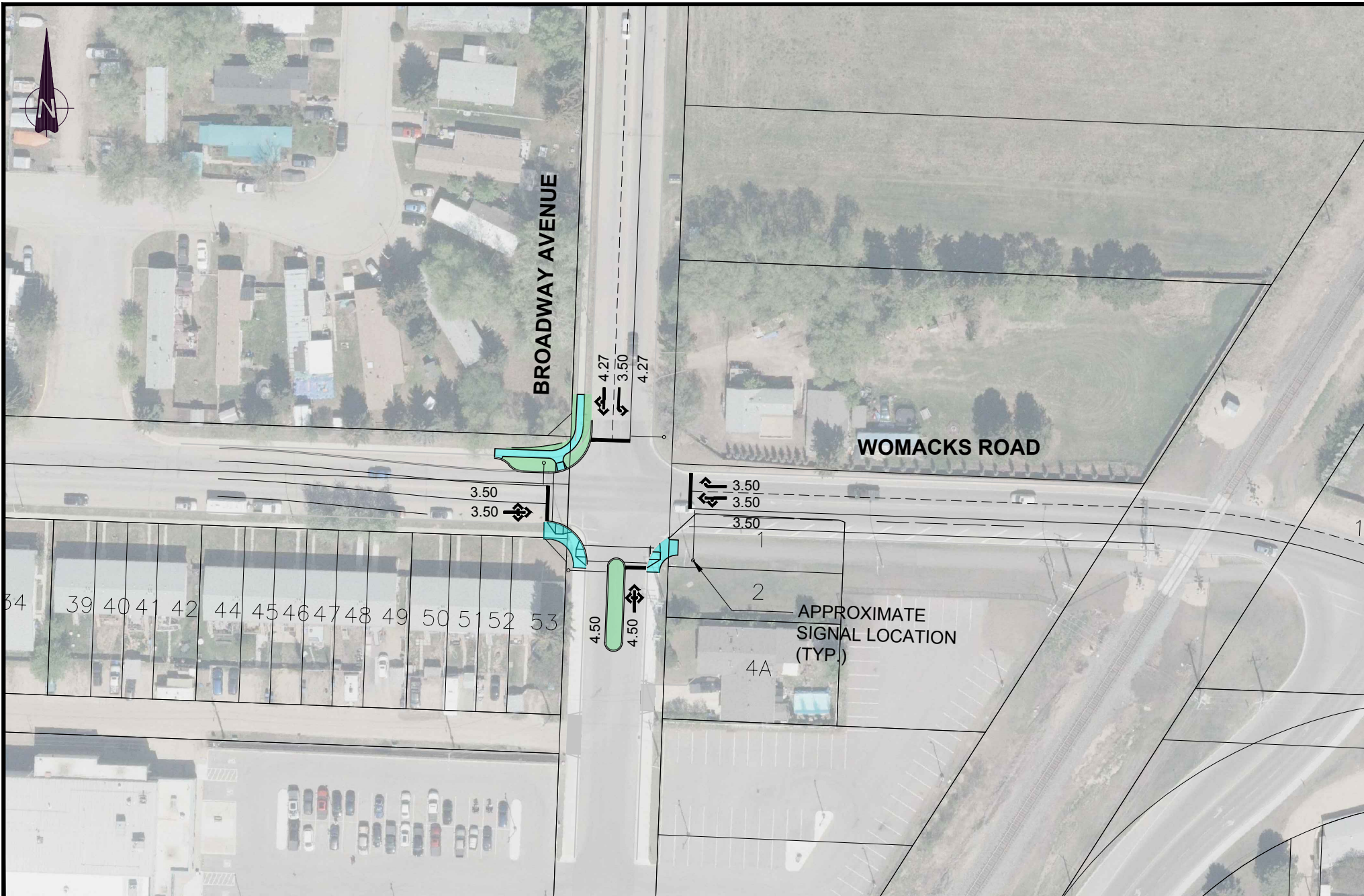
Queue shown is maximum after two cycles.

Splits and Phases: 1: Womacks Road & Broadway Ave



# C

## Appendix C Conceptual Designs



CONSULTANT



PROJECT NO. Z0026118

LEGEND

SCALE 1:1000

# TOWN OF BLACKFALDS

WOMACKS ROAD AND BROADWAY AVENUE  
SIGNALIZED INTERSECTION CONCEPT  
GEOMETRIC INFORMATION

REGION  
CENTRAL

LOCATION  
BLACKFALDS

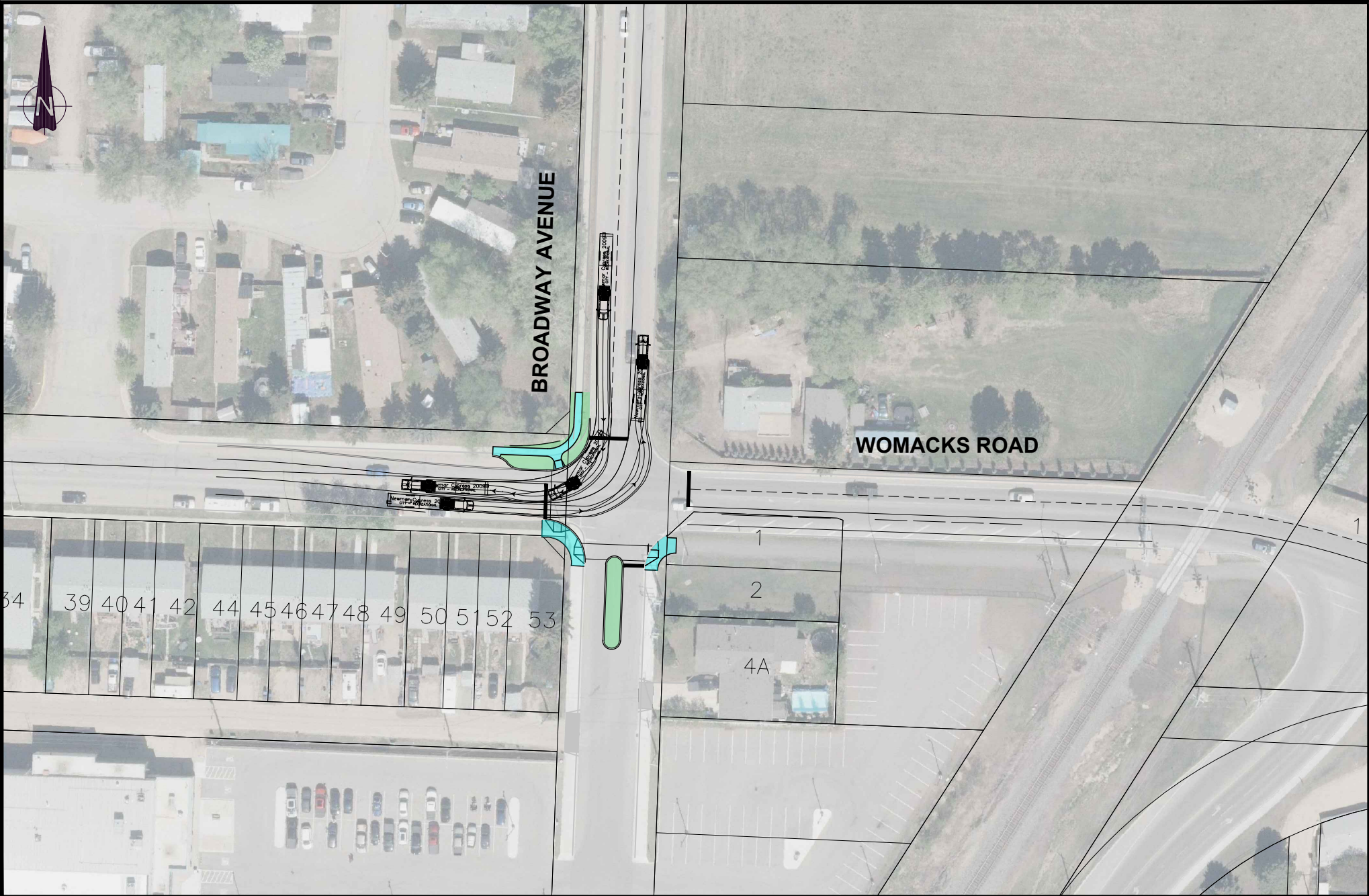
DATE  
2025-07-09

DWN  
NH

CHK  
SS

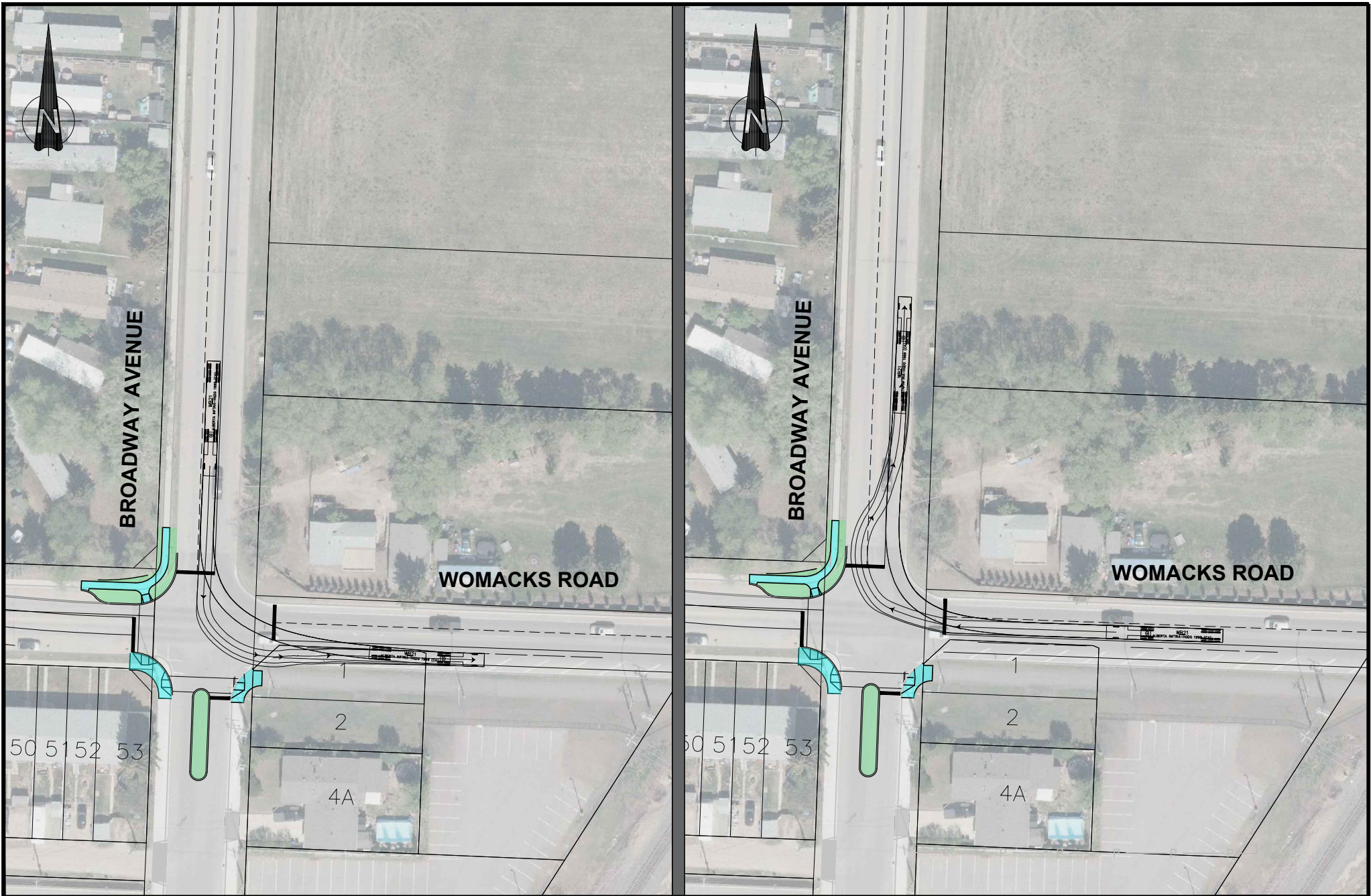
FIGURE 1





|                      |  |        |  |              |  |                                                                                                                             |                        |                    |           |           |
|----------------------|--|--------|--|--------------|--|-----------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------|-----------|-----------|
| CONSULTANT           |  | LEGEND |  | SCALE 1:1000 |  | TOWN OF BLACKFALDS<br>WOMACKS ROAD AND BROADWAY AVENUE<br>SIGNALIZED INTERSECTION CONCEPT<br>TRUCK CAMPER TURNING MOVEMENTS |                        |                    | FIGURE 2  |           |
| PROJECT NO. Z0026118 |  |        |  |              |  | REGION<br>CENTRAL                                                                                                           | LOCATION<br>BLACKFALDS | DATE<br>2025-07-09 | DWN<br>NH | CHK<br>SS |





CONSULTANT



PROJECT NO. Z0026118

LEGEND

## TOWN OF BLACKFALDS

WOMACKS ROAD AND BROADWAY AVENUE  
SIGNALIZED INTERSECTION CONCEPT  
WB-21 TURNING MOVEMENTS

REGION  
CENTRAL

LOCATION  
BLACKFALDS

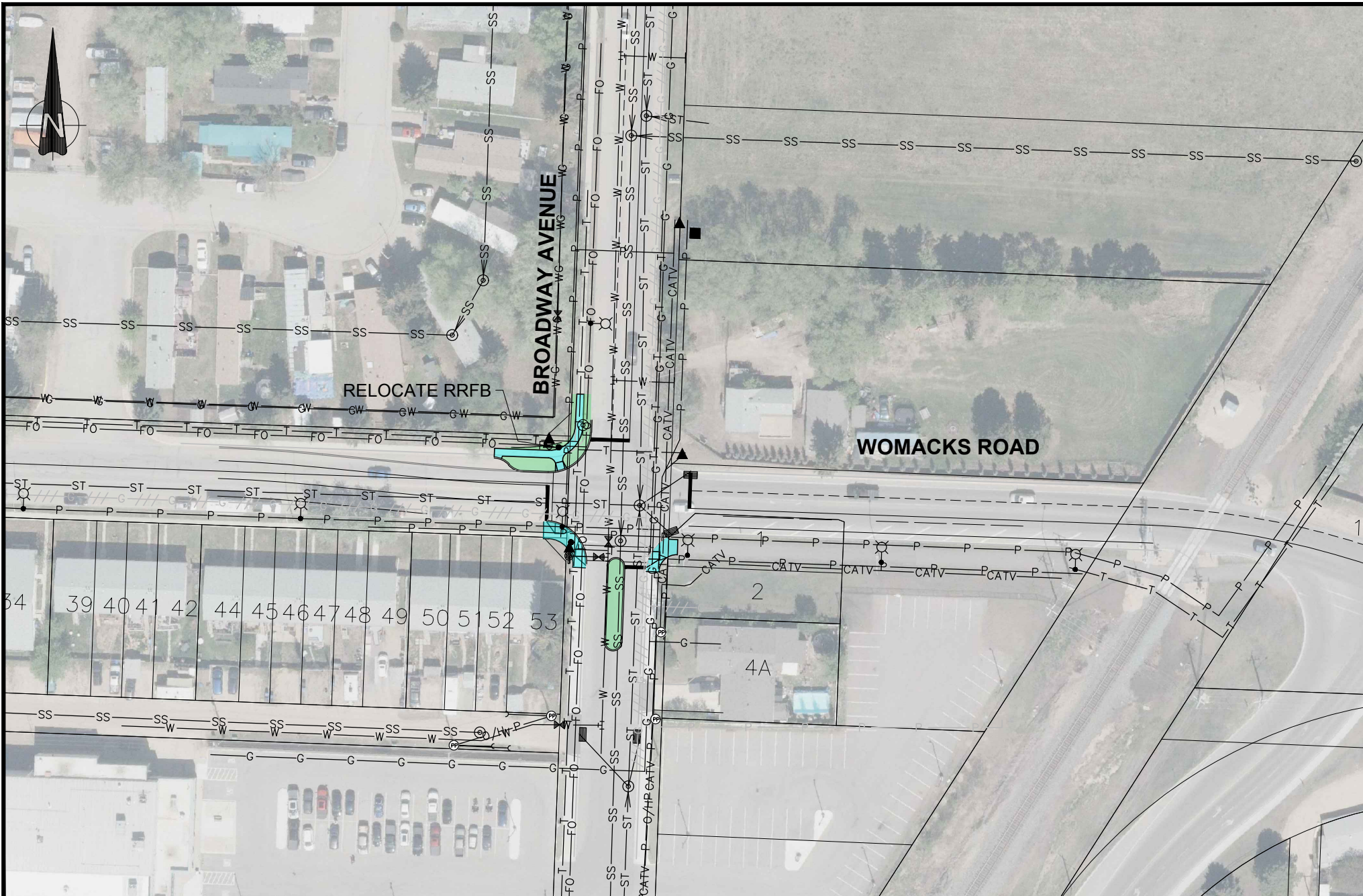
DATE  
2025-07-09

DWN  
NH

CHK  
SS

FIGURE 3





CONSULTANT



PROJECT NO. Z0026118

LEGEND

SCALE 1:1000

## TOWN OF BLACKFALDS

WOMACKS ROAD AND BROADWAY AVENUE  
SIGNALIZED INTERSECTION CONCEPT  
UTILITY RELOCATIONS

REGION  
CENTRAL

LOCATION  
BLACKFALDS

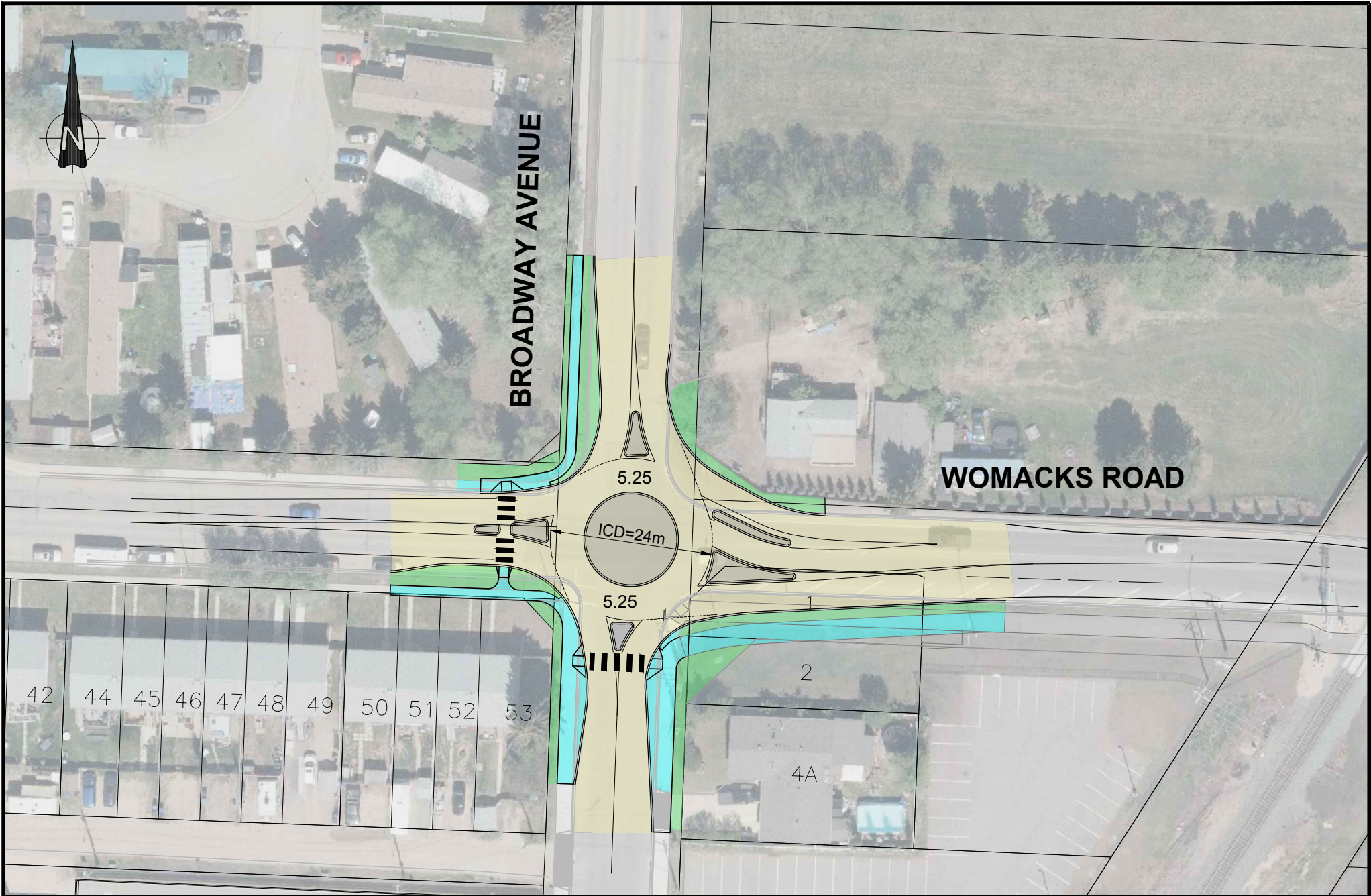
DATE  
2025-07-09


DWN  
NH

CHK  
SS

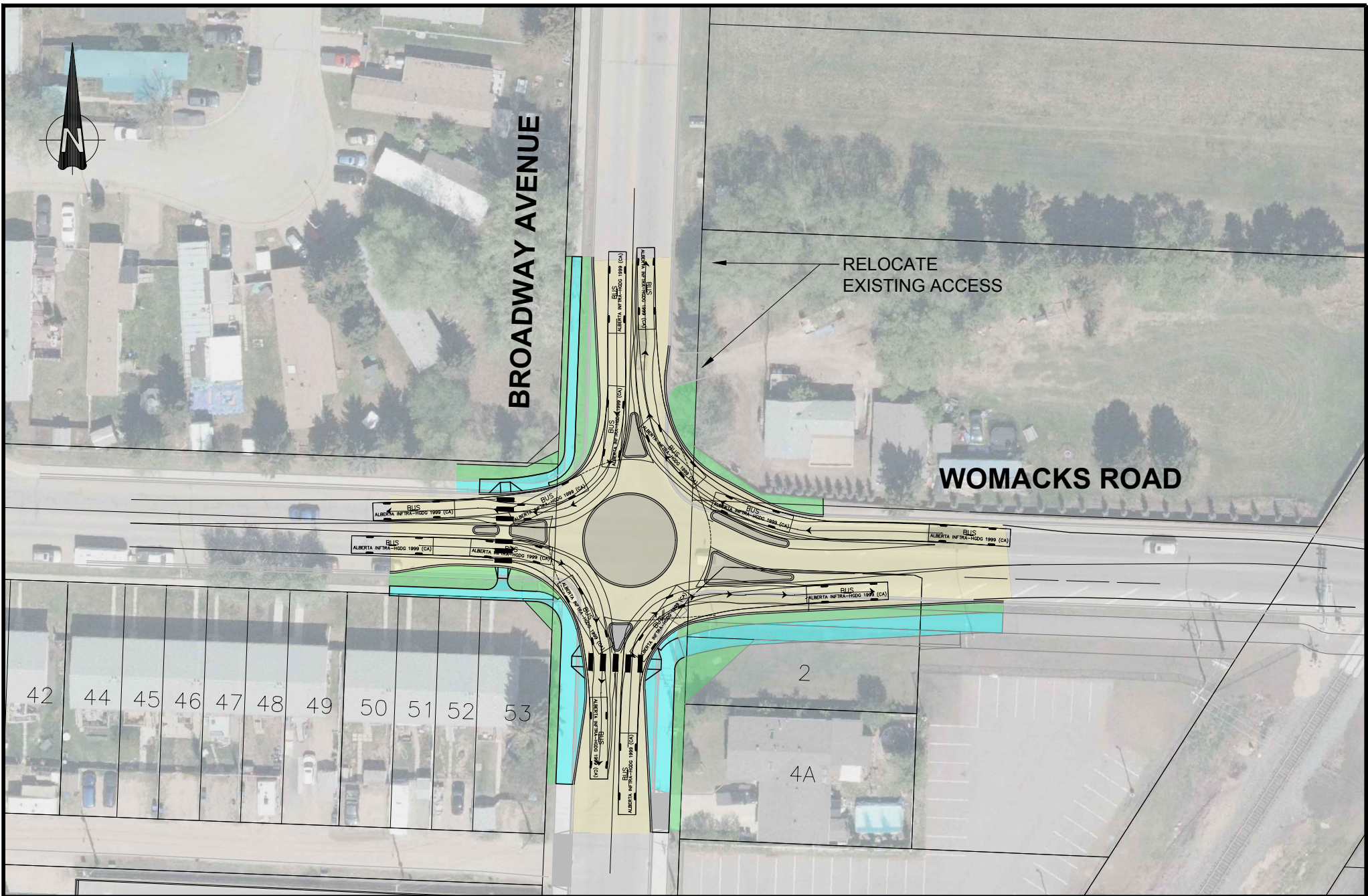
FIGURE 4






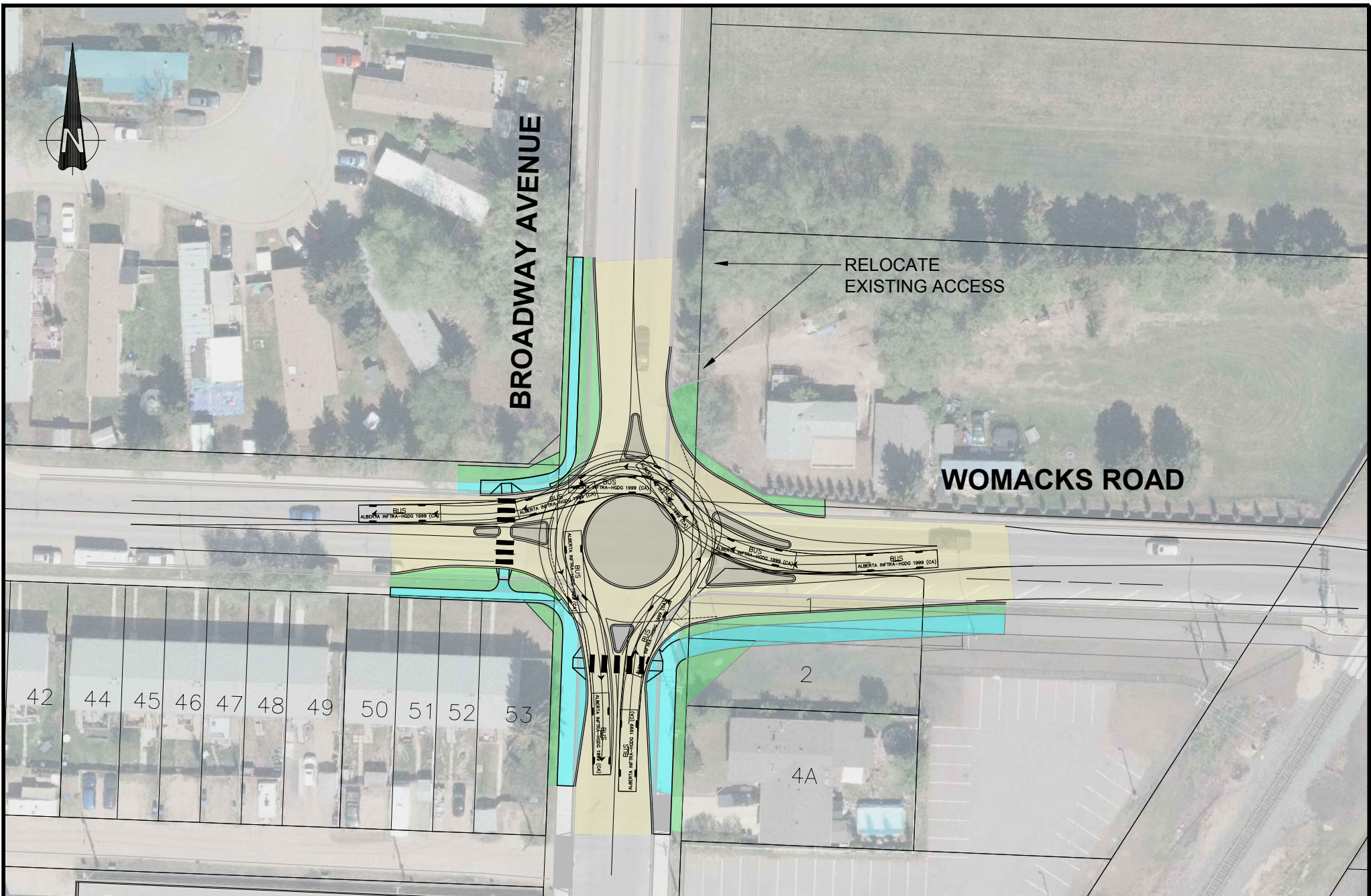
|                                                                                                  |        |                                                                                                                                 |                        |                    |           |           |          |
|--------------------------------------------------------------------------------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------|-----------|-----------|----------|
| CONSULTANT<br> | LEGEND | SCALE 1:750<br><br><b>TOWN OF BLACKFALDS</b><br>WOMACKS ROAD AND BROADWAY AVENUE<br>ROUNDABOUT CONCEPT<br>GEOMETRIC INFORMATION |                        |                    |           |           |          |
| PROJECT NO. Z0026118                                                                             |        | REGION<br>CENTRAL                                                                                                               | LOCATION<br>BLACKFALDS | DATE<br>2025-07-09 | DWN<br>NH | CHK<br>SS | FIGURE 5 |





|                                                                                                                     |  |                   |  |  |                        |  |                                                                                                                                                   |                                           |                                       |                              |                              |                     |
|---------------------------------------------------------------------------------------------------------------------|--|-------------------|--|--|------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|---------------------------------------|------------------------------|------------------------------|---------------------|
| <div>CONSULTANT</div> <div></div> |  | <div>LEGEND</div> |  |  | <div>SCALE 1:750</div> |  | <div>TOWN OF BLACKFALDS</div> <div>WOMACKS ROAD AND BROADWAY AVENUE</div> <div>ROUNDAABOUT CONCEPT</div> <div>HIGHWAY BUS TURNING MOVEMENTS</div> |                                           |                                       |                              |                              |                     |
| <div>PROJECT NO. Z0026118</div>                                                                                     |  |                   |  |  |                        |  | <div>REGION</div> <div>CENTRAL</div>                                                                                                              | <div>LOCATION</div> <div>BLACKFALDS</div> | <div>DATE</div> <div>2025-07-09</div> | <div>DWN</div> <div>NH</div> | <div>CHK</div> <div>SS</div> | <div>FIGURE 6</div> |





CONSULTANT

LEGEND

SCALE 1:750



PROJECT NO. Z0026118

## TOWN OF BLACKFALDS

WOMACKS ROAD AND BROADWAY AVENUE  
ROUNDBOUT CONCEPT  
HIGHWAY BUS TURNING MOVEMENTS

REGION  
CENTRAL

LOCATION  
BLACKFALDS

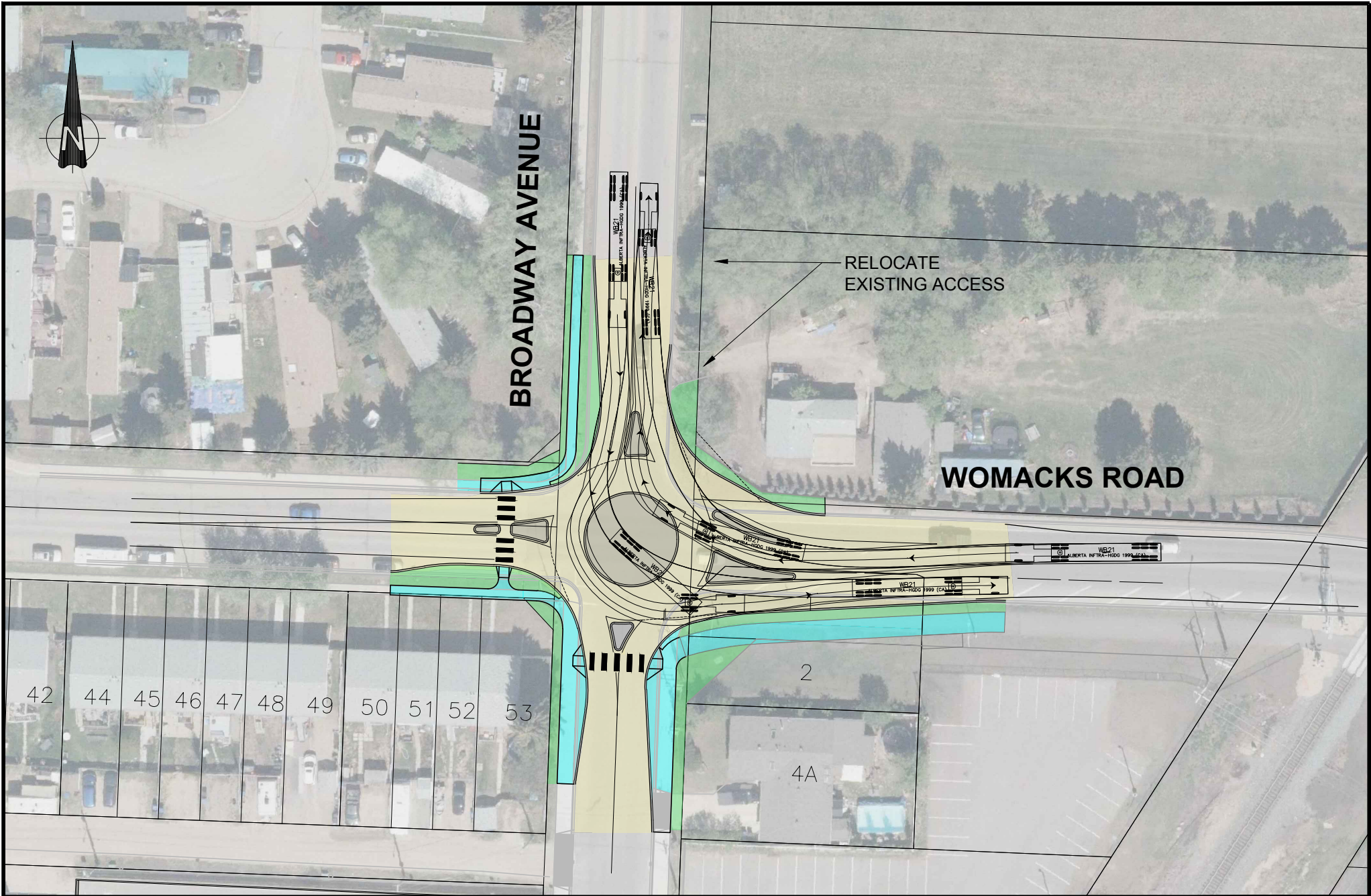
DATE  
2025-07-09


DWN  
NH

CHK  
SS

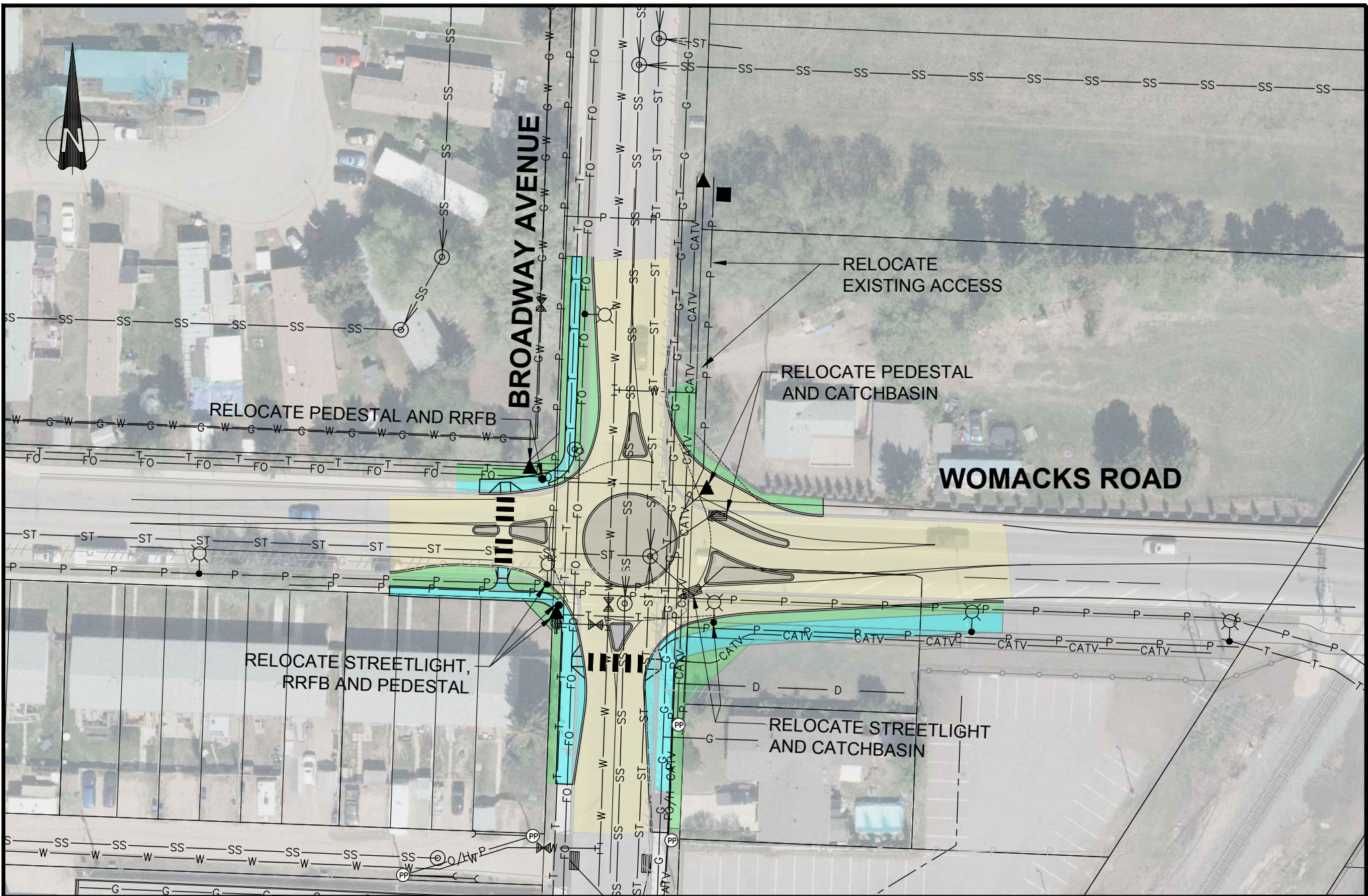
FIGURE 7






|                                                                                                                                                     |  |                                           |                                                                                                                                             |                                           |                                       |                              |                              |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|---------------------------------------|------------------------------|------------------------------|---------------------|
| <div>CONSULTANT</div> <div></div> <div>PROJECT NO. Z0026118</div> |  | <div>LEGEND</div> <div>REGION 1:750</div> | <div>TOWN OF BLACKFALDS</div> <div>WOMACKS ROAD AND BROADWAY AVENUE</div> <div>ROUNDAABOUT CONCEPT</div> <div>WB-21 TURNING MOVEMENTS</div> |                                           |                                       |                              |                              |                     |
|                                                                                                                                                     |  |                                           | <div>REGION</div> <div>CENTRAL</div>                                                                                                        | <div>LOCATION</div> <div>BLACKFALDS</div> | <div>DATE</div> <div>2025-07-09</div> | <div>DWN</div> <div>NH</div> | <div>CHK</div> <div>SS</div> | <div>FIGURE 8</div> |





|                                                                                                                     |                   |              |                                      |                                                                                                                                       |                                       |                              |                              |                     |  |
|---------------------------------------------------------------------------------------------------------------------|-------------------|--------------|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|------------------------------|------------------------------|---------------------|--|
| <div>CONSULTANT</div> <div></div> | <div>LEGEND</div> | REGION 1:750 |                                      | <div>TOWN OF BLACKFALDS</div> <div>WOMACKS ROAD AND BROADWAY AVENUE</div> <div>ROUNDBOUT CONCEPT</div> <div>UTILITY RELOCATIONS</div> |                                       |                              |                              |                     |  |
| <div>PROJECT NO. Z0026118</div>                                                                                     |                   |              | <div>REGION</div> <div>CENTRAL</div> | <div>LOCATION</div> <div>BLACKFALDS</div>                                                                                             | <div>DATE</div> <div>2025-07-09</div> | <div>DWN</div> <div>NH</div> | <div>CHK</div> <div>SS</div> | <div>FIGURE 9</div> |  |

# D

## **Appendix D** Conceptual Cost Estimates

**Womacks Road & Broadway Ave - Roundabout**

Conceptual Cost Estimate

**Date:**

June 27, 2025

**Prepared By:**

Spencer Redford, P.Eng

**Reviewed By:**

René Rosvold, P.Eng



| Bid Item                                                                   | Estimated |      |             |                       |
|----------------------------------------------------------------------------|-----------|------|-------------|-----------------------|
|                                                                            | Quantity  | Unit | Unit Price  | Cost                  |
| <b>Common Items</b>                                                        |           |      |             | <b>\$82,400.00</b>    |
| Mobilization                                                               | 1         | LS   | \$50,700.00 | \$50,700.00           |
| Traffic Accommodation                                                      | 1         | LS   | \$31,700.00 | \$31,700.00           |
| <b>Roadwork</b>                                                            |           |      |             | <b>\$507,950.00</b>   |
| Remove Asphalt (Road)                                                      | 120       | m2   | \$45.00     | \$5,400.00            |
| Remove Asphalt (Path)                                                      | 160       | m2   | \$30.00     | \$4,800.00            |
| Remove Concrete Curb and Gutter                                            | 240       | m    | \$80.00     | \$19,200.00           |
| Remove Concrete Walk                                                       | 230       | m2   | \$70.00     | \$16,100.00           |
| Remove Curb Ramp                                                           | 20        | m2   | \$90.00     | \$1,800.00            |
| New Asphalt Areas                                                          | 170       | m2   | \$365.00    | \$62,050.00           |
| Cold Milling 50mm Depth                                                    | 1920      | m2   | \$35.00     | \$67,200.00           |
| Supply and Install Asphalt Path                                            | 160       | m2   | \$180.00    | \$28,800.00           |
| 50mm 10mm-HT Asphalt (Top Lift)                                            | 1920      | m2   | \$25.00     | \$48,000.00           |
| Curb & Gutter                                                              | 390       | m    | \$325.00    | \$126,750.00          |
| Concrete Sidewalk                                                          | 280       | m2   | \$265.00    | \$74,200.00           |
| Curb Ramp                                                                  | 20        | m2   | \$290.00    | \$5,800.00            |
| Concrete Median                                                            | 70        | m2   | \$180.00    | \$12,600.00           |
| Concrete Apron                                                             | 150       | m2   | \$235.00    | \$35,250.00           |
| <b>Drainage &amp; Utilities</b>                                            |           |      |             | <b>\$79,475.00</b>    |
| Plug, Grout, Abandon Pipe                                                  | 24        | m    | \$350.00    | \$8,400.00            |
| Supply and Install CB Lead incl. Full Trench Repair                        | 30        | m    | \$1,300.00  | \$39,000.00           |
| Remove and Dispose Existing CB                                             | 2         | EA   | \$1,650.00  | \$3,300.00            |
| Supply and Install Catch Basin                                             | 2         | EA   | \$11,000.00 | \$22,000.00           |
| Supply and Install Frame and Cover - Type F-51, c/w Side Inlet             | 2         | EA   | \$1,750.00  | \$3,500.00            |
| Adjust Water Valve Elevation                                               | 1         | EA   | \$650.00    | \$650.00              |
| Adjust Manhole Elevation                                                   | 3         | EA   | \$875.00    | \$2,625.00            |
| <b>Landscaping</b>                                                         |           |      |             | <b>\$23,400.00</b>    |
| Topsoil 150mm                                                              | 520       | m2   | \$25.00     | \$13,000.00           |
| Sod                                                                        | 520       | m2   | \$20.00     | \$10,400.00           |
| <b>Streetlighting</b>                                                      |           |      |             | <b>\$14,250.00</b>    |
| Supply and Install Cast-in-place base for Streetlight Pole & Ped. Flashers | 3         | EA   | \$3,500.00  | \$10,500.00           |
| Relocate Existing Davit Pole to new base                                   | 3         | EA   | \$1,250.00  | \$3,750.00            |
| <b>Miscellaneous</b>                                                       |           |      |             | <b>\$7,650.00</b>     |
| Removal and Reinstallation of Existing Signs - One Post                    | 6         | sign | \$125.00    | \$750.00              |
| Thermoplastic Pavement Markings                                            | 740       | m    | \$1.00      | \$740.00              |
| Zebra Crossing Strip                                                       | 11        | EA   | \$560.00    | \$6,160.00            |
| <b>Total</b>                                                               |           |      |             | <b>\$715,125.00</b>   |
| Utility Relocations                                                        |           |      |             | \$100,000.00          |
| Engineering @ 15%                                                          |           |      |             | \$107,268.75          |
| Contingency @ 25%                                                          |           |      |             | \$178,800.00          |
| <b>GRAND TOTAL</b>                                                         |           |      |             | <b>\$1,101,193.75</b> |

**Notes:**

- Unit rates are based on the 2024 Unit Price Averages & Comparable Bids
- Utility relocations will include Telecom and Power pedestals, as well as shallow utilities

**Womacks Road & Broadway Ave - Signalized Intersection**

Conceptual Cost Estimate

**Date:**

June 27, 2025

**Prepared By:**

Spencer Redford, P.Eng

**Reviewed By:**

René Rosvold, P.Eng



| Bid Item                                                                   | Estimated |      |              |                     |
|----------------------------------------------------------------------------|-----------|------|--------------|---------------------|
|                                                                            | Quantity  | Unit | Unit Price   | Cost                |
| <b>Common Items</b>                                                        |           |      |              | <b>\$46,300.00</b>  |
| Mobilization                                                               | 1         | LS   | \$28,500.00  | \$28,500.00         |
| Traffic Accommodation                                                      | 1         | LS   | \$17,800.00  | \$17,800.00         |
| <b>Roadwork</b>                                                            |           |      |              | <b>\$81,415.00</b>  |
| Remove Asphalt (Road)                                                      | 45        | m2   | \$45.00      | \$2,025.00          |
| Remove Asphalt (Path)                                                      | 15        | m2   | \$30.00      | \$450.00            |
| Remove Concrete Curb and Gutter                                            | 40        | m    | \$80.00      | \$3,200.00          |
| Remove Concrete Walk                                                       | 80        | m2   | \$70.00      | \$5,600.00          |
| Remove Curb Ramp                                                           | 20        | m2   | \$90.00      | \$1,800.00          |
| New Asphalt Areas                                                          | 6         | m2   | \$365.00     | \$2,190.00          |
| Curb & Gutter                                                              | 90        | m    | \$325.00     | \$29,250.00         |
| Concrete Sidewalk                                                          | 80        | m2   | \$265.00     | \$21,200.00         |
| Curb Ramp                                                                  | 20        | m2   | \$290.00     | \$5,800.00          |
| Concrete Median                                                            | 55        | m2   | \$180.00     | \$9,900.00          |
| <b>Drainage &amp; Utilities</b>                                            |           |      |              | <b>\$875.00</b>     |
| Adjust Manhole Elevation                                                   | 1         | EA   | \$875.00     | \$875.00            |
| <b>Landscaping</b>                                                         |           |      |              | <b>\$5,400.00</b>   |
| Topsoil 150mm                                                              | 120       | m2   | \$25.00      | \$3,000.00          |
| Sod                                                                        | 120       | m2   | \$20.00      | \$2,400.00          |
| <b>Electrical</b>                                                          |           |      |              | <b>\$264,250.00</b> |
| Signalize Intersection                                                     | 1         | LS   | \$250,000.00 | \$250,000.00        |
| Supply and Install Cast-in-place base for Streetlight Pole & Ped. Flashers | 3         | EA   | \$3,500.00   | \$10,500.00         |
| Relocate Existing Davit Pole to new base                                   | 3         | EA   | \$1,250.00   | \$3,750.00          |
| <b>Miscellaneous</b>                                                       |           |      |              | <b>\$3,910.00</b>   |
| Thermoplastic Pavement Markings                                            | 910       | m    | \$1.00       | \$910.00            |
| Stop Bar                                                                   | 4         | EA   | \$750.00     | \$3,000.00          |
| <b>Total</b>                                                               |           |      |              | <b>\$402,150.00</b> |
| Utility Relocations                                                        |           |      |              | \$15,000.00         |
| Engineering @ 15%                                                          |           |      |              | \$60,322.50         |
| Contingency @ 25%                                                          |           |      |              | \$100,500.00        |
| <b>GRAND TOTAL</b>                                                         |           |      |              | <b>\$577,972.50</b> |

Notes:

- Unit rates are based on the 2024 Unit Price Averages &amp; Comparable Bids



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**MEETING DATE:** July 22, 2025

**PREPARED BY:** Jolene Tejkl, Planning & Development Manager

**PRESENTED BY:** Jolene Tejkl, Planning & Development Manager

**SUBJECT:** **Bylaw 1336.25 – Land Use Bylaw Housekeeping Amendments**

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## **BACKGROUND**

Land Use Bylaws (LUB) provide the blueprint for all development that occurs within the Town's municipal jurisdiction so it is important that it is up-to-date, provides clear development requirements, and reflects the planning and development needs of our community.

The Planning and Development Department is constantly monitoring the effectiveness of the Town's LUB to ensure it continues to support our community's vision, and is responsive to trends in land use planning, development pressures, and the needs and desires of our residents and business communities. The Department maintains a comprehensive list of amendments and when time permits, an amending Bylaw is prepared and brought forward for Council's consideration. The amending Bylaw before Council captures the more minor amendments noted over the years that do not require extensive research or public consultation outside of the Public Hearing process; we call them "housekeeping" amendments.

## **DISCUSSION**

The following subheadings correspond to the amendment numbers provided in the proposed Bylaw 1336.25 attached to this report. A track changes version of the LUB clearly identifying where the proposed amendments will be located along with the corresponding amendment numbers in the Bylaw for ease of reference is also attached to this report.

### Amendments Specific to Modular Homes (Amendment Nos. 2.1 – 2.3, 2.8, 2.17, 2.19, and 2.21)

The Federal Government recently launched the *Build Canada Homes* initiative, which is designed to accelerate the construction of affordable housing marking a significant shift towards innovative, prefabricated and modular housing. This initiative has sparked the proposed amendments to remove the distinction between Detached Dwellings and Modular Homes to better position the Town to accommodate this shift.

The only difference between the two types of housing is that one is built off site and moved onto a parcel (Modular Homes), and the other is built on site (Detached Dwelling). However, the Town's LUB lists Detached Dwellings as a Permitted Use in the lower density residential districts and Modular Homes as a Discretionary Use. The amending bylaw proposes to treat Modular Homes as Detached Dwellings which will streamline the permit process for Modular Home applications.

Amendments 2.1 – 2.3 reflect the changes to definitions required to remove the distinction between the two types of housing.

Amendment 2.8 proposes to rename a subheading by removing reference to Modular Homes. The regulations in this subsection are specific to Manufactured Homes anyways so even if the distinction

between Modular Homes and Detached Dwellings wasn't being removed, this subheading required an amendment to the subheading.

Amendments 2.17, 2.19, and 2.21 remove Modular Home as a Discretionary Use in the Residential Single Dwelling Large District (R-1L), Residential Single Dwelling Medium Lot District (R-1M), Residential Single Dwelling Small Lot District (R-1S) respectively. If these amendments are successful, a Modular Home would fall under the Detached Dwelling use, which is a Permitted Use in these districts.

Amendments Specific to LUB Clarity, Consistency, and Functionality (Amendment Nos. 2.4 – 2.7, 2.9 – 2.10, 2.12, 2.24 – 2.26, 2.43, 2.46 – 2.49)

Amendment 2.4 proposes to remove an inconsistency in the LUB under the Moving Storage Pod definition. The definition limits the moving pods to residential uses for a maximum of seven (7) days; however, the associated regulations allow them to be located for a maximum of fourteen days (14) and doesn't restrict them to just residential districts. Amendment 2.4 proposes to remove the regulations from the definition so the associated regulations in Section 4.12 are applicable as they are more flexible and reasonable.

Amendment 2.5 expands a setback requirement from an ATCO Gas easement to also pertain to easements held by Fortis Alberta.

Amendment 2.6 proposes to clearly state that properties zoned Residential Multi-Dwelling District (R-2) require a minimum 25% landscaping in the front yard, except for Multiple Housing Development and Mixed Use Development uses. The Multiple Housing Development and Mixed Use Development uses are proposed to still require the more robust landscaping standards, which is consistent with the way the higher density R-2 developments were previously regulated; please refer to Amendment 2.7 for the amendment reflecting this change. This was identified as a needed amendment when the Front Parking Pads amendments were brought before Council and will clearly communicate that R-2 properties that are eligible to apply for a Front Parking Pad will require 25% of the front yard to remain landscaped.

Amendment 2.9 fixes a minimum required length error regarding the overall depth of a parking stall at a 90-degree angle. This error was noted by our Municipal Engineer when reviewing a Development Permit Application.

Amendment 2.10 deletes specific reference to the Municipal Planning Commission (MPC) and replaces it with the Development Authority. This is being done because the Development Officer is the approving authority for Home Based Business 2's, however they can bring any application to the MPC.

Amendment 2.12 corrects a small grammatical error.

Amendments 2.24 – 2.26 propose to clean up some confusing setbacks in the Residential Manufactured Homes Park District (R-MHP) along with removing specific setbacks for larger models. The prescribed setbacks should not be specific to the size of the manufactured home.

Amendment 2.43 brings back a previously established front yard setback into the Industrial Light District (I-1) that was missed in the 2022 LUB.

Amendment 2.46 proposes to include the first page of the Direct Control District #1 (DC-1), which was unintentionally omitted in the 2022 LUB. Administration is proposing a new use in this DC-1 District along with the DC-2; including Home Based Business 1 as a Permitted Use. When Administration brought forward the new DC District for the parcel adjacent to the Protective Services building, there was a lot of positive feedback about including Home Based Business 1 as a Permitted Use in that District, citing changes in the economy and more work from home opportunities. It was determined this use should also be allowed in the other DC Districts (Amendments 2.47 and 2.48).

Amendment 2.49 corrects the legal land description of the property governed by the Direct Control District #3 (DC-3).

Amendments Specific to Religious Assembly (Amendment Nos. 2.18, 2.20, 2.22, 2.23, 2.27, 2.28, 2.30, 2.32, 2.36, 2.38, and 2.40)

A recent inquiry from a resident brought to our attention that the use “Religious Assembly” has been significantly reduced in the new LUB. Previously “Religious Assembly”, which is a use where people assemble for worship and related religious, charitable, or social activities, was a listed use in all residential, commercial and institutional land use districts; the only districts they were not allowed in were in Industrial, Agriculture, and Urban Reserve Districts. The 2022 LUB mistakenly removed the use from the majority of land use districts and only allows them in the Commercial Central District (C-1), Commercial Highway District (C-2), and the Public Facility District (PF). The amendment numbers listed above propose to bring “Religious Assembly” back into the land use districts that have historically allowed the use, except for the Direct Control Districts because lands designated DC district are specific to a type of development on the parcel.

Amendments Specific to Signs (Amendment Nos. 2.11, 2.13 – 2.16, 2.29, 2.31, 2.33 – 2.35, 2.37, 2.39, 2.41, 2.42, 2.44, and 2.45)

Amendment 2.11 proposes to replace the definition of “Mural” to align it with other definitions to provide consistency throughout all Bylaws and policies. Amendment 2.13 expands on how signs on public property may be authorized beyond an agreement with the Town to also include authorization by way of Town Bylaws or policy. Amendment 2.14 provides flexibility with the approval of Murals; the LUB currently requires all Murals to be approved by Council, this amendment would expand the approval mechanisms to also be considered by Town policy or Bylaw.

Amendment 2.15 proposes to remove a redundant setback requirement for Post Signs and Amendment 2.16 is to clarify that the setback from property line requirement for Portable Signs is specific to a setback from residential parcels.

The 2022 LUB simplified signage into one umbrella use category in all the land use districts and lists them as Discretionary Uses. This has caused unintended challenges when processing applications for Temporary Signs and unnecessarily long process timelines for Temporary and Fascia Signs. To address this, Administration is proposing to split out Temporary and Fascia Signs from the umbrella Sign use and move them into the Permitted Use category in the higher density residential districts that have uses contemplated that are more likely to require a Temporary or Fascia Sign (e.g. Apartments), all Commercial and Industrial Districts, and the Public Facility District (Amendments 2.29, 2.31, 2.33 – 2.35, 2.37, 2.39, 2.41, 2.42, 2.44 and 2.45).

**Redistricting of the Blackfalds Crossing Trail (Amendment Nos. 2.50 and 2.51)**

The Town's Subdivision Authority approved the subdivision of the trail that runs along the eastern side of the Blackfalds Crossing commercial development adjacent to Highway 2A to bring the land under Town ownership as a Municipal Reserve parcel. Now that the subdivision has been registered at land titles, Administration is recommending the zoning be changed from the current Commercial Highway District (C-2) to Parks and Recreation District (PR). The PR District is consistent with the zoning of other trail links throughout Town.

**FINANCIAL IMPLICATIONS**

None.

**ADMINISTRATIVE RECOMMENDATION**

That Council consider the following motions:

1. That Council give First Reading to Bylaw 1336.25, Land Use Bylaw Housekeeping Amendments, as presented.
2. That Council set a Public Hearing date for August 26, 2025, at 7:00 p.m. in Council Chambers.

**ALTERNATIVES**

- a) That Council refer Bylaw 1336.25, Land Use Bylaw Housekeeping Amendments, back to Administration for amendments.
- b) That Council refers this item back to Administration for more information.

**ATTACHMENTS**

- *Bylaw 1336.25, Land Use Bylaw Housekeeping Amendments*
- *Land Use Bylaw No. 1268.22 Schedule 'A' (Track Changes Version)*

**APPROVALS**

Rick Kreklewich,  
Acting Chief Administrative Officer



Department Director/Author

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

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A Bylaw of the Town of Blackfalds, in the Province of Alberta, pursuant to the provisions of the *Municipal Government Act*, (MGA) being Chapter M 26.1 of the Revised Statutes of Alberta, 2000 and amendments thereto, for the purpose of amending Land Use Bylaw No. 1268.22.

**WHEREAS**, the *Municipal Government Act* requires Council of a municipality to pass a Bylaw to regulate the use of land within the Town of Blackfalds,

**WHEREAS**, the Municipal Council of the Town of Blackfalds deems it necessary to amend Land Use Bylaw No. 1268/22 to ensure clarity, consistency, and alignment with current practices and contemporary development trends,

**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 “**Land Use Bylaw Housekeeping Amendments**”.
- 1.2 That Schedule “A” and “B” shall form part of this Bylaw.

**PART 2 – AMENDMENTS**

- 2.1 That Section 1.14 Definitions, **MANUFACTURED HOME** be amended to delete “...a Modular Home or...”.
- 2.2 That Section 1.14 Definitions be amended by deleting **MODULAR HOME** in its entirety.
- 2.3 That Section 1.14 Definitions, **MOVED-IN DWELLING** be amended to delete “Modular Home,”
- 2.4 That Section 1.14 Definitions, **MOVING STORAGE PODS** be amended to remove “...for no longer than 7 days” and “...residential”.
- 2.5 That Section 3.11.5 Development Setbacks from Easements or Right of Ways, subsection b) i) be amended to add “and/or Fortis Alberta” after “...ATCO Gas...”.
- 2.6 That Section 3.15 Landscaping General Requirements table, first row, first column be amended to add “R-2 (Duplex, Row Housing and Detached Dwelling)” under the “Land Use District” column.
- 2.7 That section 3.15 Landscaping General Requirements table, second row, first column be amended to state “R-2 (Multiple Housing Development and Mixed Use Development uses only)” under the “Land Use District” column.
- 2.8 That Section 3.17 Manufactured Homes, Ready to Move and Modular Homes be amended to remove “, and Modular Homes” and rename to “Manufactured Home and Ready to Move Homes”
- 2.9 That Section 3.20.1 General Parking and Loading Provisions parking table for 90-degree parking column “D” be amended to remove “18.0 m (59.06 ft)” and replace with “19.0 m (62.34 ft)”.
- 2.10 That Section 4.8.4 Regulations for Home Base Business 2, subsection a) xi) be amended to remove “...Municipal Planning Commission” and replace with “... Development Authority”.

- 2.11 That Section 5.2 Sign Definitions be amended by deleting the definition of “Mural” and replacing it with the following:

**MURAL** means any piece of artwork painted or applied directly onto a wall, ceiling, or other larger permanent surface, flat, concave, or convex with or without installation medium. Murals do not sell, promote, advertise, or solicit commercial activity for individuals, not-for-profits, businesses, or other organizations. A Mural is not considered a Sign.

- 2.12 That Section 5.5.6 Signs Prohibitions, subsection b) xii) be amended to remove the first “or” and replace with “to”.
- 2.13 That Section 5.5.7 Sign on Public Property, subsection a) be amended include “...or as allowed by Town Policy or Bylaw...” after “Town,”.
- 2.14 That Section 5.6.4 Painted Wall Sign and Murals, subsection b) be amended to add “or as otherwise delegated through Town Policy or Bylaw”.
- 2.15 That Section 5.8.3 Post Sign, subsection a) iii) be delete in its entirety.
- 2.16 That Section 5.11.2, subsection e) iv) be amended to remove reference to “...another Parcel or site” and replace it with “...a Residential Parcel”
- 2.17 That Section 6.1.2 Permitted and Discretionary Uses be amended to delete “Modular Home” as a Discretionary Use.
- 2.18 That Section 6.1.2 Permitted and Discretionary Uses be amended to add “Religious Assembly” as Discretionary Use.
- 2.19 That Section 6.2.2 Permitted and Discretionary Uses be amended to delete “Modular Home” as a Discretionary Use.
- 2.20 That Section 6.2.2 Permitted and Discretionary Uses be amended to add “Religious Assembly” as Discretionary Use.
- 2.21 That Section 6.3.2 Permitted and Discretionary Uses be amended to delete “Modular Home” as a Discretionary Use.
- 2.22 That Section 6.3.2 Permitted and Discretionary Uses be amended to add “Religious Assembly” as Discretionary Use.
- 2.23 That Section 6.4.2 Permitted and Discretionary Uses be amended to add “Religious Assembly” as Discretionary Use.
- 2.24 That Section 6.4.3 District Regulations under Minimum Setback Requirements be amended to delete “1.5 m (4.92 ft) from side Lot Line and 3.0 m (9.84 ft) from rear Lot Line”.
- 2.25 That Section 6.4.3 District Regulation under Minimum Setback Requirements in the regulations table be amended to delete reference to “4.88 m (16.01 ft) models...” and replace with “All units”.
- 2.26 That Section 6.4.3 District Regulation under Minimum Setback Requirements be amended to delete “Models larger than 4.88 m (16.01 ft) shall provide a minimum rear yard of 6.0 m (19.69 ft)” in its entirety and replace with “All Units shall provide a minimum rear yard of 3.0 m (9.84 ft).
- 2.27 That Section 6.5.2 Permitted and Discretionary Uses be amended to add “Religious Assembly” as Discretionary Use.
- 2.28 That Section 6.6.2 Permitted and Discretionary Uses be amended to add “Religious Assembly” as Discretionary Use.
- 2.29 That Section 6.6.2 Permitted and Discretionary Uses be amended to add “Fascia Signs” and “Temporary Sign” as a Permitted Use and delete “Signs” and replace with “Signs (except Fascia Signs and Temporary Signs)” under Discretionary Uses.



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- 2.30 That Section 6.7.2 Permitted and Discretionary Uses be amended to add “Religious Assembly” as Discretionary Use.
- 2.31 That Section 6.7.2 Permitted and Discretionary Uses be amended to add “Fascia Sign” and “Temporary Sign” as a Permitted Use and delete “Signs” and replace with “Signs (except Fascia Sign and Temporary Sign)” under Discretionary Uses.
- 2.32 That Section 6.8.2 Permitted and Discretionary Uses be amended to add “Religious Assembly” as Discretionary Use.
- 2.33 That Section 6.8.2 Permitted and Discretionary Uses be amended to add “Fascia Sign” and “Temporary Sign” as a Permitted Use and delete “Signs” and replace with “Signs (except Fascia Sign and Temporary Sign)” under Discretionary Uses.
- 2.34 That Section 6.9.2 Permitted and Discretionary Uses be amended to add “Fascia Sign” and “Temporary Sign” as a Permitted Use and delete “Signs” and replace with “Signs (except Fascia Sign and Temporary Sign)” under Discretionary Uses.
- 2.35 That Section 6.10.2 Permitted and Discretionary Uses be amended to add “Fascia Sign” and “Temporary Sign” as a Permitted Use and delete “Signs” and replace with “Signs (except Fascia Sign and Temporary Sign)” under Discretionary Uses.
- 2.36 That Section 6.11.2 Permitted and Discretionary Uses be amended to add “Religious Assembly” as Discretionary Use.
- 2.37 That Section 6.11.2 Permitted and Discretionary Uses be amended to add “Fascia Sign” and Temporary Sign” as a Permitted Use and delete “Signs” and replace with “Signs (except Fascia Sign and Temporary Sign)” under Discretionary Uses.
- 2.38 That Section 6.12.2 Permitted and Discretionary Uses be amended to add “Religious Assembly” as Discretionary Use.
- 2.39 That Section 6.12.2 Permitted and Discretionary Uses be amended to add “Fascia Sign” and “Temporary Sign” as a Permitted Use and delete “Signs” and replace with “Signs (except Fascia Sign and Temporary Sign)” under Discretionary Uses.
- 2.40 That Section 6.13.2 Permitted and Discretionary Uses be amended to add “Religious Assembly” as Discretionary Use.
- 2.41 That Section 6.13.2 Permitted and Discretionary Uses be amended to add “Fascia Sign” and “Temporary Sign” as a Permitted Use and delete “Signs” and replace with “Signs (except Fascia Sign and Temporary Sign)” under Discretionary Uses.
- 2.42 That Section 6.14.2 Permitted and Discretionary Uses be amended to add “Fascia Sign” and “Temporary Sign” as a Permitted Use and delete “Signs” and replace with “Signs (except Fascia Sign and Temporary Sign)” under Discretionary Uses.
- 2.43 That Section 6.14.3 District Regulations be amended to delete the second reference to “Minimum Front Yard” in the regulations table and replace it with “9.0 m (29.53 ft)”.
- 2.44 That Section 6.15.2 Permitted and Discretionary Uses be amended to add “Fascia Sign” and “Temporary Sign” as a Permitted Use and delete “Signs” and replace with “Signs (except Fascia Sign and Temporary Sign)” under Discretionary Uses.
- 2.45 That Section 6.16.2 Permitted and Discretionary Uses be amended to add “Fascia Sign” and “Temporary Sign” as a Permitted Use and delete “Signs” and replace with “Signs (except Fascia Sign and Temporary Sign)” under Discretionary Uses.
- 2.46 That Schedule “A” attached form part of this Bylaw and be included as Schedule A1 – Direct Control District #1 (DC-1).
- 2.47 That Schedule A1 – Direct Control District #1 (DC-1) be amended to add “Home Base Business 1” as a Permitted Use.
- 2.48 That Schedule A2 – Direct Control District #2 (DC-2) be amended to add “Home Base Business 1” as a Permitted Use.

- 2.49 That Schedule A3 – Direct Control District #3 (DC-3) be amended to delete “Lot 2, Block 1, Plan 122 4194” and replace with “Lot 6, Block 1, Plan 202 0374”.
- 2.50 That a portion of Lot 1 & 2, Block 4, Plan 182 2757 be redistricted from Commercial Highway District (C-2) to Parks and Recreation District (PR), as shown in Schedule “B”.
- 2.51 That part 9.0 Land Use District Map be amended to reflect the redistricting proposed under this Bylaw.

**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.

(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

**SCHEDULE "A"****Schedule A1 – Direct Control District #1 (DC-1)****Purpose**

To provide for the Development of a 24-unit residential housing units known as *Units 1-24 (Inclusive)*, *Plan 092 3733*.

**Permitted Uses**

- Accessory Uses
- Apartment and Condominiums
- Home Base Business 1
- Public Utility Buildings
- Signs
- Any use that, in the opinion of Council, is similar or complementary to the Use listed above.

**Development Criteria**

- a) The land and Buildings in this Land Use District shall be developed to the satisfaction of Council and shall be developed in a manner that is sensitive to the surrounding neighbourhood taking into account the potential impacts on the neighbourhood, including visual impact, sight lines, sunlight, parking, and privacy.

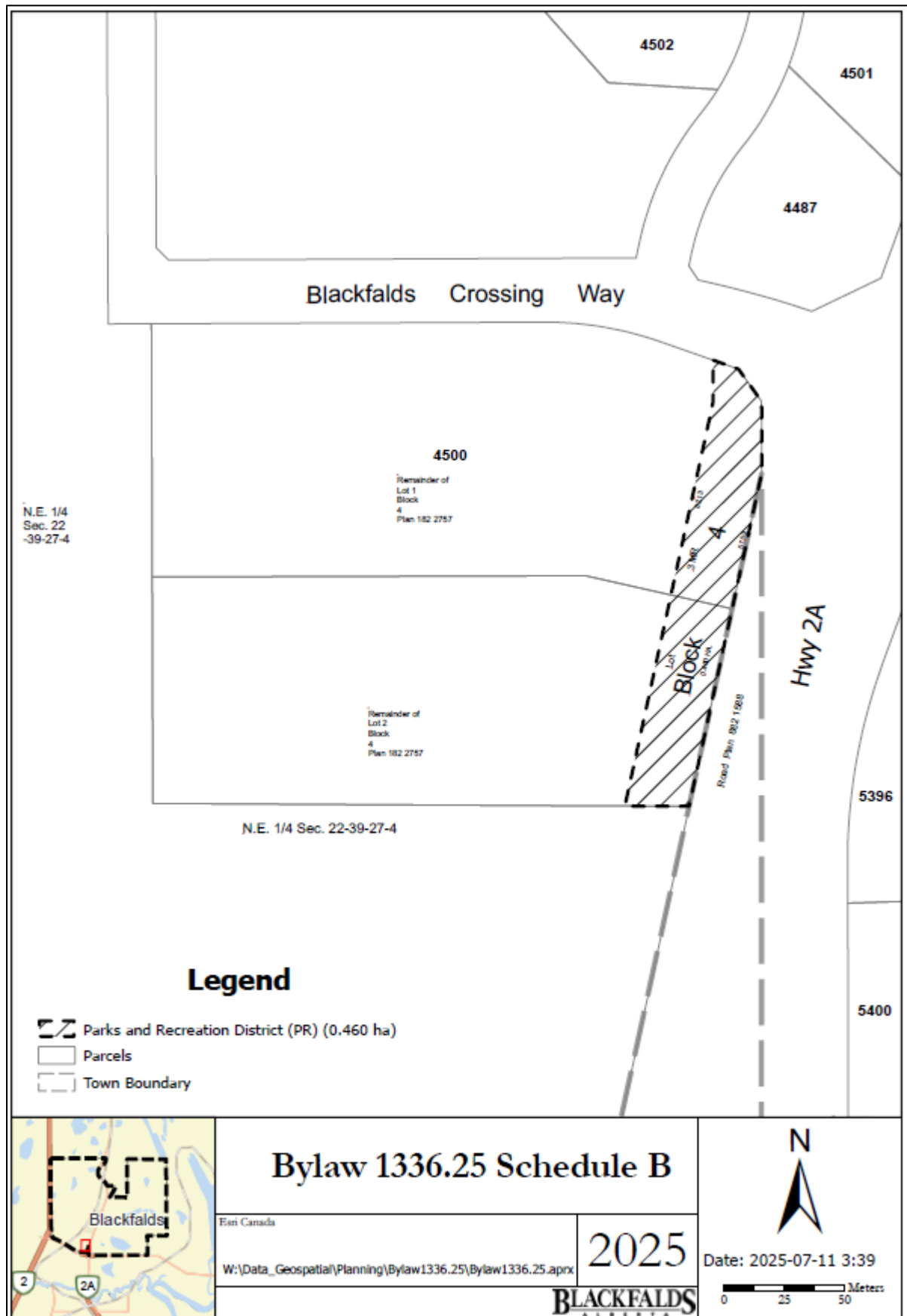
**Development Standards**

- a) Yard fronting Pioneer Way shall be a minimum of 3.5 m (11.60 ft) landscaped area with parking after.
- b) All yards shall be landscaped except for Walkways, Driveways, and parking areas. East and South property lines shall be fenced with white fencing as established within the District at a minimum height of 1.5 m (5.0 ft).
- c) Density shall be 24 units for the project. Parking shall be 1.5 stalls per unit or 36 stalls and additionally a minimum of 5 stalls for visitor parking.

**Development Regulations**

- a) The site plan, relationship between buildings, structures and open space, the architectural treatment of buildings, the provision of landscaped open space, and the parking layout shall be in accordance with the attached plans and approved by Council.

**SCHEDULE “B”**



### Important Notice

This consolidated version of the Land Use Bylaw Schedule 'A' has been combined into a single publication for the convenience of users. The official Land Use Bylaw Schedule 'A' and all amendments thereto are available from the Town office.

In case of any dispute, the original Land Use Bylaw Schedule 'A' must be consulted. Where spelling, punctuation or font was corrected, the change has not been noted in this consolidated version of Land Use Bylaw Schedule 'A'.

The following is a list of amending bylaws to the original Land Use Bylaw Schedule 'A' that have been adopted by Council:

| Bylaw No. | Amendment Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Date of Public Hearing | Date of Adoption  |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------------|
| 1328.25   | That a portion of Lot 1, Block 2, Plan 112 4253 be redistricted from Urban Reserve District (UR) to Residential High Density District (R-4).                                                                                                                                                                                                                                                                                                                                                                              | May 13, 2025           | May 13, 2025      |
| 1325.25   | The addition of Direct Control District #5 (DC-5).<br><br>To redistrict Lot 3, Block 1, Plan 102 2233 to Direct Control District #5 (DC-5).                                                                                                                                                                                                                                                                                                                                                                               | March 25, 2025         | May 13, 2025      |
| 1320.25   | That a portion of Lot 1, Block , Plan 112 4253 be redistricted from Urban Reserve District (UR) to Residential Single Dwelling Medium Lot District (R-1M), Residential Multi-Dwelling District (R-2), Parks and Recreation District (PR), and Public Facility District (PF).<br><br>That a portion of Lot 2, Block 1, Plan 102 2396 be redistricted from Urban Reserve (UR) to Residential Single Dwelling Medium Lot District (R-1M), Residential Multi-Dwelling District (R-1M) and Parks and Recreation District (PR). | March 25, 2025         | March 25, 2025    |
| 1315.24   | 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                                                                                                                                                          | November 26, 2024      | November 26, 2024 |

|         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                 |                 |
|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|
|         | Development and Mixed Used Development Uses; and associated development standards.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                 |                 |
| 1309.24 | Redistricting of a portion of NW 27-39-27-W4M from Residential Single Dwelling Medium Lot District (R-1M) and Public Facility District (PF) to Residential High Density District (R-4).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | June 11, 2024   | June 11, 2024   |
| 1303.24 | Redesignation of Lot 1 Block 2 Plan 112 4253, Lot 2 Block 1 Plan 102 2396 Urban Reserve District (UR).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | April 9, 2024   | April 9, 2024   |
| 1302.24 | Include Direct Control District #4 (DC-4), redistrict a portion of the East Half of SW 34-39-27-W4M to Public Facility District (PF), Lots 38 – 57 Block 14 Plan 162 0173 to Direct Control District #4 (DC-4), and redistrict the undeveloped remainder of the East Half of SW 34-39-27-W4M and Lot 106 Block 6 Plan 152 1496 within Pt. SE 34-39-27-W4M to Urban Reserve District (UR).                                                                                                                                                                                                                                                                                                                                                   | March 26, 2024  | March 26, 2024  |
| 1290.23 | Include Recreational Vehicle Storage as a use in the Industrial Light District (I-1) and Industrial Heavy District (I-2); include a Similar Use definition; and site exceptions in the Public Facility District (PF) to allow for Health services at 5016 Waghorn Street and 5302 Broadway Avenue.                                                                                                                                                                                                                                                                                                                                                                                                                                          | January 9, 2024 | January 9, 2024 |
| 1275.23 | Reflect changes to provincial legislation pertaining to subdivision and development; clarification of sign variances; clarification of driveway lengths when driveway access is through a lane; changing barrier free parking requirements to be in accordance with Alberta Building Code; removing a section specific to Compliance Certificates; the addition of Retail, Liquor as a use in the Commercial Central District (C-1), Commercial Highway District (C-2), Commercial Local District (C-3), and Commercial Mixed Use District (CMU); deleting Farmers Market as a Discretionary Use in the Public Facility District (PF); and removal of a site exception that is no longer required in the Commercial Central District (C-1). | May 23, 2023    | May 23, 2023    |



|         |                                                                                                                                           |                   |                   |
|---------|-------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------------|
| 1276.23 | Redistricting a portion of Lot 3 Block 1 Plan 102 2233 (0.51 ha) from Commercial Highway District (C-2) to Public Facility District (PF). | February 28, 2023 | February 28, 2023 |
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## PART 1.0 INTERPRETATION OF THIS BYLAW

### 1.1 Title

- a) That this Bylaw shall be cited as the 'Land Use Bylaw' for the Town of Blackfalds.

### 1.2 Bylaw Content

- a) This Land Use Bylaw consists of all of the Parts outlined, including all Schedules and Maps.

### 1.3 Repeal of This Bylaw

- a) Land Use Bylaw 1198/16, the Land Use District Maps, and any amendments thereto, are hereby repealed and shall cease to have effect on the day that this Bylaw comes into force.
- b) The effective date that this Bylaw shall come into force upon the date of its third reading.

### 1.4 Transitional Provision

- a) An application for subdivision or Development Permit which is deemed complete on or after the effective date of the Bylaw shall be evaluated under the provisions of this Bylaw.
- b) An application for subdivision or Development Permit which is deemed complete, pursuant to sections 2.20 and 2.11 respectively, prior to the coming into force of this Bylaw shall be evaluated under the provision of the Town of Blackfalds Land Use Bylaw 1198/16 as amended; or under this Bylaw at the discretion of the applicant, the Development Authority, or the Subdivision Authority.
- c) An application to amend the Town of Blackfalds Land Use Bylaw 1198/16 that has not been given third reading by Council prior to the coming into force of this Bylaw shall be considered by Council pursuant to this Bylaw and any other relevant planning consideration.

### 1.5 Reference to Other Legislation

- a) Any reference in this Bylaw to other legislation or documents shall be a reference to the Bylaw or legislation then in effect and shall include all amendments and any successor legislation.



## 1.6 Purpose

- a) Pursuant to section 640 of the *Municipal Government Act*, the purpose of this Bylaw is to regulate and control the use and Development of land and Buildings within the boundaries of the Town of Blackfalds, to ensure the orderly Development of land and to:
  - i) divide the Town into Land Use Districts;
  - ii) prescribe and regulate Permitted and Discretionary Uses for each Land Use District;
  - iii) establish Development standards and specific Land Use regulations;
  - iv) provide the method of making decisions on applications for Development Permits, issuing Development Permits, along with how and who notice of the issuances of a Development Permit is given; and
  - v) provide information on the process of appealing Development decisions.

## 1.7 Compliance with Other Legislation

- a) The requirements of this Land Use Bylaw does not exempt any person from compliance with any federal, provincial, or municipal legislation, regulation, code or statute.

## 1.8 Language and Interpretation

- a) In this Bylaw:
  - i) words in singular include the plural and words in the plural include the singular, where the context requires;
  - ii) words used in the present tense include the other tenses and derivative forms;
  - iii) words using masculine gender include feminine gender and, words using feminine gender include masculine gender;
  - iv) words in either gender include corporations;
  - v) 'shall', 'must' and 'required' are to be construed as a compulsory obligation; subject to the variance provisions of this Bylaw pursuant to the *MGA*;
  - vi) 'may' is to be interpreted as permissive and empowering;
  - vii) 'should' is an operative word which means that, in order to achieve municipal goals and objectives, it is strongly advised that the action be taken. Exceptions may be made only under extenuating circumstances;
  - viii) words, phrases, and terms not defined in this Bylaw may be given their definition in the *MGA*. Other words shall be given their usual and customary meaning;
  - ix) a 'person' includes an individual, partnership, association, corporation, firm, trustee, executor, administrator, and legal representative of a person; and
  - x) an 'individual' does not include a corporate or other type of persons who are not human beings.

## 1.9 Illustrations and Measurements

- a) Drawings and graphic illustrations are provided to assist in interpreting and understanding the Bylaw. Where a conflict or inconsistency exists between a drawing and the remainder of the Bylaw, the text shall prevail.
- b) Measurements:
  - i) whenever metric measurements are presented in the Bylaw, metric values are used and shall take precedence. Imperial equivalents provided, in parenthesis, are approximate and intended for information only.
  - ii) where a measurement or an amount is calculated based on a rate or ratio, the required measurement or amount may be rounded to the nearest whole number. Where a requirement states a specific measurement with a decimal place, the requirement found in this Bylaw stands and shall not be rounded.

## 1.10 Purpose Statements

- a) The purpose statements in each Land Use District are included to describe the intent of the Land Use District. The use and Development activity with each Land Use District should reflect its purpose.

## 1.11 Severability

- a) If any portion of the Bylaw is held to be invalid by a decision of a court of the competent jurisdiction, that decision does not affect the validity of the remaining portions of this Bylaw.

## 1.12 Establishment of Supplementary Regulations

- a) General Regulations as set forth in Part 3, and Specific Use Regulations as set forth in Part 4, are hereby adopted by reference to be part of this Bylaw, and to be amended in the same manner as any other part of this Bylaw.

## 1.13 Establishment of Land Use Districts

- a) For the purpose of this Land Use Bylaw the Town is divided into the following Land Use Districts:
  - Residential Single Dwelling Large Lot District (R-1L)
  - Residential Single Dwelling Medium Lot District (R-1M)
  - Residential Single Dwelling Small Lot District (R-1S)
  - Residential Manufactured Home Park District (R-MHP)

- Residential Multi Dwelling District (R-2)
  - Residential Medium Density District (R-3)
  - Residential High Density District (R-4)
  - Residential Multi Unit District (R-5)
  - Commercial Central District (C-1)
  - Commercial Highway District (C-2)
  - Commercial Local District (C-3)
  - Business Park District (C-4)
  - Commercial Mixed Use District (CMU)
  - Direct Control District (DC)
  - Direct Control District #2 (DC-1)
  - Direct Control District #2 (DC-2)
  - Direct Control District #3 (DC-3)
  - Industrial Light District (I-1)
  - Industrial Heavy District (I-2)
  - Public Facility District (PF)
  - Parks and Recreation District (PR)
  - Environmental Open Space District (EOS)
  - Urban Reserve District (UR)
  - Agricultural District (AG)
  - Alderwood Close Overlay District
- b) Land Use District boundaries are as delineated in Part 9 of this Bylaw, on the Land Use District Maps. All Roads, watercourses and lakes are excluded from the Land Use Districts.
- c) Where the location of Land Use District boundaries on the Land Use District Maps is not clearly understood, the following rules shall apply:
- i) a boundary shown as approximately following a Parcel boundary shall be deemed to follow the Parcel boundary;
  - ii) a boundary which does not follow a Parcel boundary shall be located by measurement of the Land Use District Maps; and
  - iii) a boundary location which cannot be satisfactorily resolved shall be referred to Council for an official interpretation.

### 1.14 Definitions

- a) Where a specific use applied for generally conforms to the wording of 2 or more defined uses, the Development Officer shall determine the appropriate use type based on the character and purpose of the proposed Development.
- b) Definitions specifically relating to Signs are listed in Part 5 of this Bylaw.
- c) The following words and terms and phrases, occurring in this Bylaw have the following meanings:

**ACCESSORY BUILDING** means a detached Building naturally or normally incidental, subordinate to the Principal Building on the same Lot or site. Accessory Buildings are not intended to support any occupancy. Typical Accessory Buildings include detached Garages, sheds, gazebos, and garden sheds or Greenhouse, Minor. An Accessory Building does not include a tarp or Canvas Covered Structure.

**ACCESSORY SUITE** means a Development consisting of a Dwelling located within, and accessory to, a Structure in which the Principal Use is a Detached Dwelling. An Accessory Suite has a Kitchen, sleeping and sanitary facilities which are physically separate from those of the Principal Dwelling within the Structure. An Accessory Suite also has an entrance separate from the entrance to the Principal Dwelling either from a common indoor landing or directly from the side or rear of the Structure. This use includes the Development or conversion of Basement space or above Grade space to a separate Dwelling or the addition of new floor space for an Accessory Suite to an existing Detached Dwelling. The use does not include an Apartment, Duplex, Group Home, Boarding or Lodging House, Row Housing or included within a Multiple Housing Development.

**ACCESSORY USE** means a use naturally or normally incidental, subordinate and exclusively devoted to the Principal Use and located on the same Lot or Parcel.

**ADJACENT LAND** means land that is contiguous to a Parcel of Land that is being subdivided or redesignated and includes land that would be contiguous if not for a Highway, Road, river or stream and any other land identified in a Land Use Bylaw as Adjacent Land for the purpose of notification, in accordance with the MGA.

**ADULT ENTERTAINMENT** means a live or recorded performance for an audience that shows or displays nudity or partial nudity of any person in a sexually explicit or suggestive manner which are performed or shown as a Principal Use or an Accessory Use to some other business activity.

**AGENT** means the person who is not the Owner but may be allowed to apply for a Development Permit on the Owner's behalf.

**AGRICULTURAL BUILDING** means a Structure associated with and generally essential to an agricultural operation. Such Structures may include the following: machine sheds, storage sheds, grain bins, silos, animal housing and/or feeding facilities, corrals, pens, and other accessory farm Structures.

**AGRICULTURE** means the raising crops or rearing of livestock, either separately or in conjunction with one another. This may include apiculture, aquaculture and vermiculture. An agricultural operation does not include, intensive or not, livestock operations as defined under *Alberta Agricultural Operation Practices Act, 2000*, as amended, or cultivation, growing, production and/or distribution of Cannabis.

**ALTERNATIVE ENERGY COLLECTING AND STORING DEVICES** means infrastructure designed to convert or store electrical or thermal energy. Where Structures are required to support the infrastructure, the Structures may require a Permit.

**AMENITY SPACE** means a space designed for active or passive recreational use that is provided for the use of occupants of a Development.

**ANIMAL BOARDING OR BREEDING FACILITY** means a Development where domestic animals, not generally owned by the occupant or operator of the premises, are kept for the grooming, overnight, housing, exercising, or training. Additional uses may also include breeding, purchase, or sale of domestic animals and the accessory retail sale of goods associated with domestic animal care. An Animal Boarding or Breeding Facility does not include a Residential Kennel.

**APARTMENT** means a residential Building with shared outside entrance(s), consisting of at least 3 Dwellings. An Apartment does not include Row Housing, a Duplex or Stacked Row Housing.

**APPEAL BODY** means the Subdivision and Development Appeal Board or the Land and Property Rights Tribunal, in accordance with the *MGA*.

**ASSISTED LIVING FACILITY** means a Building, or a portion of a Building, operated for the purpose of providing live-in accommodation for 6 or more persons with chronic or declining conditions requiring professional care or supervision or ongoing medical care, nursing, or homemaking services or for persons generally requiring specialized care.

**AREA STRUCTURE PLAN** means a Statutory Plan adopted by Council to provide long range land use planning for areas of undeveloped land within the Town, in accordance with the *MGA*.

**AUCTION FACILITY, NO LIVESTOCK** means a Development for the temporary storage of goods, which are to be sold on the premises by public auction.

**AUCTION FACILITY, LIVESTOCK** means the Development for the purpose of an auction facility that stores and auctions livestock.

**AUTOBODY REPAIR AND PAINT SHOP** means a Development where motor vehicles undergo body repair and painting.

**AUTOMOBILE SALES AND RENTAL** means a Development used for the sale and rental of motor vehicles but does not include Recreational Vehicle Sales, Rental and Service or an Autobody Repair and Paint Shop.

**AUTOMOTIVE SERVICE** means a Development for the service and maintenance of motor vehicles, where general automotive repairs, the incidental replacement of parts, maintenance, lubricating oils, and other automotive fluids are provided. This use does not include an Automobile Sales and Rental, Autobody Repair and Paint Shop, Gas Bar or Car Wash. This use may include an Open Storage Yard where an outdoor storage yard is listed as a use.

**BASEMENT** means that portion of a Building or Structure which is wholly or partially below Grade, the ceiling of which does not extend more than 1.8 m (5.9 ft) above finished Grade.

**BED & BREAKFAST** means an Accessory Use that forms a business in a single Detached Dwelling where short-term overnight accommodations and meals are provided. This Use does not include a Boarding or Lodging Facility, Hotel or Motel.

**BOARDING OR LODGING HOUSE** means a Building, or portion of a Building without individual suites operated for the purpose of providing live-in accommodation (either room for rent or room and board), not exceeding more than 5 residents. This does not include Hotels, Motels, or a Bed & Breakfast establishment.

**BODY OF WATER** means a permanent and natural occurring water body or a naturally occurring river, stream, watercourse, or lake.

**BREW PUB** means an establishment where food is served and where beer, wine and/or alcoholic spirits are produced on-site for consumption within the premises and for retail sale and where the small-scale production and production and packaging of alcoholic and non-alcoholic beverages takes place and includes distribution, retail, or wholesale, on or off the premises. A Brewpub requires provincial authorization to produce, package and distribute alcohol.

**BUILDING** includes anything constructed or placed on, in, over or under land, but does not include a Highway or Road or a bridge that forms part of a Highway or Road.

**BUILDING HEIGHT** means the vertical distance at the final Grade measured from the average of a minimum 4 points located at the edge of the foundation, as determined by the Development Authority, to the highest point of the Building.

**BUILDING SUPPLY AND LUMBER OUTLET** means a Building or Structure in which building, or construction and home improvement materials are offered or kept for retail sale and may include the fabrication of certain materials related to home improvement. A Building Supply and Lumber Outlet may contain an Outdoor Display Area of lumber products.

**BULK FUELING DEPOT** means Development for the bulk storage and distribution of petroleum.

**BUS DEPOT** means a use providing for the departure and arrival of passengers and freight carried by bus.

**BUSINESS SUPPORT SERVICE** means a Development used to provide any of the following services: printing, duplicating, binding or photographic processing, office maintenance or custodial services, administrative services, security services, sales, service or rental of business equipment, cellular phones and fax machines and advertising.

**CAMPGROUND** means a Development which has been planned and improved for seasonal accommodation in tents and/or Recreational Vehicles. A Campground includes related Accessory Buildings, administrative Offices, washrooms and shower facilities, playgrounds, laundry facilities, firewood storage, water supply, sewage disposal facilities, waste collection facilities, recycling facilities and may also include day use areas.

**CANNABIS** means Cannabis as defined in the *Cannabis Act (Canada)* and its regulations, as amended.

**CANNABIS PRODUCTION AND DISTRIBUTION** means a Development where Cannabis is produced, as defined in the *Cannabis Act (Canada)*, for commercial purposes, and includes any storage or distribution of Cannabis for commercial purposes.

**CANTILEVER** means the portion of a Building which projects to provide additional livable interior space, and which has no foundation or supports below. This does not include a balcony.

**CANVAS COVERED STRUCTURE** means a temporary Structure which the roof and/or 1 or more of the walls is made of canvas, fabric or tarp covered membrane.

**CAR WASH** means a containing facility for a self-service Car Wash or washing light duty motor vehicles by production line methods which may include a conveyor system or similar mechanical devices.



**CARPORT** means a roofed Structure either free standing or attached to a Building, which is not enclosed on the front and at least 1 side, to shelter parked vehicles.

**CEMETERY** means a Parcel that is set apart or used as a place for the burial of dead human bodies or other human remains or in which dead human bodies or other human remains are buried.

**COMMERCIAL SCHOOL** means a privately funded Development for the training, instruction, and certification in a specific trade, skill, or service for the financial gain of the person owning the School.

**COMMERCIAL SERVICE FACILITY** means a Development in which commercial services related to the day-to-day needs of customers are provided and which may include the sale of associated products and an Office incidental to the Principal Use.

**COMMUNICATION FACILITY or COMMUNICATION TOWERS** means any facility or tower used to provide a broad range of communication services through the transmitting, receiving, or relaying of voice and data signals such as radio, cellular, broadcast, and wireless data.

**COMMUNITY FACILITY** means a Development for use by the public or public/private groups for cultural or community activities.

**CONCRETE PLANT, MAJOR** means a permanent Development that is used for the processing, manufacturing, recycling, and sale of concrete, and includes facilities for the administration or management of the Development, the stockpile of bulk materials used in the production process or of finished products manufactured on-site and the storage and maintenance of required equipment.

**CONCRETE PLANT, MINOR** means a portable Structure that is used for the processing, manufacturing, recycling, and sale of concrete, and includes facilities for the administration or management of the Structure, limited stockpile of bulk materials used in the production process or of finished products manufactured on-site and the storage and maintenance of required equipment.

**CONSERVATION** means prevention of wasteful use of a resource or the care and protection of resources.

**CONTRACTOR OPERATION, MAJOR** means a Development used for commercial and industrial service support and construction which require on-site storage space for materials, mobile equipment, or vehicles normally associated with the contractor service. Any sales, display, Office, or technical support service areas shall be Accessory to the Principal general contractor use.

**CONTRACTOR OPERATION, MINOR** means a Development used for the provision of contractor services provided primarily to individual households. Accessory sale of goods normally associated with the contractor services are kept within an enclosed Building. There are no accessory manufacturing activities or fleet storage of more than 4 vehicles.

**CORNER LOT** means a Lot located at the intersection of 2 Roads, other than a Lane.

**COUNCIL** means the Council of the Town.

**DANGEROUS GOODS** means dangerous good as defined in the *Alberta Fire Code*.

**DAYCARE, MAJOR** means a commercial use intended to provide care or supervision and may include learning services for more than 6 persons during the day or evening which is authorized by the Province of Alberta.

**DAYCARE, MINOR** means an Accessory Use intended to provide care or supervision and may include learning services for less than 6 persons during the day or evening.

**DECK** means an uncovered horizontal Structure with a surface height greater than 0.6 m (1.97 ft) above Grade at any point and intended for use as a private outdoor Amenity Space.

**DENSITY** means the maximum allowable number of Dwellings and Live Work Units on a site, expressed as Dwellings per hectare, but does not include Accessory Suites.

**DESIGNATED OFFICER** means a Designated Officer in accordance with the *MGA*.

**DETACHED DWELLING** means a self-contained Building or a portion of a Building consisting of 1 or more rooms operated or intended to be operated as a residence for a household and contains a Kitchen, living, sleeping and sanitary facilities and has an independent entrance from the outside of the Building.

**DEVELOPMENT** means:

- a) an excavation or stockpile and the creation of either of them,
- b) a Building or an addition to or replacement or repair of a Building and the construction or placing of any of them on, in, over, or under land.
- c) a change of Use of land or Building or an act done in relation to land or a Building that results in or is likely to result in a change in the Use of the land or Building, or
- d) a change in the intensity of Use of land or a Building or an act done in relation to land or Building that results in or is likely to result in a change in the intensity of Use of the land or Building

**DEVELOPMENT AUTHORITY** means:

- a) A person appointed as a Development Officer under this Bylaw; and/or
- b) The Municipal Planning Commission; and/or
- c) Council.

**DEVELOPMENT OFFICER** means a person appointed as a Development Officer pursuant to this Bylaw.

**DEVELOPMENT PERMIT** means a document that is issued under a Land Use Bylaw and authorizes a Development.

**DISCRETIONARY USE** means those uses of land or Buildings for which a Development Permit may be issued only at the discretion of the Development Authority.

**DISTRIBUTION FACILITY** means a Development where the Principal Use is for temporary storage and the receiving and redistribution of goods.

**DOWNTOWN REVITALIZATION PLAN** means a redevelopment plan for the Town’s Downtown, that was adopted by Council in accordance with the *MGA*.

**DRINKING ESTABLISHMENT** means a Development where the primary purpose of which is the sale of alcoholic beverages for consumption on the premises and the secondary purposes of which may include entertainment, dancing, the preparation, and sale of food for consumption on the premises, takeout food services, and the sale of alcoholic beverages for consumption away from the premises. A Drinking Establishment includes any establishment in respect of which a “Class A” liquor license, has been issued and where minors are prohibited at any time. This use does not include Adult Entertainment.

**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. (Amended, Bylaw 1315.24, 11/26/24)

**DRIVE-THROUGH BUSINESS** means a Development which services customers who remain in their vehicle while business is conducted.

**DUPLEX** means a Building that contains 2 Dwellings separated either by a common party wall extending from foundation to roof and/or by a common ceiling/floor assembly, with each Dwelling having its own separate entrance to the exterior. A Duplex Dwelling does not include an Accessory Suite.

**DWELLING** means a self-contained Building or a portion of a Building consisting of 1 or more rooms operated or intended to be operated as a residence for a household and contains a Kitchen, living, sleeping and sanitary facilities only for that unit.

**EASEMENT** means an Easement, interest, or right held by a municipality for the purpose of locating the system or works of a municipal Public Utility.

**ELECTRIC VEHICLE CHARGING STATION** means infrastructure that supplies energy for the recharging of plug-in electric vehicles.

**FACADE** means the exterior wall of a Building exposed to public view or a wall viewed by persons not within the Building.

**FARM EQUIPMENT SALES AND SERVICE OUTLET** means a Development used for the sale, rental, service or repair of machinery and equipment typically used in agricultural operations. Such a Development may contain an Office, Accessory Buildings, and outdoor storage and display of machinery and equipment.

**FARMER'S MARKET** means the business of conducting a public market at which various vendors lease a stall or space which is situated at a location approved by the Town.

**FLANKING SIDE PROPERTY LINE** means, in the case of a Corner Lot, the longest Property Line that abuts a Street.

**FLANKING SIDE YARD** means a Side Yard abutting the Street on a Corner Lot. The Flanking Side Yard is determined by the horizontal dimension measured from a Flanking Side Property Line at a right angle to the nearest point of a wall or any Building or Structure on the Lot.

**FLOOR AREA** means the total area of all floors in a Building, measured between the interior faces of the exterior walls of the Building at each floor level.

**FLOOR AREA RATIO** means the numerical value of the gross Floor Area on all levels of all Buildings on a Lot, divided by the area of the Lot.

**FOOD PROCESSING & MANUFACTURING FACILITY** means a commercial Development in which food or beverage products, or both are manufactured, produced, or otherwise prepared for human consumption but not consumed on the Parcel. This may include an Office and retail component; however, this retail component shall be Accessory to the Principal Use. This does not include Food Service, Restaurant.

**FOOD SERVICE, RESTAURANT** means a Development where the primary purpose is the preparation and sale of food for consumption on the Parcel, and the secondary purposes may include the sale of alcoholic or non-alcoholic beverages incidental to the meal, takeout food or Drive-Through services and catering. A Restaurant does not include a Drinking Establishment but does include any premises in respect of which a "Class A" liquor license has been issued and where minors are not prohibited by the terms of the license.

**FRONT PROPERTY LINE** means:

- a) in the case of an Interior Lot, a Lot Line separating the Lot from the Road;
- b) in the case of a Corner Lot, a Lot Line separating the narrowest Road Frontage of the Lot from the Road not including a corner rounding or corner cut;
- c) in the case of a double fronting Lot, the front Lot Line shall be determined by the Development Officer based on the location of the access and the orientation of other Development on the block.

**FRONTAGE** means the linear length of the Front Property Line measured at the Front Yard Setback. If there is no approved Building on the Lot, the Frontage is measured at the minimum Front Yard Setback.

**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. (Amended, Bylaw 1315.24, 11/26/24)

**FRONT YARD** means the portion of a Lot or site abutting the Front Property Line extending across the full width of the Lot or site, situated between the Front Property Line and the nearest wall of the Principal Building, not including Projections. Where there is no Principal Building, the Front Yard shall be determined at the minimum Front Yard prescribed in the Land Use District the Parcel is located on.

**FUNERAL HOME WITH CREMATORIUM** means a use which provides for the arrangement of funerals, the holding of funeral services, and the preparation of the dead for burial or cremation and includes 1 or more cremation chambers used to reduce human bodies to ashes by heat.

**FUNERAL HOME WITHOUT CREMATORIUM** means a Use which provides for the arrangement of funerals, the holding of funeral services, and the preparation of the dead for burial or cremation but does not include a Crematorium or cremation chamber.

**GARAGE** means an Accessory Building or part of a Principal Building designed and used primarily for the storage of motor vehicles.

**GAS BAR** means a Parcel or portion thereof used for the sale of petroleum products and incidental auto accessories.

**GRADE** means the ground elevation established by the Building Grade certificate and/or Site Grading plan.

**GREENHOUSE, MAJOR** means a commercial use of the Development primarily for the raising, storage and sale of produce, bedding, household, ornamental plants, and related material such as

tools, soil, and fertilizers. The main part of the Building must be plant-related, and any aggregate sales shall be a minor Accessory component only. This does not include a Cannabis Production & Distribution Facility.

**GREENHOUSE, MINOR** means a use of an Accessory Building for the raising and storage of produce, bedding, household, or ornamental plants.

**GROUP HOME** means a Building or part of a Building used for residents who may require daily or frequent professional care or supervision. The character of the use is that the occupants live together as a single house keeping group and use a common Kitchen. This Use does not include Boarding or Lodging Houses.

**HARD SURFACE** means a durable ground surface constructed of cast-in-place concrete, brick, concrete unit pavers, stone, asphalt, or similar materials.

**HEALTH SERVICES** means a Development for which Principal Use is for the provision of physical and mental Health Services on an outpatient basis. Services may be of a preventative, diagnostic, treatment therapeutic, rehabilitative, or counselling nature.

**HEIGHT, see BUILDING HEIGHT**

**HEAVY EQUIPMENT ASSEMBLY, SALES AND SERVICE** means a Development used for the assembly, sales, service, cleaning or repair of heavy vehicles, machinery, or mechanical equipment.

**HEAVY MANUFACTURING AND PROCESSING** means the manufacture of products, the process of which generates fumes, gases, smokes, vapours, vibrations, noise or glare, or similar Nuisance factors which have a high probability of occurring.

**HEAVY VEHICLE AND EQUIPMENT WASH FACILITY** means a commercial facility for cleaning the interior and exterior of commercial trucks. In the case of oilfield tanker trucks, washing the interior of the tank requires adherence to the *Code of Practice for Tanker Truck Washing Facilities (EPEA)*.

**HIGHWAY** means a provincial Highway under the *Highways Development and Protection Act*.

**HOME BASED BUSINESS** means the Accessory Use to a Principal Dwelling or (where applicable, Accessory Building or site or combinations thereof) by at least 1 resident of the Dwelling for a business activity that results in a product or service.

**HOME BASED BUSINESS 1** means the Accessory Use of a Principal Dwelling by a resident of the Dwelling to conduct an occupation, profession or craft which shall not generate additional traffic and is not detectable from the outside of the Dwelling. A Home Based Business 1 shall not require any Signs, a Home Based Business Vehicle, or a non-resident employee.

**HOME BASED BUSINESS 2** means the Accessory Use of a Principal Dwelling by a resident of the Dwelling to conduct an occupation, profession or craft which may generate more than 1 business associated visit per day and not employ a non-resident employee. A Home Based Business 2 may require 1 Home Based Business Vehicle.

**HOME BASED BUSINESS 3** means the Accessory Use of a Principal Dwelling and an Accessory Building or site, or combinations thereof, by at least 1 resident of the Dwelling to conduct an occupation, profession or craft which may generate more than 1 business associated visit per day. A Home Based Business 3 may require a Home Based Business Vehicle, Heavy and may employ a maximum of 1 non-resident employee.

**HOME BASED BUSINESS VEHICLE** means any vehicle less than 5,500 kg or trailer that is used in the operation of the home business that is normally maintained, parked, or stored on the Lot of the home business. Items or equipment transported to and from the site of the Home Based Business in the box of a truck or on a trailer are not considered to be a Home Based Business Vehicle.

**HOME BASED BUSINESS VEHICLE, HEAVY** means any vehicle 5,500 kg or heavier that is used in the operation of the home business that is normally maintained, parked, or stored on the Lot of the home business. Items or equipment transported to and from the site of the home business in the box of a truck or on a trailer are not considered to be a Home Based Business Vehicle, Heavy.

**HOME EDUCATION PROGRAM** means a Home Education Program in accordance with the *Education Act (2012)*, as amended.

**HOTEL** means the provision of rooms or suites in a commercial Development for temporary sleeping accommodation where the rooms have access from a common interior corridor and may be equipped with individual Kitchen facilities. This may include an Accessory Food Service, Drinking Establishment, meeting room, and/or Commercial Service Facility.

**INDUSTRIAL BUSINESS SERVICE** means a Development for supplying goods, materials, and/or services that support agricultural uses, whether retail, wholesale, or in bulk. This may include such goods and services as sale and storage of seeds, feeds, fertilizers, chemical products, fuels, lubricants, parts or the rental, sale, repair and servicing of farm machinery and equipment but does not include the buying or selling of farm produce or animals.

**INDUSTRIAL TRAINING SCHOOL** means a privately funded Development for the training, instruction, and certification in a specific industrial trade.

**INFORMATION CENTRE** means a Building where the Principal Use involves informing the public about the services and programs provided by the centre and educating individuals or groups on the natural, historical, and cultural features of the area.



**INTERIOR LOT** means a Lot other than a Corner Lot.

**KITCHEN** means facilities for the preparation or cooking of food.

**LAND USE BYLAW** means a Land Use Bylaw adopted by Council in accordance with the *MGA*.

**LAND USE DISTRICT** means a Land Use District established under this Bylaw.

**LANDSCAPING** means the preservation or modification of the natural features of a Parcel through the placement or addition of any or a combination of trees, shrubs, plants, lawns, ornamental plantings, bricks, pavers, shale, and/or crushed rock. This does not include monolithic concrete and asphalt (i.e., Patios, Walkways, and paths) and architectural elements (i.e., decorative fencing, walls, or sculptures).

**LANDSCAPING SALES** means the use of a Parcel, Building or Structure or part thereof, for the purpose of selling Landscaping materials. Landscaping Sales may also include the indoor storage and sale of small tools and lawn and garden equipment as an Accessory Use.

**LANDSCAPING SALES AND SERVICE** means the use of a Parcel, Building or Structure, or part thereof, for the purpose of selling Landscaping materials. This does not include a Greenhouse, or a business engaged in the sale of lawn and garden equipment.

**LANE** means a public thoroughfare which provides a secondary means of access to a Parcel or Parcels, and which is registered in a land titles office.

**LIGHT EQUIPMENT SALES, SERVICE AND RENTAL SHOP** means a Development where small industrial, commercial, and residential equipment is kept for rental to the public.

**LIVE WORK UNIT** means a Building containing a Dwelling in combination with a commercial unit which is utilized by the resident(s) and up to 3 non-resident employees. This may include separate entrances for the commercial and residential portion of the Building with an internal passage between. The Dwelling shall be considered above, to the side or rear of a commercial component. The commercial Use shall not detract from the residential character or appearance of the Dwelling and shall not create a Nuisance. This does not include Health Service, Pawnshop, Food Service, Restaurant, Retail, Cannabis, a Home Based Business 1, a Home Based Business 2, or a Home Based Business 3.

**LOADING SPACE** means an on-site parking space reserved for temporary parking for the purpose of loading or unloading goods and materials.

**LOT** means a Lot in accordance with the *MGA*.

**LOT AREA** means the total area within the Lot Lines.

**LOT LINE** means the legally defined boundary of any Lot.

**LOT WIDTH** means the distance between the midpoints of the side Lot Lines. In the case of an irregularly shaped Lot such as a pie Lot, the Width shall be the distance between the Side Lot Lines at 9.0 m (29.53 ft) from the Front Lot Line; or where Lot Width cannot be reasonably calculated by these methods, the Development Officer shall determine the Lot Width having regard to the access, shape and buildable area of the Lot, and Adjacent Lots.

**MANUFACTURED HOME** means a prefabricated Dwelling that meets *Canadian Standards Association (CSA)* standards and is transportable and may be towed in 1 or more sections to be joined into 1 Dwelling on the Parcel. Where there is an undercarriage, it shall be skirted. A Manufactured Home does not include ~~a Modular Home or a Moved-in Dwelling~~. A Manufactured Home cannot accommodate an Accessory Suite.

Commented [BS1]: Amendment 2.1

**MANUFACTURED HOME PARK** means a Development for Manufactured Homes not having a registered plan of subdivision of individual Lots for rent.

**MANUFACTURED AND MODULAR HOME SALES AND SERVICE** means a Development providing for the sale, rental, lease, or service of Manufactured or Modular Homes.

**MATTERS RELATED TO SUBDIVISION AND DEVELOPMENT REGULATION** means the *Matters Related to Subdivision and Development Regulation (AR 84/2022)*, as amended. (Amended, Bylaw 1275.23, 05/23/23)

**MGA** means *The Municipal Government Act*, being Chapter M-26, of the *Revised Statutes of Alberta 2000*, as amended.

**MIXED USE DEVELOPMENT** means a multi storey Building designed for more than 1 type of land Use on the same Parcel. In these Developments, residential Uses shall not be on the same floor as commercial Uses and shall not be on the ground floor.

~~**MODULAR HOME** means finished section(s) of a complete and unoccupied Dwelling, built at an off-site manufacturing facility for transport to a Lot for installation on a Permanent Foundation and which conforms to the *Alberta Building Code*. "Finished" means fully enclosed on the exterior and interior but may not include interior painting, taping, installation of cabinets, floor covering, fixture or heating system. This does not include a Manufactured Home, Building, Moved-in Dwelling, or a Recreational Vehicle.~~

Commented [BS2]: Amendment 2.2

**MOTEL** means a Development for which the Principal Use is to provide temporary sleeping accommodation in rooms or suites, where the rooms each have direct access to the exterior of the

Building and convenient access to on-site parking. A Motel may include additional services such as restaurants, meetings rooms and recreational facilities.

**MOVED-IN BUILDING** means a Building that has been assembled and/or utilized off-site and which is to be moved to another site. This use does not include Moved-in Dwelling.

**MOVED-IN DWELLING** means a previously existing, established, and occupied Dwelling, which is removed from 1 Parcel and then transported and re-established on another Parcel. A Moved-in Dwelling does not include a Manufactured Home, ~~Modular Home~~, Recreational Vehicle, and any similar vehicles that are neither intended for permanent residential habitation nor subject to the current provincial building requirements.

Commented [BS3]: Amendment 2.3

**MOVING STORAGE PODS** means a movable container placed on a Parcel ~~for no longer than 7 days~~ for the purpose of storing or moving ~~residential~~ goods.

Commented [BS4]: Amendment 2.4

**MULTIPLE HOUSING DEVELOPMENT** means 2 or more Buildings containing Dwellings, located on a Parcel of Land, where all the Buildings, recreation areas, vehicular areas, Landscaping, and all other features have been planned as an integrated Development. Multiple Housing Developments cannot accommodate Accessory Suites.

**MUNICIPAL SHOP AND STORAGE FACILITY** means the facility used by the Town for the storage of materials used in fulfilling its various functions and the housing and repair of its equipment.

**MUNICIPAL TAG** means a form of ticket prescribed by the Town for a Bylaw offense providing a person with the opportunity to pay an amount to the Town in lieu of prosecution.

**MUNICIPAL USES** means the use of a Parcel or Building which is owned or leased by the Town.

**NATURAL AREA** means natural, sensitive, or scenic lands set aside for the conversion of natural features or areas of cultural or scenic value, which are intended to be kept in a natural state with limited Development.

**NUISANCE** means anything that, in the opinion of the Development Authority, may cause adverse effects to the amenities of the neighbourhood or interfere with the normal enjoyment of Adjacent Land or Building. This could include that which creates or is liable to create noise, vibration, smoke, dust, odour, heat, electrical interference, glare, light, fumes, fire, explosion, or any other hazard to health or safety, and unsightly or unsafe storage of goods, salvage, junk, waste, or other materials.

**OFF HIGHWAY VEHICLE** means Off-Highway vehicle as defined in the *Traffic Safety Act*, being *Chapter T-6*, of the *Revised Statutes of Alberta 2000*, as amended.

**OFFICE** means a Development primarily for the provision of professional, management, administrative, consulting, or financial services, in a non-residential setting.

**OFF-STREET PARKING** means parking required on the lands where the Use of Building is situated.

**OPEN SPACE** means public lands that provide social and environmental benefit and may include outdoor infrastructure that provides an identity or sense of place for the community. Open space may include landscaped areas, Natural Areas, active and passive recreational areas, and outdoor community gathering spaces.

**OPEN STORAGE YARD** means the Principal Use of land for the storage of products, goods, or equipment.

**OUTDOOR DISPLAY AREA** means use for the outdoor display of goods, products, materials, or equipment intended and allowed to be sold or rented on a site.

**OUTDOOR FABRICATION UNIT** means an Accessory Use that involves small Structures, not on Permanent Foundations for use by mobile tradespersons for the assembly, manufacturing, or fabrication of equipment.

**OUTLINE PLAN** means a detailed planning document that guides the Development and conceptual layout for a specific area. An Outline Plan focuses on a smaller area within an approved Area Structure Plan.

**OWNER** means the person listed as the registered Owner on the certificate of title.

**PARCEL COVERAGE** means the area covered by Buildings including the Principal Building and any addition to it and any Accessory Buildings on the Parcel.

**PARCEL OF LAND or PARCEL(S)** means the aggregate of the 1 or more areas of land described in a certificate of title or described in a certificate of title by reference to a plan filed or registered in a land titles office.

**PARK** means a Use where public land is specifically designed or reserved for the public for active or passive recreation, or for educational, cultural, or aesthetic purposes, and includes Natural Areas and Landscaped areas.

**PARKING FACILITY** means the public use of land for the purposes of vehicular parking.

**PARKING PAD** shall include the area used as a Driveway to an attached front Garage and an area that will include the extension of the sidewalk to the front door to a maximum of 1.0 m (3.28 ft) from the wall of the Garage adjacent to the sidewalk leading to the front door. It will also include

the area from the edge of the Driveway to the Side Property Line on the opposite side of the sidewalk to the front door (Part 8, Schedule A4). A Parking Pad shall be Hard Surfaced and used for parking vehicles or Recreational Vehicles in the Front Yard area.

**PATIO** means a Structure less than 0.6 m (1.97 ft) in Height above finished Grade and without a roof or walls.

**PAWNSHOP** means a Development used to provide secure loans in exchange for goods offered as collateral, including the sale of such goods. This Use does not include Retail, General.

**PERMANENT FOUNDATION** means:

- a) an engineered approved wood foundation, or;
- b) a poured reinforced concrete Basement, or;
- c) a concrete block Basement, or
- d) a foundation meeting CSA Z240.10.1 standard.

**PERMITTED USE** means those Uses of land or Buildings for which a Development Permit must be issued by the Development Officer if the Development meets all applicable regulations.

**PRINCIPAL BUILDING** means a Building which is considered the Principal Use of the Parcel on which it is erected.

**PRINCIPAL USE** means the primary or main Use on a Parcel.

**PROJECTION** means any portion of a Building or Structure as outlined in section 3.23.2 which extends into a required Setback.

**PUBLIC UTILITY** means Public Utility in accordance with the MGA.

**REAR PROPERTY LINE** means the Property Line opposite the Front Property Line.

**REAR YARD** means the portion of a Lot or site abutting the Rear Property Line extending across the full width of the Lot or site, situated between the Rear Property Line and the nearest wall of the Principal Building, not including Projections. Where there is no Principal Building, the Rear Yard shall be determined at the minimum Rear Yard prescribed in the Land Use District the Parcel is located on.

**RECREATION FACILITY, INDOOR** means a Development intended to provide sports or recreational activities within an enclosed Building and the related Accessory Buildings for the users of the facility.

**RECREATION FACILITY, OUTDOOR** means a Development providing an area for sports or leisure activities, including the related accessory Developments for the users of the facility.

**RECREATIONAL VEHICLE** means a vehicle or trailer that is designed, constructed, and equipped, either temporarily or permanently, as a temporary accommodation for travel or vacation purposes or a vehicle used for recreation purposes.

**RECREATIONAL VEHICLE SALES, RENTAL AND SERVICE** means a Development for the sale, rental, lease, or service of a Recreational Vehicle.

**RECREATIONAL VEHICLE STORAGE** means a Principal or Accessory Use where Recreational Vehicles are stored on a Parcel when they are not in use.

**RECYCLE DEPOT** means a Development for collecting, sorting, and temporarily storing recyclable materials where all storage is contained within an enclosed Building.

**RELIGIOUS ASSEMBLY** means a Building where people assemble for worship and related religious, charitable, or social activities that is maintained and controlled for public worship.

**RESIDENTIAL KENNEL** means the owning or harbouring of more than 3 dogs over the age of 3 months or 3 cats over the age of 3 months by the Owner or occupier of a Dwelling in a residential Land Use District.

**RESIDENTIAL SALES CENTRE** means a Building used for a limited time for the purpose of marketing residential land or Buildings.

**RESIDENTIAL SECURITY/OPERATOR UNIT** means an Accessory Use to provide on-site accommodation by the employer for persons employed on the property. No more than 1 Residential Security/Operator Unit is allowed on a Parcel and shall form part of the Development.

**RESTAURANT, see FOOD SERVICE, RESTAURANT**

**RETAIL, ADULT** means a Development for the rental or sale of an object which is designed or intended to be used in, or is a depiction of, a sexual act.

**RETAIL, CANNABIS** means a retail Development, licensed by the Province of Alberta, where Cannabis and Cannabis Accessories are sold to individuals who attend the premises.

**RETAIL, GENERAL** means a Development for the indoor retail sale of a wide range of consumer goods and includes supplementary services such as postal service and the repair of anything sold or rented by the retail store. This use does not include Warehouse Sales, Pawnshop, Retail, Cannabis, Retail, Adult, a retail store requiring outdoor storage or an alcohol retail store.

**RETAIL, LIQUOR** means a Building or part of a Building for the sale of alcohol, including wine and cold beers, but not for consumption on site. (Amended, Bylaw 1275.23, 05/23/23)

**RETAIL, SHOPPING CENTRE** means 1 or more Buildings containing more than 6 retail stores and other businesses exceeding 2,500 m<sup>2</sup> (26,909.78 ft<sup>2</sup>) of gross Floor Area, which share common services, parking, and other facilities on 1 or more Lots.

**ROAD** means a Road in accordance with the MGA.

**ROW HOUSING** means a residential Building containing 3 or more Dwellings separated by common walls and is located either on a single Lot or each Dwelling is on its own individual Lot. Each Dwelling shall have a separate, direct entrance from the exterior. This definition applies to forms of housing that include townhouses, triplexes, or 4-plexes.

**SCHOOL** means a School as defined in the *Education Act, 2012* but excludes Home Education Program for the purposes of this definition. A School does not include a Commercial School or Industrial Training School.

**SENIOR CITIZEN HOUSING** means a Building or portion of a Building operating as a business which provides temporary or permanent accommodation for elderly persons, where each resident shall have a private bedroom or living unit. Senior Citizen Housing shall have common facilities for the preparation and consumption of food and may provide common lounges, recreation facilities and medical care facilities for the residents.

**SETBACK** means the minimum distance a Building or Structure can be located from a property boundary, Road, natural environmental feature, or any other feature, as outlined in this Bylaw.

**SHIPPING CONTAINER** means any container that is or was used for transport of goods by means of rail, truck or by sea. These are generally referred to as a C-container, sea cargo container, sea can or cargo container. Such containers are typically rectangular in shape and are generally made of metal. For the purposes of this Bylaw, when such a container is used for any purpose other than transporting freight, it will be considered as a Structure and an Accessory Use.

**SIDE PROPERTY LINE** means the Property Line that connects the Front Property Line and the Rear Property Line.

**SIDE YARD** means that portion of a Lot or site abutting a Side Property Line extending from the Front Yard to the Rear Yard. The Side Yard is situated between the Side Lot Line and the nearest wall of the Principal Building, not including Projections. Where there is no Principal Building, the Side Yard shall be determined at the minimum Side Yard prescribed in the Land Use District the Parcel is located in.



**SIGHT TRIANGLE** means an area at the intersection of Roads, Lanes, or Roads and railways in which all Buildings, fences, vegetation, and finished ground elevations shall be less than 1.0 m (3.28 ft) in Height above the average elevation of the carriageways/rails, in order that vehicle operators may see approaching vehicles in time to avoid collision.

**SIMILAR USE** means a use of a site or Building in a District which, in the opinion of the Development Authority, is so similar to a Permitted Use or Discretionary Use in that District as set out in the purpose statement but does not include a use that is specifically defined as a Permitted Use or Discretionary Use in any other District. (Amended, Bylaw 1290.23, 01/09/24)

**SITE GRADING** means any work, operation or activity resulting in a disturbance of the earth. This includes the removal of topsoil or borrow pit, the stock piling, excavating, trenching, backfilling, filling, land levelling and re-contouring other than for the purpose of an approved Development. This does not include the installation or removal of any Landscaping required by this Bylaw.

**SOLID WASTE TRANSFER STATION** means a Development for the collection and temporary holding of solid waste in a storage container.

**SPECIAL EVENT** means an event, the duration of which is temporary and is limited to a sporting event, community event, Farmers Market, an exhibition, a fair or carnival, a festival, recreational competition or other similar event or activity.

**STACKED ROW HOUSING** means a Building containing 3 or more Dwellings arranged 2 deep, either vertically, so that Dwellings are placed over others, or horizontally, so that Dwellings are attached at the rear as well as at the side. Each Dwelling shall have separate and individual access, not necessarily directly to Grade, provided that no more than 2 Dwellings may share access to Grade. This Use does not include a Duplex, Row Housing, or an Apartment.

**STATUTORY PLAN** means a Statutory Plan in accordance with the MGA.

**STREET** means any category of registered Street or Road except a Lane.

**STRUCTURE** means a Development whether fixed to, supported by, or sunk into land or water including towers, flag poles, swimming pools, Signs, storage tanks and excludes areas of Hard Surfacing.

**STRUCTURAL ALTERATION** means any change or addition to the supporting members of a Structure, including the foundations, bearing walls, rafters, columns, beams and/or girders.

**SUBDIVISION AUTHORITY** means Council, as established by the Subdivision Authority Bylaw 867/00.

**DELETED** (Amended, Bylaw 1275.23, 05/23/23)

**SUBDIVISION AND DEVELOPMENT APPEAL BOARD** means the Subdivision and Development Appeal Board in accordance with the *MGA*.

**TANDEM PARKING** means 2 parking spaces, 1 behind the other, with a common or shared point of access to the maneuvering aisle.

**TEMPORARY CARE FACILITY** means a facility providing temporary living accommodation and includes such facilities as overnight shelters, halfway houses, short term medical rehabilitation centres, detoxification centers, hospices, and other similar uses.

**TEMPORARY DEVELOPMENT** means Development for which a Development Permit has been issued for a limited time.

**TOWN** means the Town of Blackfalds.

**TREE CLEARING** means the cutting down and/or removal of trees. It does not include Site Grading, or the removal of any Landscaping required by this Bylaw.

**VETERINARY CLINIC** means a Development for the medical care and treatment of animals and includes provision for their overnight accommodation but does not include kennels, outdoor storage, or outdoor pens, runs or enclosures.

**VETERINARY HOSPITAL** means a Development for the medical care and treatment of animals and includes provision for their accommodation and confinement in outdoor pens, runs and enclosures.

**VIOLATION TICKET** means the ticket issued by the Town to a person who has committed an offence under this Bylaw.

**WALKWAY** means a path for pedestrian circulation that cannot be used for vehicular parking.

**WAREHOUSE SALES** means a Development used for the wholesale or retail sale of bulk goods from within an enclosed Building.

**WAREHOUSE AND STORAGE** means the use of a Building that may include outdoor accessory storage primarily for the keeping of goods and merchandise. This does not include the storage of Dangerous Goods, inoperable vehicles (or parts thereof), or any waste material and may contain an Office as an Accessory Use.

**WRECKING AND SALVAGE YARD** means any land or Development used for the collection, demolition, dismantling, storage, salvage, recycling, or sale of scrap metal, vehicles not in operable condition or used parts of motor vehicles, machinery, and other discarded materials.

## PART 2.0 OPERATIONS AND ADMINISTRATIVE PROCEDURES

### 2.1 Establishment of Forms

- a) For the purpose of administering this Land Use Bylaw the Development Officer shall prepare such forms and notices as may be necessary.
- b) Any such forms or notices are deemed to have the full force and effect of this Land Use Bylaw in the execution of the purpose for which they were designed, authorized, and issued.

### 2.2 Development Authority and Decisions on Development Permit Applications

- a) The Development Officer:
  - i) is hereby established as a Development Authority for the Town.
  - ii) shall exercise the Development power and duties on behalf of the Town as specified in this Bylaw and the MGA, including:
    - i. receive and process all applications for amendments to this Bylaw;
    - ii. receive all applications submitted to the Town for a Development Permit;
    - iii. determine if an application for a Development Permit is complete and advise the applicant if the application is not complete and what additional information is required in accordance with section 2.10;
    - iv. shall review each application to determine the use(s) being applied for
    - v. refer an application to any Town department, an adjacent municipality, or municipal, provincial, federal, or inter-jurisdictional department or any other agency, body or person that, in the Development Officer's opinion, may provide relevant comments or advice respecting the application;
    - vi. for Discretionary Use applications and Permitted Use applications where a variance is requested, shall notify registered Owners of Adjacent Land of the Parcel subject to an application that the application has been received and request their comments;
      - 1. the Development Officer may, at their sole discretion, notify registered Owners of land beyond those that are Adjacent Land
    - vii. shall not accept a Development Permit application for a proposed Development that:
      - 1. is for a use that is neither a Permitted Use nor a Discretionary Use in the applicable Land Use District;
      - 2. is for a use that has been prohibited in this Bylaw;
    - viii. shall approve an application for a Permitted Use which complies with this Bylaw:
      - 1. without conditions; or

2. with conditions necessary to ensure compliance.
- ix. may, with respect to a Development Permit application for any Discretionary Use in a residential Land Use District, except for a Home Based Business 3:
  1. Approve the application with or without conditions;
  2. Refuse the application with reasons stated; or
  3. Refer the application to the Municipal Planning Commission
- x. may, with respect to a Development Permit application for any Sign:
  1. Approve the application with or without conditions;
  2. Refuse the application with reasons stated; or
  3. Refer the application to the Municipal Planning Commission (Amended, Bylaw 1275.23, 05/23/23)
- xi. shall refer, with recommendations, to the Municipal Planning Commission applications for Home Based Business 3, and Discretionary Use applications for all other Land Use Districts
- xii. may approve, with or without conditions, variances in accordance with section 2.16
- xiii. shall refer to the Municipal Planning Commission variance requests in accordance with section 2.16
- xiv. shall refer to the Municipal Planning Commission or Council all applications requiring the specific approval of the Municipal Planning Commission or Council under this Bylaw
- xv. shall either refer to the Municipal Planning Commission or refuse any application that a Development Authority is precluded from approving under the *Matters Related to Subdivision and Development Regulation* or the *Municipal Government Act*. (Amended, Bylaw 1275.23, 05/23/23)
- xvi. may refer, with recommendations, to the Municipal Planning Commission any application for a Development Permit that, in the opinion of the Development Officer, should be decided by the Municipal Planning Commission.
- xvii. sign and issue all valid Development Permits, Certificates of Compliance, Notices of Decision, and other Notices as required.
- xviii. may approve the renewal of any Development Permit that was originally approved by the Municipal Planning Commission, provided there are no changes.
- xix. create the necessary forms or notices required under the *MGA*.
- iii) The Development Officer may, after giving notice to the Owner or occupant of a property in accordance with the *MGA*, enter a property to conduct an inspection to determine compliance with this Bylaw, the *MGA*, or any applicable Development Permit.
- iv) The Development Officer, upon receiving a Development Permit application, may refer any other planning or Development matter to the Municipal Planning Commission for its review, support and/or advice.

b) The Municipal Planning Commission:

- i) is established as a Development Authority for matters prescribed in this Bylaw and the Municipal Planning Commission Bylaw.
- ii) shall approve any application for a Permitted Use referred to it from the Development Officer which requires no variance with or without conditions
- iii) may, in respect of an application for a Discretionary Use:
  - i. approve the application with or without conditions; or
  - ii. refuse the application with reasons for refusal
- iv) may approve an application for a Permitted Use or a Discretionary Use, with or without conditions, where the proposed Development does not comply with the applicable regulations of this Bylaw if, in the opinion of the Municipal Planning Commission:
  - i. the proposed Development would not unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment, or value of the neighbouring Parcels Of Land; and
  - ii. the proposed Development conforms with the Use prescribed by this Bylaw for the land or Building.
- v) shall consider and where required, state terms and conditions on any other planning or Development matter referred by the Development Officer and may direct the Development Authority administration to review, research or make recommendation on any other planning and Development matter.
- vi) makes recommendations on planning and Development matters to Council and in respect of a Direct Control District, unless otherwise delegated by Council to either the Development Officer or the Municipal Planning Commission.

c) For a Discretionary Use in any Land Use District, the Development Authority:

- i) may approve, with or without conditions, an application for Development Permit, based on the merits of the proposed Development including its relationship to any approved Statutory Plan or approved policy affecting the Parcel
- ii) shall have regard to the circumstances and merits of the application, including:
  - i. the impact on properties in the vicinity;
  - ii. the design, character, and appearance of the proposed Development and whether it is compatible with complementary to the surrounding properties,
  - iii. the servicing requirement for the proposed Development,
  - iv. conformance with the purpose and intent of any Statutory Plan adopted by the Town, and
  - v. conformance to the purpose and intent of any non-Statutory Plan and pertinent policy adopted by the Town.

### 2.3 Land Use Amendment Applications

- a) An application to amend this Bylaw may be made by any person by submitting the following to the Development Authority:
  - i) the prescribed application form signed by the landowner or authorized Agent, with proof of such authorization;
  - ii) applicable fee in accordance with the *Development Fees and Fines Bylaw*, as amended;
  - iii) a certificate of title for the lands subject to an application, searched and dated not more than 30 days prior to the application date;
  - iv) a written statement of the applicant's reason for the application;
  - v) In the case of a re-districting amendment, in addition to the forgoing, a plan showing the location and dimensions of the lands. The Development Authority may also require:
    - i. an Area Structure Plan, or amended Area Structure Plan, for the area to be re-designated, to the level of detail specified by the Development Officer; and
    - ii. payment of a fee equal to the costs incurred by the Town to review the proposed re-designation and/or related Area Structure Plan or amended Area Structure Plan.
  - vi) any additional report, drawing or study that may be required in preparation or evaluate and make a recommendation on the amendment. This may include, but not be limited to, an analysis by a qualified professional of the potential effect on the land, traffic, the environment, underground and above ground utilities and other municipal services and facilities.
- b) The Development Officer shall not accept an application for an amendment which is identical or similar to an application which was refused by Council, for a period of 6 months after the date of the refusal unless Council directs that Development Officer accept the application and place the application before Council in accordance with this Part.
- c) If the subdivision or Development for which land was re-designated does not occur within 1 year of the date of final passage of the re-designation Bylaw, Council may initiate a Bylaw to re-designate the land back to its former Land Use District and may adopt the re-designation Bylaw.

### 2.4 Amendment to Create a Direct Control District

- a) A Direct Control District shall only be used for the purpose of providing for Developments that require specific regulation unavailable in other Land Use Districts:
  - i) due to the unique characteristics or unusual site constraints of a proposed Development; or
  - ii) due to the scale, character, and complexity of a proposed Development.
- b) A Direct Control District shall not be used:
  - i) in substitution of any other Land Use District in this Bylaw that could be used to achieve the same result either with or without relaxation of this Bylaw; or



- ii) to regulate matters that may be addressed by subdivision or Development Permit approval conditions.
- c) In addition to the application information required in section 2.3, an application to create a Direct Control District shall include the following:
  - i) a written statement indicating why, the opinion of the applicant, a Direct Control District is necessary;
  - ii) a laid-out format outlining the purpose of the Direct Control District (i.e. residential, commercial, industrial, etc.);
  - iii) the proposed use(s) for the site; and
  - iv) at the discretion of the Development Officer, may require a site plan, landscape plan, and/or elevation plan.

## 2.5 Direct Control Bylaws

- a) Direct Control Bylaws passed under previous Land Use Bylaws, in Part 7, are denoted on the Land Use District Maps and are hereby incorporated into forming part of this Bylaw.
- b) For those Direct Control Districts included in Part 7, that were approved under the provisions of a previous Land Use Bylaw, as amended; terms of the Bylaw shall be interpreted using the definitions and context of that Bylaw that was in force at the time the Bylaw was enacted.

## 2.6 Conditions of Issuing a Development Permit

- a) The Development Authority may impose conditions of approval limiting the duration of the validity of a Development approval for a Discretionary Use, or a use or Structure that is intended to be temporary or that is inherently temporary.
- b) As a condition of approving a Development Permit for a Permitted Use that meets all applicable regulations of this Bylaw, the Development Officer may:
  - i) Require the applicant to make arrangements for the supply of water, electric power, sewer service, vehicular and pedestrian access, and circulation, or any of them as determined by the Development Authority, including payment of the costs of installation or construction of any such utility or facility by the applicant.
  - ii) Require the applicant to:
    - i. submit information, such as an environmental site assessment or risk assessment, to confirm the site is suited for the full range of uses contemplated in the application.
    - ii. provide phasing of the Development.
    - iii. consolidate Parcels subject to a Development proposal.
    - iv. Provide site design measures to mitigate the environmental hazards or risks inherent to or affecting the site.

- v. Repair or reinstate, or to pay for the repair or reinstatement, to original condition, any public property, Street furniture, curbing, boulevard Landscaping and tree planting or any other property owned by the Town which is damaged, destroyed or otherwise harmed by Development or construction upon the site.
  - vi. Where the application is for a Structure that encroaches on Town property, mitigate the impact of the encroachment, including compensation, indemnities, insurance, and a duty to remove the encroaching Structure on receipt of notice.
- c) As a condition of approving a Development Permit for a Permitted Use that does not meet all of the applicable regulations of this Bylaw, the Development Authority may:
  - i) impose any of the conditions listed in sections 2.6(a) and 2.6(b); and
  - ii) require that the use conform to any or all of the applicable regulations.
- d) As a condition of issuing a Development Permit for a Permitted Use where a variance has been granted, the Development Authority may:
  - i) impose any of the conditions listed in sections 2.6(a) – (c); and
  - ii) require the applicant to conform to a higher standard than required by the applicable regulations, if in the opinion of the Development Authority, conformance to a higher standard will off-set the impact of any variance which has been granted.
- e) The Development Authority may, as a condition of issuing a Development Permit for a Discretionary Use, impose conditions in respect of the following:
  - i) any of the conditions listed in sections 2.6(a) – (d);
  - ii) the construction or maintenance of the proposed Development in accordance with approved plans;
  - iii) the appropriate performance of a use;
  - iv) the time or times a use may be carried out;
  - v) limits imposed on the Development; and
  - vi) the furtherance of sound planning principles.
- f) As a condition of issuing a Development Permit for a Development or use in a Direct Control District, the Development Authority may impose such conditions as are deemed advisable, having regard to the regulations of the Land Use District and the provisions of any Statutory Plan.
- g) The Development Authority may, as a condition of issuing any Development Permit, require the applicant to enter into an agreement with the Town to do any or all of the following:
  - i) to construct or pay for the construction of a Road required to give access to the Development;
  - ii) to construct or pay for the construction of:
    - i. a pedestrian Walkway system to serve the Development; and/or

- ii. pedestrian Walkways to connect the pedestrian Walkway system serving the Development with a pedestrian Walkway system that serves or is proposed to serve an adjacent Development
  - iii) to install or pay for the installation of Utilities, on or off the Parcel of Land, that are necessary to serve the Development;
  - iv) to construct or pay for the construction of:
    - i. off-Street or other Parking Facilities;
    - ii. loading and unloading facilities;
  - v) to pay an off-site levy or redevelopment levy imposed by Bylaw;
  - vi) to give security to ensure that the terms of the agreement under this section are carried out.
- h) The Development Authority may impose a condition of Development Permit approval that requires an applicant to provide an irrevocable letter of credit, up to the value equal to the estimated costs of the proposed Landscaping and/or proposed paving, to ensure that the required Landscaping and/or paving is carried out with reasonable diligence. Landscaping and/or paving securities shall be collected in accordance with sections 2.7, 3.15(b), and 3.20.1.
- i) To ensure compliance with a Development agreement; the Town may register a caveat pursuant to the provisions of the Land Titles Act and the *MGA* against the Certificate of Title for the property being developed. This caveat shall be discharged once the agreement has been complied with.
- j) The developer shall be responsible for all costs associated with the preparation of a Development agreement, as well as the costs associated with registering the caveat at Land Titles and discharging the caveat when all conditions have been met.

## 2.7 Development Securities

- a) The Development Authority may require, at the time of subdivision or as a condition of a Development Permit that the Owner provide a letter of credit or other form of security equal to 100% of the estimated Landscaping and/or paving costs to ensure that Landscaping and/or paving is provided in accordance with this Bylaw and approved plans.
- b) Landscaping securities collected under this section and section 3.15 shall have the following conditions:
- i) if the Landscaping is not completed in accordance with the provisions of this Bylaw and the approved Landscape plan within 1 growing season after the completion of the Development, then the amount specified in the irrevocable letter of credit shall be paid to the Town on demand for its use.
  - ii) the Town shall not release the irrevocable letter of credit until an inspection of the Parcel of Land has demonstrated that the Landscaping has been well maintained, is in a healthy condition 2 growing seasons after completion of the Landscaping, and no deficiencies exist. This inspection will be performed at the discretion of the

Development Authority within 4 weeks from the date of receiving a written request from the applicant to perform said inspection.

- c) Landscaping securities collected under this section and 3.15(b) will be refunded to a maximum of 50% upon implementation of the Landscaping plan as approved. The balance will be retained by the Town for maintenance period of 1 year or 1 full growing season and will be returned where no deficiencies exist.
- d) Paving securities collected under this section and 3.2(d) and (e), and/or 3.20.1 shall have the following conditions:
  - i) if the paving is not completed in accordance with the provisions of this Bylaw and the approved plans once Development is completed, then the amount specified in the irrevocable letter of credit shall be paid to the Town on demand for its use.
  - ii) the Town shall not release the irrevocable letter of credit until an inspection of the Parcel of Land has demonstrated that the access paving has been done to the Town's satisfaction and no deficiencies exist. This inspection will be performed at the discretion of the Development Authority within 4 weeks from the date of receiving a written request from the applicant to perform said inspection.
- e) In circumstances where the Development Authority has identified that a Development or characteristics have not been completed to the satisfaction of the Development Authority and the Owner/applicant refuses to address any deficiencies identified to the satisfaction of the Development Authority, the Development Authority may:
  - i) draw on the securities collected, and the amount shall be paid to the Town for its use in completing the deficiencies as determined by the Development Authority;
  - ii) notwithstanding the lists identified in sections 3.2(d) and (e), 3.15(b) and 3.20.1, the Development Authority may use securities to complete any identified deficiencies of the Development relating to site functionality and safety issues and over all completion of the Development;
  - iii) in the event the Owner/applicant does not complete the required conditions of the Development Permit and the proceeds from the securities collected are insufficient for the Town to complete the required work, the Town may take any enforcement action deemed appropriate in accordance with the MGA.
- f) In accordance with sections 3.2(d) and (e), 3.15(b) and 3.20.1, and at the request of the Owner/applicant, securities collected shall be released by the Development Authority when the Development Authority is satisfied that the required Landscaping has been implemented and maintained and/or the paving is completed to the Town's satisfaction.

## 2.8 Development Control

- a) All Developments within the Town shall require a Development Permit, unless otherwise exempt under section 2.9.

- b) Land, Buildings, Structures or Signs in the Town may only be developed or used in conformity with the uses in its Land Use District and all the regulations in this Bylaw except for legal non-conforming buildings or uses (as per *MGA*), or as approved by the Development Authority, or the Appeal Body.
- c) No person shall commence, cause, or allow to be commenced, or carry on, or cause to allow to be carried on, any Development unless a Development Permit has been issued under the provisions of this Bylaw, unless the Development is exempt from the regulations of this section, pursuant to section 2.8 (a) of this Bylaw.
- d) No Development or portion thereof shall be located on or over municipal lands, Road rights-of-way or municipal Easements without the prior written consent of the Town, which consent the Town is not obligated to provide.
- e) A person is responsible for complying with the requirements of other Town Bylaws, policies, Easements, covenants, Conservation agreements, Development agreements, or provincial or federal statutes or regulations.

## 2.9 Development Not Requiring a Development Permit

- a) The following Developments are exempt from the requirement of obtaining a Development Permit provided that the proposed Development complies with all other regulations of this Bylaw:
  - i) those uses or Development exempted by provincial or federal legislation
  - ii) any Development carried out by or on behalf of the Crown
  - iii) any Development carried out by or on behalf of the Town provided that such Development complies with all applicable provisions of this Land Use Bylaw
  - iv) the completion of a Building which was lawfully under construction at the date of the adoption of this Bylaw, provided the Building is completed in accordance with the terms and conditions of any permit granted
  - v) the carrying out of works of improvement, maintenance, or renovation to any Building, provided that such works do not include Structural Alterations or additions, a Deck that is unenclosed and not higher than 0.6 m (1.97 ft.) from the approved Grade level
  - vi) a retaining wall not higher than 0.6 m (1.97 ft) from the approved Grade level
  - vii) the use of any such Development as is referred to in section 2.9(a)(iv) for the purpose of which Development was commenced
  - viii) the erection or construction of gates, fences or other means of enclosure less than 1.0 m (3.28 ft) in Height in Front Yards and less than 2.0 m (6.56 ft) in Side and/or Rear Yards, and the maintenance, improvement and other alterations of any gates, fences or other means of enclosure
  - ix) the carrying out of any Landscaping provided that the approved Grade of the site is not altered
  - x) Tree Clearing in residential, commercial, industrial, PF and PR Districts

- xi) the maintenance and repair of existing utilities and the installation of utility system extensions which are necessary to serve Developments that have been approved by the Development Authority
- xii) in a residential Land Use District, the construction of 1 Accessory Building used as a garden or tool shed, and may include play Structures and pergolas provided such Building does not to exceed 10.0 m<sup>2</sup> (107.64 sq<sup>2</sup>) in Floor Area and 2.5 m (8.20 ft) in Height;
- xiii) the temporary placement of Moving Storage Pods
- xiv) the temporary placement of campaign Signs in connection with federal, provincial, or municipal election or referendum, subject to their removal no later than 48 hours after the election
- xv) the routine Maintenance and repair, changing the copy or reduction of the Copy Area of a legal existing Sign
- xvi) the use of a Building as a temporary polling station, an election candidate's campaign Office or any other official temporary use in connection with a federal, provincial, or municipal election or referendum
- xvii) 1 satellite dish antennae less than 0.75 m (2.46 ft) in diameter subject to the provisions of section 4.10
- xviii) solar energy and geothermal energy infrastructure, provided it meets all requirements in section 4.3
- xix) demolition of a Building less than 10.0 m<sup>2</sup> (107.64 ft<sup>2</sup>)

## 2.10 Development Permit Application Requirements

- a) The Development Authority shall determine the number of paper or electronic copies or both for a complete submission for an application for Development Permit.
- b) An application for a Development Permit shall be made on the prescribed application form and be accompanied by the following information in writing and/or by electronic format when requested, to the satisfaction of the Development Officer:
  - i) Owner consent or, where applicable, the Agent authorized by the Owner. Should Owner consent be withdrawn, the application terminates.
  - ii) a copy of the Certificate of Title for the subject lands dated from within 30 days of the application date, copies of any caveats or restrictive covenants registered by the Town, and any other documents satisfaction to the Development Officer verifying that the applicant has legal interest in the lands.
  - iii) applicable fee in accordance with the *Development Fees and Fines Bylaw*, as amended.
  - iv) for a Principal Building, a detailed site plan prepared by an Alberta Land Surveyor, for an Accessory Building, a detailed site plan to an appropriate scale. A site plan shall include:
    - i. legal description of the subject property;
    - ii. identification of all abutting Roads, Highways and Road rights-of- way, and any existing or future access to the proposed Development;

- iii. identification of all Body of Water, water courses, drainage courses and flood hazard areas on or abutting the Lot or site including arrows indicating the direction of water flow;
  - iv. identification and location of all Easements and rights-of-way on-site or abutting the Lot or site;
  - v. location and dimensions of existing and proposed Development including front, rear, and side Setbacks;
  - vi. location of existing and proposed utilities;
  - vii. proposed on-site parking and loading facilities including location and dimensions of all aisles, the dimensions and number of all parking spaces, curbing, and location of any lighting;
  - viii. a Landscaping plan which shall include the following:
    - 1. the location of all existing and proposed Landscaping including trees, shrubs, and grass;
    - 2. any existing trees that are proposed to be removed; and
    - 3. the quantity, size, and species along with common names of all proposed trees and shrubs.
  - ix. location and access to garbage enclosures;
  - x. location and material of sidewalks, Patios, steps, porches, Decks, playgrounds, Amenity and Open Space areas, and other similar features;
  - xi. location of any abandoned, suspended, or active oil or gas wells;
  - xii. north arrow, scale, and date of drawing; and
  - xiii. schedule showing the area of the Lot or site, Building area, Density, number of units, parking and Loading Spaces, existing and proposed site Grades, and a calculation of site coverage, Height and number of storeys and Floor Area Ratio.
- v) in the case of a Manufactured Home Park or multiple unit residential project, a detailed plan showing the proposed unit locations and Amenity Spaces within the overall Development area.
  - vi) in the case of a Development of a Lot or site with multiple uses, a master site plan and preliminary engineering plan for the entire site to the satisfaction of the Development Officer.
  - vii) scaled floor plans showing all occupancies and uses, cross section, foundation plan, elevations, perspective of the proposed Development including a description of the exterior finishing materials.
  - viii) in the case of the Development of an Apartment, a report, or plan or both demonstrating how the Building design incorporates the Towns waste management practices.
  - ix) information from the *Alberta Energy Regulator* indicating that an abandoned oil and gas well site search was conducted for any proposed Dwelling or Building greater than 47.0 m<sup>2</sup> (505.90 ft.<sup>2</sup>).
  - x) any additional information as may be required by the Development Authority to assess or evaluate the proposed Development. The Development Authority may require any or all the following to be prepared by a qualified professional:
    - i. geotechnical report;

- ii. parking assessment;
  - iii. groundwater report;
  - iv. flood hazard mapping study;
  - v. noise attenuation study;
  - vi. reclamation plan;
  - vii. wetland conservation plan;
  - viii. tree preservation plan;
  - ix. landscape plan;
  - x. topographical survey;
  - xi. Site Grading or drainage plan;
  - xii. site servicing plan;
  - xiii. risk assessment report;
  - xiv. erosion or sediment control plan;
  - xv. a traffic impact analysis stamped by a professional engineer or a registered professional; and
  - xvi. any other report, study plan or information
- xi) the Development Authority may require the submission of an impact statement as part of the Development Permit application for any proposed non-residential use that is in proximity, as determined by the Development Authority, to 1 or more residential Land Use Districts. The impact statement shall outline the measures proposed to be taken to mitigate all confirmed or potential impacts (which may include noise, visual impacts, or other) so that the proposed use will not negatively affect the said residential Land Use District(s).
- xii) to ensure that confirmed or potential impacts on adjacent Parcels are mitigated, the Development Authority may require additional measures be taken including additional requirements for Landscaping, buffer zones, berming, fencing, Building orientation and appearance, or any combination thereof.
- xiii) the Development Authority shall require the following outdoor lighting information be included with a Development Permit application for a new commercial, multiple unit residential, industrial, or institutional use:
- i. parking lot and Walkway light poles;
  - ii. the location of all other outdoor lighting not mounted on a pole, both proposed and existing, including Walkway and Building lighting;
  - iii. descriptions of each style of lighting fixture that show that such fixture is either a full cut-off or directionally shielded lighting fixture. This may include, but not be limited to, catalogue cuts and illustrations by manufacturers (including sections where required), lamp types, photometric data showing angle of cut off of light emissions, wattages, and initial lumen outputs; and
  - iv. the Development Authority may require an applicant to submit a site lighting plan, which details site lighting conditions at the Property Lines, measured in LUX.



- c) An application for a Development Permit is not received until the Town has accepted an application for Development Permit and the applicant has paid the appropriate fee(s) in accordance with the *Development Fees & Fines Bylaw*, as amended. (Amended, Bylaw 1275.23, 05/23/23)
- d) An application for a Development Permit is complete if the application is received and contains the documents and information required by this section to the satisfaction of the Development Authority. Despite the forgoing, if an application does not contain all of the documents and information required by this section, the Development Authority may determine such application to be complete if in the opinion of the Development Authority that missing document or information is not necessary to review the application. (Amended, Bylaw 1275.23, 05/23/23)

## 2.11 Notification of Complete or Incomplete Development Permit Applications

- a) The Development Officer, upon receipt of a Development Permit application, shall within 20 days, unless a longer time period has been agreed to in writing with the applicant:
  - i) Issue a notice to the applicant advising the Development Permit application is complete; or
  - ii) Issue a notice to the applicant advising that the Development Permit application is incomplete. This notice shall outline the information required for the Development Permit application to be considered complete by the Development Officer and a date the information referred to must be submitted by. A later date may be agreed upon between the Development Officer and the applicant, should the applicant request additional time in order to provide the information necessary for an application to be considered complete.
- b) Notwithstanding section 2.11(a), if no notice is given by the Development Officer within the 20 days or an agreed upon time period, the application shall be considered complete.
- c) If the requested information in section 2.11(a)(ii) is not provided by the date indicated in the notice, or the later agreed upon date, the Development Officer shall issue a notice to the applicant deeming the Development Permit application refused and the reasons for the refusal.
- d) The Development Officer shall base a completed application decision on the information required to be submitted for Development Permits as outlined in section 2.10.
- e) In the opinion of the Development Officer, the quality of the information or materials submitted is inadequate to properly evaluate the proposed Development, the application shall be deemed incomplete until all required details have been submitted.
- f) the Development Officer may deal with an application and make a decision without all of the required information listed in section 2.10 if, in the opinion of the Development Officer, that a decision on the application can be properly made without such information.

- g) Despite that the Development Officer has issued a written acknowledgement of a completed application pursuant to this section, the Development Authority may request additional information or documentation from the applicant that the Development Authority considers necessary to review the application.
- h) Any written acknowledgment or notice issued pursuant to this section may be sent by electronic mail or regular mail to the applicant or hand delivered to the applicant.

## 2.12 Deemed Refusal of a Development Permit

- a) If the Development Authority does not make a decision on an application for a Development Permit within 40 days after the receipt of a completed application, pursuant to section 2.11, or within such extended time period as agreed to in writing between the applicant and the Development Authority, the application is deemed to be refused.

## 2.13 Notification of Decision

- a) A decision of the Development Authority on an application for a Development Permit must be in writing and shall be:
  - i) sent by regular mail, hand delivered, or emailed to the applicant, whichever the applicant advises is their preferred method of communication on the Development Permit application form, a written notice stating the Development Authority's decision.
  - ii) if the Development Authority has refused an application for a Development Permit, the notice shall state the reasons for the refusal and rights of appeal.
  - iii) if the Owner is not the applicant, sent to the Owner by regular mail a copy of the written notice given to the applicant.
  - iv) post a notice for public viewing in Town Civic Administration Building and on the Town's website, stating the Development Authority's decision and the date of the decision.
- b) In addition to the requirements in section 2.13(a), if the Development Authority issued a Development Permit for a Discretionary Use or a Permitted Use with a variance, the Development Authority shall:
  - i) post a notice for public viewing in the Town Civic Administration Building.
  - ii) post a notice for public viewing on the Town's website.
  - iii) send by regular mail to Owners of Adjacent Land, as identified on the Town's assessment roll, a written notice stating the Development Authority's decision, the right of appeal therefrom, the date of the decision, and the nature and location of the Development.

- c) Where, in the opinion of the Development Authority, additional Lots may be affected by a Discretionary Use or by granting a variance, additional landowners, individual or groups may be notified.
- d) No notice is required to be given for a decision to approve an application for a Permitted Use for which no variance was granted.
- e) No Development Permit shall be issued while a decision of the Development Authority or any appeal from it is pending or until the time for filing an appeal of the decision of Development Authority has expired.

## **2.14 Validity, Expiry, Cancellation, and Resubmission of Development Permits**

### **2.14.1 Validity of a Development Permit**

- a) When a Development Permit has been approved by the Development Authority it shall not be issued unless and until:
  - i) any conditions of approval, except those of a continuing nature, have been fulfilled; and
  - ii) the time for filing a notice of appeal has passed.
- b) When a Development Permit has been upheld or approved by the Appeal Body, it shall not be valid until any conditions of approval, except those of a continuing nature, have been fulfilled.
- c) Upon receipt of a filed notice of appeal to the Town from the Appeal Body shall result in the immediate suspension of the Development Permit and will remain suspended until the Appeal Body renders a decision, or the appeal is otherwise resolved.
- d) The date of approval of a Development Permit shall be:
  - i) the date upon which the Development Officer issues the Development Permit
  - ii) in the case of an appeal, the date upon which the Appeal Body renders a written decision approving the Development Permit

### **2.14.2 Expiry of a Development Permit**

- a) Once a Development Permit has been issued, it remains in effect until:
  - i) it expires, in cases where the Development Permit was issued for a limited period of time
  - ii) it expires, because of failure to commence Development in accordance with sections 2.14.2(b) and (c); or
  - iii) it is cancelled or suspended in accordance with section 2.14.3.
- b) Where a Development Permit is for a change of use, or a change of intensity of use, and no significant construction or reconstruction is necessary:

- i) Development must commence within 1 calendar year of the date of approval of the Development Permit
  - ii) Development commences when the use that was approved by the Development Permit is established or begins operation
- c) Where a Development Permit is for construction, construction combined with a change of use, or construction combined with a change of intensity of use, Development must commence within 1 calendar year of the date of approval.

#### **2.14.3 Cancellation, Revocation, or Suspension of a Development Permit**

- a) The Development Officer may cancel a Development Permit following its approval if:
  - i) any person undertakes Development, or causes or allows any Development to take place on a property contrary to the Development Permit
  - ii) the application for the Development Permit contained a material misrepresentation
  - iii) material facts were not disclosed during the application for the Development Permit
  - iv) the Development Permit was issued as a result of a material error; or
  - v) the landowner requests, by way of written notice to the Development Officer, the cancellation of the Development Permit.
- b) Notwithstanding sections 2.14.3 (a)(i)–(v), the Development Officer shall not cancel a Development Permit that has been appealed to the in accordance with section 2.17, or until a decision is rendered or the appeal is otherwise resolved.
- c) Notice of the Development Officer's decision to cancel the Development Permit shall be provided in writing by ordinary mail to the property Owner, and to the applicant of the Development Permit. Such notice shall state the reasons for the cancellation of the Development Permit.
- d) Any person who undertakes Development or causes or allows any Development after a Development Permit has been cancelled, shall discontinue such Development forthwith and shall not resume such Development until a new Development Permit has been approved by the Development Officer and is valid pursuant to section 2.14 of this Bylaw.
- e) All Development continuing after the Development Permit has been cancelled shall be deemed to be Development without a Development Permit.

#### **2.14.4 Failure to Complete Development**

- a) Upon initiation in relation to an approved Development Permit, the permit remains valid until the work is completed.

- b) Should a Development not be completed to a standard acceptable to the Development Officer within 2 years from the date of issuance of the permit, or any extension thereof, the Development Officer may direct that the site be returned to its original condition or state acceptable to the Development Officer and/or issue a stop order in accordance with section 645 of the MGA.

#### **2.14.5 Resubmission Interval**

- a) A Development Permit application for the same or similar use shall not be accepted by the Development Officer from the same or any other applicant for the same Parcel:
  - i) within 6 months of the date of a refusal by the Development Officer;
    - i. this 6 month resubmission interval may be waved at the discretion of the Development Officer, if it is the opinion of the Development Officer the reasons for refusal have been adequately addressed or the circumstances of the application have changed significantly.
  - ii) within 6 months of the date of a written decision of the Appeal Body on a previous application, if the previous application was appealed to, and subsequently refused by, the Appeal Body;
  - iii) within 6 months of the date of a written decision of the Alberta Court of Appeal or the Supreme Court of Canada on the previous application, if the application has been appealed to the Alberta Court of Appeal or the Supreme Court of Canada; or
  - iv) prior to the written decision of the Appeal Board, the Alberta Court of Appeal, or the Supreme Court of Canada, if the application has been appealed to the Subdivision and Development Appeal Board, the Alberta Court of Appeal, or the Supreme Court of Canada.
- b) Section 2.14.5 shall not apply in the case of an application for a Development Permit for a Permitted Use, or a use listed in a Direct Control Provision if the application complies with all the regulations of this Bylaw.
- c) If upon review of any application for a Development Permit, the Development Officer determines that section 2.9 applies, then the application shall be returned to the applicant, along with any fees that have been submitted. The application shall not be considered as having been refused but shall be deemed to have not been submitted.

#### **2.15 Temporary Approvals**

- a) The Development Authority may consider any Discretionary Use, within a Land Use District on a temporary basis.
- b) Where the Development Authority has approved a Development for a limited period, the use shall terminate, and removal of a Temporary Development shall occur at the expiration of the time period.

- c) When a Development Permit for a temporary use expires, a new application shall be required. There shall be no obligation to approve a new application on the basis that a previous permit had been issued.

## 2.16 Variances

- a) A variance shall be considered only in cases of unnecessary hardship or practical difficulties peculiar to the use, character or situation of land or a Building which are not generally common to other land in the same Land Use District, if, in the opinion of the Development Authority:
  - i) the proposed Development will not:
    - i. unduly interfere with the amenities of the neighbourhood; or
    - ii. materially interfere with or affect the use, enjoyment, or value of neighbouring Parcels Of Land.
  - ii) the proposed Development conforms with the Use prescribed for that Parcel or Building in this Bylaw.
- b) The Development Authority, upon the review of a variance request, shall:
  - i) take into consideration the purpose and intent of the Land Use District and the proposed Development to other land and uses in the Land Use District;
  - ii) not grant a relaxation if in doing so would result in a Development that does not comply with the requirements of the *MGA, Matters Related to Subdivision and Development Regulation* or any applicable Statutory Plan or Outline Plan. (Amended, Bylaw 1275.23, 05/23/23)

Where the test set out in section 2.16 (a) and (b) is met, the Development Officer may approve, with or without conditions, a variance of up to a total of 17% related to any development standard, unless the variance request is for a Sign, where section 5.4.3 shall apply. (Amended, Bylaw 1275.23, 05/23/23)

- c) Where the considerations set out in section 2.16 (a) and (b) are satisfactorily met, the Development Officer may approve, with or without conditions, a variance to residential Kennel regulations in the R1-L, R-1M, R-1S, R-MHC, and R-2 Districts, not exceeding a total of any combination of dogs or cats.
- d) The Development Officer shall refer to the Municipal Planning Commission, variance requests in excess of the total combined variance request of 17% of the regulations listed in section 2.16 (b) and residential Kennel variances in excess of section 2.16 (c).
- e) the Municipal Planning Commission may approve, with or without conditions, a variance of any regulation prescribed in this Bylaw.

## 2.17 Appeals

- a) An appeal may be made if the Development Authority:

- i) fails to make a decision within 40 days of a complete application or within any extension
- ii) refuses to issue a Development Permit
- iii) issues a stop order

in accordance with the *MGA*, the person applying for the permit or affected by the stop order may appeal to the decision or order, to the Appeal Body, within 21 days after the date on which the stop order or decision on a permit is made.

- b) With the exception of (c) below, any person claiming to be affected by a decision of the Development Authority may appeal to the Appeal Body identified in the notice of decision, pursuant to section 2.13.
- c) No appeal lies in respect of the issuance of a Development Permit for a Permitted Use unless the provision of this Bylaw were relaxed, varied, or misinterpreted.
- d) An appeal by any person affected by a stop order, decision, or Development Permit made or issued by the Development Authority is commenced by filing a notice of appeal, containing reasons, with the Appeal Body, within 21 days after the date on which the notice of the issuance of the Development Permit was given in accordance with this Bylaw.
- e) Where a decision on a Development application within a Direct Control District is rendered by Council, there is no appeal to the Subdivision and Development Appeal Board except where the Development Authority fails to follow the direction of Council.
  - i) If the Subdivision and Development Appeal Board finds that the Development Authority fails to follow the direction of Council, it may, in accordance with Council's direction, substitute its decision for the Development Authority's decision.
- f) An appeal to the Subdivision and Development Appeal Board is considered completed when the appeal is filed pursuant to this Part and accompanied by the appeal fee, as established by resolution of Council, as amended.

## 2.18 Contravention and Enforcement

- a) Pursuant to the *MGA* and the provisions of this Bylaw, enforcement may be conducted by a Designated Officer through the issuance of a stop order, injunction or other such means authorized.
- b) A Peace Officer is hereby authorized and empowered to issue a Municipal Tag to any person whom the Peace Officer has reasonable grounds to believe has contravened any provision of this Bylaw.
- c) A person commits an offence if they contravene or cause, allow or permit a contravention of this Bylaw.

- d) The Development Authority may, by written notice, order the Owner, the person in possession of the land, Building or Structure, or the person responsible for the contravention, or any or all of them, to:
- i) stop the Development or use of the land, Building, or Structure in whole or in part as directed by the notice
  - ii) demolish, remove, or replace the Development or Structure, or
  - iii) carry out other actions required by the notice so that the Development or use of the land, Building, or Structure complies with this Bylaw, Part 17 of the *MGA*, the Regulations, a Development Permit, or subdivision approval
- within the time set out in the notice.
- e) If a person fails to comply with the notice issued in accordance with section 2.18 (d), the Town may take steps to enforce the notice in accordance with *MGA*.
- f) A person who violates the provision of this Bylaw or permits a contravention of this Bylaw, is guilty of an offence and is liable to a fine for a first offence and for each subsequent offense as specified in the *Development Fees and Fines Bylaw*, as amended.
- g) Where a Municipal Tag has been issued, the person to whom the Municipal Tag has been issued may, in lieu of being prosecuted for the offence, pay to the Town the penalty specified on the Municipal Tag.
- h) A Peace Officer is hereby authorized and empowered to issue a Violation Ticket pursuant to Part 2 of the *Provincial Offences Procedure Act* to any person who the Peace Officer has reasonable and probable grounds to believe has contravened any provision of this Bylaw.
- i) If a Municipal Tag has been issued and the penalty specified on the Municipal Tag has not been paid within the prescribed time, a Peace Officer may issue a Violation Ticket to the person to whom the Municipal Tag was issued.
- j) Notwithstanding the above, a Peace Officer may immediately issue a Violation Ticket to any person whom the Peace Officer has reasonable grounds to believe has contravened any provision of this Bylaw.
- k) If a Violation Ticket is issued in respect of an offence, the Violation Ticket may:
- i) specify the fine amount established by this Bylaw for the offence; or
  - ii) require the person to appear in court without the alternative of making a voluntary payment.
- l) A person who commits an offence may, make a voluntary payment by submitting to a Clerk of the Provincial Court, on or before the initial appearance date indicated on the Violation Tickets, the specified penalty set out on the Violation Ticket:
- i) if a Violation Ticket is issued in respect of the offence; and



- ii) if the Violation Ticket specifies the fine amount established by this Bylaw for the offence.

#### **2.18.1 Right of Entry**

- a) A Designated Officer is authorized, for the purposes of entering and inspecting of land, Buildings or Structures, pursuant to the *MGA*.

#### **2.19 Subdivision Applications**

- a) Unless extended by an agreement in writing between the applicant and the Subdivision Authority, within 20 days after the receipt of an application for subdivision approval the Subdivision Authority shall:
  - i) issue a written acknowledgement to the applicant advising that the application is complete; or
  - ii) issue a written notice to the applicant advising that the application is incomplete, listing the outstanding documents and information, and setting a date by which the outstanding documents and information must be submitted for the application to be complete.
- b) If the outstanding documents and information are provided by the date set in the notice issued pursuant to section 2.19 (a)(i), the Subdivision Authority shall issue a written acknowledgement to the applicant advising that the application is complete.
- c) If the outstanding documents and information are not provided by the date set in the notice issued pursuant to section 2.19 (a)(i), the Subdivision Authority shall issue a written notice to the applicant that the application has been refused and the reason for the refusal.
- d) Despite that the Subdivision Authority has issued a written acknowledgement pursuant to this section, the Subdivision Authority may request additional information or documentation from the applicant that the Subdivision Authority considers necessary to review the application.
- e) Any written acknowledgement or notice issued pursuant to this section shall include:
  - i) the date of issuance of the notice of acknowledgement
  - ii) contact information for the Subdivision Authority
  - iii) the Subdivision Authority file number for the application, and
  - iv) any other information at the discretion of the Subdivision Authority, and
  - v) be sent by electronic mail or regular mail to the applicant, or hand delivered to the applicant.

## PART 3.0 GENERAL REGULATIONS

### 3.1 Applicability

- a) The general regulations shall apply to all Development within the Town. Where there appears to be a conflict between this Part and regulations of a specific Land Use District or Development of this Bylaw, the regulations in the specific Land Use District will prevail.

### 3.2 Access Requirements

- a) The Development Authority shall not approve a Development Permit unless provision for access is included with the application for Development Permit.
- b) All access shall be to the approval of the Development Authority with respect to location, design, and construction standards.
- c) Where a site abuts 2 Roads, either existing or proposed, access to the site shall be to the Road of lesser traffic volume, unless otherwise approved by the Development Authority.
- d) The applicant may be required, as a condition of Development Permit approval, to provide an irrevocable letter of credit to the Town equal to 100% of the estimated paving costs of the access requirements, in accordance with section 2.7.
- e) Where security is required under section 2.7 and subsection d) above, site plans shall be accompanied by a quote from a certified professional indicating the estimated cost of the access paving.

### 3.3 Amenity Space

- a) Amenity Space shall be a minimum of 3.5 m<sup>2</sup> (37.67 ft<sup>2</sup>) per Dwellings for Apartments.
- b) Amenity Space shall consist of both common Amenity Space and private Amenity Space.
  - i) common Amenity Space shall:
    - i. consist of a minimum of 1 contiguous area;
    - ii. contain seating and may contain other amenities such as play Structures, gazebos, barbeques, swimming pools, or basketball or tennis courts; and
    - iii. if located outside, shall be provided in a general landscape area in accordance with section 3.15
    - iv. in a location accessible and highly visible from the Principal Building.
  - ii) private Amenity Space shall be a minimum of 1.5 m<sup>2</sup> (16.15 ft<sup>2</sup>) per Dwellings for Apartments.
- c) Amenity Space provided at ground level within 4.0 m (13.12 ft) of a Road, Lane, on-site parking area or adjacent Parcel shall be screened to the satisfaction of the Development Authority.

When considering the amount and type of screening required, the Development Authority shall consider the type of amenity provided (e.g., play area), and any safety issues and adverse effects arising from the amenity and its location.

### 3.4 Buildings Per Parcel

- a) A Development Permit shall not be issued for more than 1 main Building on an un-subdivided residential Parcel, except where it is proposed to develop more than 1 Principal Building to form a single, unified group of Buildings.

### 3.5 Building Orientation and Design

- a) The design, character and appearance of any Building, or series of Buildings, Structure or Sign proposed to be erected or located in any Land Use District must be acceptable to the Development Authority having due regard to:
  - i) amenities such as daylight, sunlight, and privacy
  - ii) the character of existing Development in the Land Use District
  - iii) its affect on adjacent Parcels.

### 3.6 DELETED (Amended, Bylaw 1275.23, 05/23/23)

### 3.7 Dangerous Goods and Assessment of Risk

- a) Prior to making any decision on a Development application which involves Dangerous Goods or Development on Adjacent Land or in close proximity to any Dangerous Goods, the Development Officer shall refer the Development proposal to the appropriate regulatory authority for comments.
- b) When a Development Permit application is for an activity involving the use, manufacturing, or storage of Dangerous Goods, the Development Officer may require the applicant to submit a risk assessment prepared by a qualified environmental professional such as an engineer, biologist, planner, geologist, or hydrogeologist. The Development Officer may impose any conditions necessary to mitigate the risks associated with the use, manufacturing or storage of hazardous substances identified in the assessment.
- c) The risk assessment shall:
  - i) identify hazardous substances and their quantities
  - ii) estimate the expected frequency of the occurrence of a hazardous event
  - iii) assess the possible consequences of such an event
  - iv) determine annual individual risk
  - v) identify and recommend risk-based separation distances and other measures to reduce risk
  - vi) demonstrate how the proposed facility and operations shall contribute to the following risk management objectives:

- i. risk reduction at source (siting of facilities, modifications to processes, conformity to legislation e.g. The Safety Codes Act, the Dangerous Goods Act, monitoring, technical changes, training, etc.);
- ii. risk reduction through land use planning around industrial sites, pipelines, and Dangerous Goods corridors;
- iii. emergency preparedness;
- iv. emergency response; and
- v. risk communication and public participation.

### 3.8 Decks

- a) All Decks and covered Decks that are more than 0.6 m (1.97 ft) or greater in Height from the approved Grade require a Development Permit, unless they are indicated on the original site plan of the Development.
- b) All Decks and covered Decks must comply with section 3.23.
- c) When a Deck becomes covered or enclosed, it shall be considered an addition to and part of, the Principal Building and is required to meet all Land Use District requirements.

### 3.9 Design Standards

#### 3.9.1 General Standards

- a) For all Developments, the design and use of exterior finish materials shall be to the satisfaction of the Development Authority who shall ensure, as practical, that the materials be durable and the same as, better than Development on the subject and Adjacent Land.
- b) Any side of a Building visible from a Road or other public space shall be architecturally designed and finished as a principal Facade.
- c) Development is encouraged to be designated to consider the *Crime Prevention Through Environmental Design* principles, where appropriate.

#### 3.9.2 Residential Standards, Commercial or Institutional Development

- a) A residential site shall be designed having regard for sensitivity to all adjacent Development to ensure new Development is complementary.
- b) A site shall be designed and consider the privacy of adjacent residential Development.

- c) Residential Development shall have Building Facades and rooflines articulated and varied to minimize Buildings mass and elongated or one-dimensional large Buildings, avoiding blank walls.
- d) All residential Buildings, where possible shall be oriented and designed to:
  - i) take advantage of solar opportunities
  - ii) minimum noise affects from arterial and/or collector Roads
  - iii) have regard to and minimize the impact on other Buildings, such things as daylight, sunlight, visual privacy, views, and ventilation
  - iv) to reduce massing in relation to Development, all Buildings should provide a transition in Building Height
- e) Building entrances shall be designed to connect to direct and clearly marked Walkways, aligned at a Grade that meets safety and accessibility requirements.
- f) All utility enclosures are to be located away from Street facing Facades and screened from public view.
- g) Where covered parking is utilized, the character shall be consistent with the overall Building design.
- h) Where lighting is required to provide security and visual interest, it shall be complementary to the design, character of the Building, and satisfy section 3.19.
- i) The Development Authority may require additional decorative light fixtures, foundation, sculptures, benches planters, retaining walls, Walkways and bicycle paths, bicycle parking Structures, trash receptables or enclosures, and fences.

### **3.9.3 Industrial Standards Development**

- a) Any use or activity in an industrial Land Use District or a Land Use District of similar intent should have regard for the following appearance standards:
  - i) all loading, service, garbage facilities and accessory storage areas, and parking areas, where possible, shall be located to the rear or sides of the Principal Building, and be screened from view from any Road other than a Lane, and from adjacent sites, by Building walls, landscape materials, berms, fences, or a combination of these, to the satisfaction of the Development Officer
  - ii) the Development Authority may require that exposed Projections outside the Building such as mechanical and electrical equipment, transformer ducts, cooling towers and materials handling equipment be screened from view from any Road other than a Lane, and from adjacent sites if such Projections are inconsistent with the character and appearance of surrounding Development or the intended visual qualities of the Land Use District

- iii) Building construction and finish is to be with durable materials designed to maintain the initial appearance of the Development throughout the life of the project. The Development Authority may require that the appearance of metal, or concrete block walls exposed to public view from beyond the site be improved where such walls are inconsistent with the finishing materials or appearance characteristic of adjacent Development
- iv) where allowed, Outdoor Display Areas may be located to the side or front of the Principal Building, provided that such displays are limited to equipment or material related to the industry or business located on the site.

### 3.10 Demolition

- a) An application to demolish a Building shall not be approved without submitting a statement or plan to the satisfaction of the Development Authority, indicating:
  - i) how the operation will be carried out to create a minimum of dust and other Nuisances
  - ii) a traffic control plan approved by the Director of Infrastructure and Property Services
  - iii) proof of disconnection of all utilities
  - iv) an environmental assessment of the Building performed by a qualified consultant
  - v) the destination of debris materials
  - vi) a work schedule of the demolition and site cleanup
  - vii) the final reclamation of the Parcel
  - viii) A Letter of Credit may be required for the work being carried out

### 3.11 Development Setbacks

#### 3.11.1 Development in Proximity to Oil and Gas Wells

- a) A subdivision application or a Development Permit application shall not be approved if it would result in a Dwelling, Public Facility, or unrestricted county residential Development, as defined by the Alberta Energy Regulator, being located within 100.0 m (328.08 ft) of a gas or oil well or within a lesser distance approved in writing by the Alberta Energy Regulator.
- b) For the purposes of this section, distances are measured from the well head to the Building or proposed Building site.
- c) In this section, "gas or oil well" does not include an abandoned well.
- d) An approval of the Alberta Energy Regulator under section 3.11.1 (a) may refer to applications for subdivision or Development generally or to a specific application.

#### 3.11.2 Development Setbacks from Wastewater Treatment Plants

- a) In this section, “working area” means those areas of a Parcel of Land that are currently being used or will be used for the processing of wastewater.
- b) Subject to section 3.11.3, the Subdivision Authority shall not approve a subdivision application for a School, hospital, or residential use unless each proposed Lot includes a suitable Building site for a School, hospital, food establishment or residential use that is 300.0 m (984.25 ft) or more from the working area of an operating wastewater treatment plant. (Amended, Bylaw 1275.23, 05/23/23)
- c) Subject to section 3.11.3, the Development Authority shall not issue a Development Permit for a School, hospital, or residence within 300.0 m (984.25 ft) of the working area of an operating wastewater treatment plant nor may a School, hospital, or residence be constructed if the Building site is within 300.0 m (984.25 ft) of the working area of an operating wastewater treatment plant. (Amended, Bylaw 1275.23, 05/23/23)
- d) Subject to section 3.11.3, the Subdivision Authority shall not approve an application for subdivision for the purposes of developing a wastewater treatment plant and a Development Authority may not issue a permit for the purposes of developing a wastewater treatment plant unless the working area of the wastewater treatment plant is situated at least 300.0 m (984.25 ft) from any School, hospital, or residence or Building site for a proposed School, hospital, food establishment or residence. (Amended, Bylaw 1275.23, 05/23/23)
- e) The requirements contained in sections 3.11.2 a)- d) above may be varied by the Subdivision Authority or the Development Authority if the applicant submits a report from a professional engineer, as defined in the *Engineering and Geoscience Professions Act*, that addresses the criteria for a variance stipulated in the Guide for Setback Reviews published by the Department of Environment and Parks in May, 2022, as amended from time to time. (Amended, Bylaw 1275.23, 05/23/23)
- f) A consent under section 3.11.3 may refer to applications for subdivision or Development Permits generally or to a specific application.

### 3.11.3 Development Setbacks from Landfills and Solid Waste Sites

- a) In accordance with the *Matters Related to Subdivision and Development Regulation*: (Amended, Bylaw 1275.23, 05/23/23)
  - i) a School, hospital, or residence must not be approved, and a residence must not be constructed if the Building site is within the distances from a sanitary landfill, modified landfill, hazardous waste management facility, dry waste site, solid waste processing site, waste storage site, waste sorting station or waste transfer station specified in the *Matters Related to Subdivision and Development Regulation*; and (Amended, Bylaw 1275.23, 05/23/23)
  - ii) a sanitary landfill, modified landfill, hazardous waste management facility, dry waste site, solid waste processing site, waste storage site, waste sorting station or waste transfer station must not be approved within the distances from the property boundary of a School, hospital, or residence specified in the *Matters Related to Subdivision and Development Regulation* (Amended, Bylaw 1275.23, 05/23/23)

unless the applicant submits a report from a professional engineer, as defined in the *Engineering and Geoscience Professions Act*, that addresses the criteria for a variance stipulated in the Guideline for Setback Reviews published by the Department of Environment and Parks in May, 2022, as amended from time to time. (Amended, Bylaw 1275.23, 05/23/23)

#### 3.11.4 Development Setback from Water Bodies and Slopes

- a) No Development shall be allowed in the 1:100 year flood plain of a water body or area otherwise prone to flooding or subsidence.
- b) A minimum Building Setback of 30.0 m (98.43 ft) is required from the high-water mark of a water body or as determined by the Development Authority.
- c) No trees or vegetations shall be cleared within 30.0 m (98.43 ft) of any water body, water course or the crest of a slope greater than 15% where the removal could have a negative impact on the water body, water course or slope stability.
- d) Environmental reserve of not less than 30.0 m (98.43 ft) in width from the high water mark or waterbodies and/or the top of bank of watercourses to the lot line shall be required. A trail system link may be required in this Setback.

#### 3.11.5 Development Setbacks from Easements or Rights-of-Ways

- a) Notwithstanding section 3.23.2, no Building or part thereof shall encroach into a registered Easement, Right-of-Way or any existing or proposed servicing infrastructure, on any property.
- b) No Building or Structure shall be closer than 0.5 m (1.64 ft) to a registered Easement or Right of Way on any property except:
  - i) where ATCO Gas and/or Fortis Alberta requires an Easement to the Building foundation for multi-family units where a bank of meters is required to be placed adjacent to or near the Building wall. A 0.5 m (1.64 ft) Setback does not apply in this case.
- c) To minimize risk for Development adjacent to the railway rights-of-way all Development shall follow the *Guidelines for New Development in Proximity to Railway Operations, 2013*.

Commented [B55]: Amendment 2.5

#### 3.12 Environmental Features

- a) A minimum Setback of 30.0 m (98.43 ft) is required from the top of high-water mark of any Body of Water unless the Development Authority is provided with an environmental and geotechnical assessment prepared by a qualified professional that verifies that a lesser Setback is warranted. The Development Authority shall require an increased Setback where determined by the assessment.



- b) The minimum geotechnical assessment referenced in section 3.12 (a) may be reduced or excluded where the Development Authority determines the proposed Structure or Building is required for the operation of a utility service and the Development Authority is satisfied that there will be no risk or adverse effect on Development or the riparian area.
- c) No trees shall be cleared or removed from lands which lies near a watercourse or water body unless the Development Authority receives written confirmation from a qualified professional stating that removal is necessary in order to provide access to the watercourse or water body.
- d) Despite any other regulation in this Bylaw, the Development Authority may increase Setbacks in any Land Use District where written confirmation from a qualified professional is received that a Development may be detrimental to the Conservation of sensitive lands or affect by being in a flood hazard area.
- e) No permit shall be issued for the construction of any Building within a flood hazard area.

### 3.13 Fences, Walls, Gates, and Privacy Screening in Residential Districts

#### 3.13.1 Fences, Walls, and Gates

- a) The regulations contained within this section apply to the Height of a material utilized in fence construction of a wall or gate such as boards, panels, masonry, ornamental, metal, and chain link, plus any additional elements used for screening such as lattice.
- b) The regulations for fences, walls and gates contained within this section do not apply to the Height of the posts or other supporting material used to anchor the fence, wall, or gate.
- c) The fence Height, in all Land Use Districts, is measured from approved Grade level of the Parcel to the top of the fence.
- d) Any fence constructed on top of a retaining wall or berm shall be subject to approval by the Development Authority. As part of the approval of a Development Permit for a fence atop a retaining wall or berm, the Development Authority shall specify the Height for the fence.
- e) Gates, fences, walls, and other means of enclosing a yard shall:
  - i) in all residential Districts, be less than 1.0 m (3.28 ft) in Height in Front Yards and less than 2.0 m (6.56 ft) in Side or Rear Yards
  - ii) be compatible with and complementary to the surrounding area in terms of design, character, and appearance
  - iii) in other Land Use Districts, be in accordance with the requirements of the Development Authority.
- f) Where construction of a vinyl fence is required, the fence shall be solid in nature to the satisfaction of the Development Authority.

- g) Where the construction of chain link fence is allowed, the use of decorative corrugated plastic inserts shall not be added for screening or privacy showing landscape or any other decorative feature or visual aide unless approved by the Development Authority.
- h) Notwithstanding section 3.13.1 (g), decorative corrugated plastic inserts may be utilized for added screening or privacy, in the Industrial Light (I-1) and Industrial Heavy (I-2) Land Use Districts except those properties abutting Queen Elizabeth II and Highway 597 and Roads.
- i) Except for Parcels located in the AG – Agricultural District, the use of barbed or razor wire on any fence in all other Land Use Districts shall require a Development Permit application.

### **3.13.2 Privacy Screening in Residential Districts**

- a) The regulations contained within this section apply to the Height of the material used in the construction of privacy screening including lattice, wooden or masonry walls, parapet walls or translucent glass.
- b) The regulations for fences, walls and gates contained within this section do not apply to the Height of the posts or other supporting material used to anchor the fence, wall, or gate.
- c) Privacy screening, excluding vegetative screening, within a Front Yard at Grade shall not exceed 1.0 m (3.28 ft) in Height.
- d) Privacy screening, excluding vegetative screening within a Rear Yard, at Grade, shall not exceed 2.0 m (6.56 ft) in Height.
- e) The Development Officer may vary the Height of a privacy screening to a maximum of 15% of the maximum Height allowed, to prevent visual intrusion and provide additional screening from Adjacent Land.

### **3.14 Height**

- a) To the extent practical, the proposed Building Grade shall retain the natural contour of the land and minimize the necessity to use retaining walls and ensure positive drainage to appropriate receiving drainage courses or watercourses.

### **3.15 Landscaping General Requirements**

- a) The general purpose of the Landscaping regulations is to have Development contribute to a reasonable standard of livability and appearance, having regard for low impact design features and the use of drought tolerant species, to provide a positive overall image for the Town through good environmental stewardship.

- b) The applicant may be required, as a condition of Development Permit approval, to provide an irrevocable letter of credit to the Town equal to 100% of the estimated Landscape costs, in accordance with section 2.7.
- c) Where security is required under section 2.7 and section 3.15 (b) above, Landscaping plans shall be accompanied by a quote from a certified landscape professional indicating the estimated cost of the Landscaping.

| Land Use District                                                                                                                         | Landscaping Required                                                       | Areas to be Landscaped                            | Minimum Tree Ratio                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Residential<br>R-1S<br>R-1M<br>R-1L                                                                                                       | 25% of the site<br>Landscaping for all Front<br>Yards visible from a Road. | See "All Districts" for<br>REQUIREMENTS.          | 1 tree planted in Front Yards.                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <del>R-2 (Duplex, Row<br/>Housing and<br/>Detached<br/>Dwelling) all other<br/>residential uses)</del>                                    |                                                                            |                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Residential<br><del>R-2 (Multiple<br/>Housing<br/>Development and<br/>Mixed Use<br/>Development<br/>uses only)</del><br>R-3<br>R-4<br>R-5 |                                                                            | See "All Districts" for<br>REQUIREMENTS.          | a) 1 tree and 2 shrubs are required<br>for each 25.0 m <sup>2</sup> (269.10 ft <sup>2</sup> ) of<br>gross landscape area.<br>b) The proportion of deciduous trees<br>and coniferous trees shall be<br>approximately 2:3.<br>c) 1 tree for each 20.0 m <sup>2</sup> (215.28<br>ft <sup>2</sup> ) and 1 shrub for each 10.0 m <sup>2</sup><br>(107.64 ft <sup>2</sup> ) of parking area<br>islands, with a minimum of 1 tree<br>per parking area island. |
| Residential<br>R-MHP                                                                                                                      |                                                                            | See "All Land Use Districts"<br>for REQUIREMENTS. | a) 1 tree and 2 shrubs are required for<br>each 25.0 m <sup>2</sup> (269.10 ft <sup>2</sup> ) of gross<br>landscape area.<br>b) The proportion of deciduous trees<br>and coniferous trees shall be<br>approximately 2:3.                                                                                                                                                                                                                               |
| Commercial<br>C-1                                                                                                                         | At the discretion of the<br>Development Authority.                         | See "All Land Use Districts"<br>or REQUIREMENTS.  |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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| Land Use District     | Landscaping Required                                                                                                                       | Areas to be Landscaped                                                                                                                                         | Minimum Tree Ratio                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Commercial C-2<br>C-3 | Minimum 15% of gross site area with a minimum of 40% of the total Landscaping required being placed within the Front Yard of the property. | a) Shall include a 3.0 m (9.84 ft) strip of landscaped area adjacent to a Property Line that abuts a Road.<br>b) See "All Land Use Districts" for REQUIREMENTS | a) 1 tree and 2 shrubs per 30.0 m <sup>2</sup> (322.92 ft <sup>2</sup> ) of gross landscaped area.<br>b) 1 tree and 2 shrubs for each 20.0 m <sup>2</sup> (215.28 ft <sup>2</sup> ) of parking area islands, with a minimum of 1 tree per parking area island.<br>c) Shall ensure that Off-Street Loading Spaces in any commercial Land Use District adjoining or fronting onto any residential property in a residential Land Use District area screened on each side by a wall, fence, berm, or hedge not less than 1.8 m (5.91 ft) in Height to the satisfaction of the Development Authority.<br>d) Shall screen all outdoor storage areas from view of any adjacent arterial Road through the use of fencing, Landscaping masonry wall berm or combinations thereof, in addition to any other applicable regulations in this Part, to the satisfaction of the Development Authority. |
| Commercial C-4        | Minimum 15% of gross site area with a minimum of 40% of the total Landscaping required being placed within the Front Yard of the property. | a) Shall include a 3.0 m (9.84 ft) strip of landscaped area adjacent to a Property Line that abuts a Road.<br>b) See "All Land Use Districts" for REQUIREMENTS | a) 1 tree and 2 shrubs per 30.0 m <sup>2</sup> (322.92 ft <sup>2</sup> ) of gross landscaped area.<br>b) 1 tree and 2 shrubs for each 20.0 m <sup>2</sup> (215.28 ft <sup>2</sup> ) of parking area islands, with a minimum of 1 tree per parking area island.<br>c) Shall ensure that Off-Street Loading Spaces in any commercial Land Use District adjoining or fronting onto any residential property in a residential Land Use District area screened on each side by a wall, fence, berm or hedge not less than 1.8 m (5.91 ft) in Height to the satisfaction of the Development Authority.<br>d) Shall screen all outdoor storage areas from view of any adjacent arterial Road through the use of fencing, Landscaping masonry wall berm or combinations thereof, in addition to any other applicable regulations in this Part, to the satisfaction of the Development Authority.  |

| Land Use District     | Landscaping Required                                                                                                                    | Areas to be Landscaped                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Minimum Tree Ratio                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Commercial CMU        | Minimum 15% of gross site area with a minimum 40% of the total Landscaping required being placed within the Front Yard of the property. | a) Shall include a 3.0 m (9.84 ft) strip of landscaped area adjacent to a Property Line that abuts a Road.<br>b) See "All Land Use Districts" for REQUIREMENTS                                                                                                                                                                                                                                                                                                                                                                                                                    | a) 1 tree and 2 shrubs per 30.0 m <sup>2</sup> (322.92 ft <sup>2</sup> ) of gross landscaped area.<br>b) 1 tree and 2 shrubs for each 20.0 m <sup>2</sup> (215.28 ft <sup>2</sup> ) of parking area islands, with a minimum of 1 tree per parking area island.<br>c) Shall ensure that Off-Street Loading Spaces in any commercial Land Use District adjoining or fronting onto any residential property in a residential Land Use District area screened on each side by a wall, fence, berm, or hedge not less than 1.8 m (5.91 ft) in Height to the satisfaction of the Development Authority.<br>d) Shall screen all outdoor storage areas from view of any adjacent arterial Road through the use of fencing, Landscaping masonry wall berm or combinations thereof, in addition to any other applicable regulations in this Part, to the satisfaction of the Development Authority. |
| Industrial I-1<br>I-2 | Minimum 15% of gross site area.                                                                                                         | a) Minimum 5.0 m (16.40 ft) landscape buffer adjacent to the Property Line that abuts or is adjacent to a residential Land Use District or otherwise determined by the Development Authority.<br>b) A minimum 5.0 m (16.40 ft) landscape buffer adjacent to the Property Line that abuts Broadway Avenue, South Street, Vista Trail, Queen Elizabeth II Highway, Highway 2A and Highway 597.<br>c) A minimum 3.0 m (9.84 ft) landscape buffer adjacent to the Property Line that abuts any other Collector or Arterial Road.<br>d) See "All Land Use Districts" for REQUIREMENTS. | a) 1 tree and 2 shrubs per 45.0 m <sup>2</sup> (484.38 ft <sup>2</sup> ) of gross landscaped area.<br>b) Shall screen all outdoor storage areas from view of any adjacent arterial Road through the use of fencing, Landscaping masonry wall berm or combinations thereof, in addition to any other applicable regulations in this Part, to the satisfaction of the Development Authority.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

| Land Use District                                                                                                                                   | Landscaping Required                            | Areas to be Landscaped                        | Minimum Tree Ratio |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|-----------------------------------------------|--------------------|
| Lands included in the Downtown Revitalization Plan and all Other Land Use Districts Urban Reserve, Public Facility, Municipal Reserve, Agricultural | At the discretion of the Development Authority. | See "All Land Use Districts" or REQUIREMENTS. |                    |

### 3.15.1 Landscaping for all Land Use Districts

- a) A minimum of 300.0 mm (11.81 in) of topsoil to facilitate growth in the Landscaped areas shall be required.
- b) The following features shall apply:
  - i) deciduous trees must be at least 50% of trees provided with a minimum 60.0 mm (2.36 in) caliper;
  - ii) deciduous shrubs shall be a minimum 2.0 gallon;
  - iii) coniferous trees shall be a minimum 2.5 m (8.20 ft) in Height; and
  - iv) coniferous shrubs shall be a minimum 5.0 gallon;
  - v) ratio of deciduous/coniferous tree count shall represent between 25-75% of the required tree count as determined to be appropriate by the Development Authority;
  - vi) shrubs may be substituted for any 1 tree at the discretion of the Development Authority.
- c) All landscaped areas shall be designed to facilitate effective surface drainage consistent with a Lot grading plan.
- d) The developer is responsible for Landscaping boulevards and Road berms adjacent to the Lot of a Development site.
- e) Landscaping shall be completed by the end of the first full growing season following completion of construction or commencement of the use.
- f) Higher standard of Landscaping is required where properties are adjacent to Roads or Provincial Highways.
- g) Landscaping along the fence line should be positioned to the outside (Roadside) when the fence line is adjacent to a Road or Provincial Highway.
- h) Where practical, existing Landscaping or natural vegetation should be conserved which shall include water conversation methods and/or strategies, in accordance with the landscape plan

and used to meet the requirements of this Bylaw unless, in the opinion of the Development Officer, it is necessary to effectively accommodate the Development. The retention of existing Landscaping, or natural vegetation where approved, shall count toward the total requirement of Landscaping required under this section.

- i) Landscaping shall be provided on all Lots in all Land Use Districts unless otherwise stated and may be required, if the opinion of the Development Authority, a property has been substantially enlarged to, an intensity of or change in use of the property has occurred.
- j) Where planned phased Development is proposed, an overall concept plan for Landscaping shall be approved prior to the first phase approval. Landscaping of the undeveloped areas of the Development may be required, if in the opinion of the Development Authority Landscaping is required and shall be landscaped with an approved ground cover.
- k) All Landscaping shall be maintained to the minimum standards of the Bylaw on an ongoing basis. Any tree or shrub required to meet the minimum standards of this Bylaw that does not survive shall be replaced within 1 year.
- l) Tree planting shall be in groupings or mulched beds to encourage improved growth, survivability, and aesthetics.
- m) Parking or storing of vehicles is not allowed on landscaped areas unless approved as a display area on approved Development Permit drawings.
- n) Lot coverage shall not be so extensive in any Land Use District as to prohibit the minimum Landscaping requirements of this Bylaw. Where existing site conditions may make it difficult to achieve full compliance as otherwise required by the Bylaw, the Development Authority may allow a variance.
- o) Despite section 3.15.1 (k), if the Development Authority allows a variance from the requirements set out in this Part, the Development Authority may impose, as a condition of Development approval where feasible and practical, a Landscaping alternative that focus on the enhancement of streetscape and environmental performance by the addition of Landscaping between the Building and the adjacent Road, and in the parking areas adjacent to the Road.
- p) The Development Authority may require other types of screening at the discretion of the Development Authority to reduce visual impact between residential and non-residential Land Use Districts.
- q) Notwithstanding the Landscaping requirements set forth in this section, those lands in the C-1 and C-2 Land Use Districts included within the Downtown Revitalization Plan, Landscaping shall be determined by the Development Authority.



- r) When calculating the number of plantings required, the requirements shall be based on the amount of landscaped area required for the site. Where the calculation required results in a fractional number, the requirements shall be rounded up to the nearest whole number.
- s) Unless otherwise accepted by the Development Authority, trees or shrubs which are found at the time of an inspection that are identified as diseased or in a state of decline must be replaced within the next growing season.
- t) A xeriscaping plan, including drought tolerant and local plant species, prepared to the satisfaction of the Development Authority.
- u) To mitigate the impact of Development on stormwater run-off the developer, where practical, shall implement a plan for the incorporation of bioretention and bioswales prepared by a qualified professional and to the satisfaction of the Development Authority.

### **3.15.2 Parking and Screening Landscape Requirements**

- a) All outdoor storage areas, Parking Facilities and loading areas must be appropriately screened from adjacent Buildings and Roads to the satisfaction of the Development Authority. All outdoor storage located along Queen Elizabeth II Highway, Highway 2A or Highway 597 must be screened by a 2.0 m (6.56 ft) solid white vinyl fence. Other forms of screening may include the use of a fence, berming, Landscaping or a combination of all 3.
- b) Where Off-Street Parking for 20 or more vehicles is required and is being provided at Grade, dispersed landscaped areas may be required within the interior of the parking area(s) for the purpose of providing visual relief and to break up large areas of parking into smaller cells, to the satisfaction of the Development Authority.
- c) Landscape islands and landscape peninsulas shall:
  - i) be dispersed evenly throughout the parking area after 10 consecutive parking stalls in a row. This does not apply where a landscape strip has been provided between a row of parking stalls;
  - ii) be provided at the ends of each row to separate drive aisles from the end parking stall;
  - iii) contain any combination of trees provided the location of the trees in the landscape island or peninsula do not interfere with sight lines for pedestrian or vehicular traffic;
  - iv) be a minimum of 2.0 m (6.56 ft) on at least 1 side with a minimum 2.0 m (6.56 ft) island or peninsula Width;
  - v) include a concrete curb utilizing low impact design techniques; and
  - vi) allow for water infiltration.
- d) Where deemed appropriate and in any Land Use District, the Development Authority may require the planting of trees and shrubs, may require the construction of berms, the planting of a solid hedge, other vegetative screening, fencing or any combination of to adequately buffer an adjacent site from a Nuisance or any adverse effect.

- e) Any garbage collection area, open storage area, outdoor service area including any loading and vehicular service area, visible from an adjacent site in a residential Land Use District or from a Road other than a Lane, shall be fenced or have a screen planting or both as approved by the Development Authority to a maximum ground Height not exceeding 2.0 m (6.56 ft).
- f) For uses including auto wrecking, lumber yards, outdoor storage areas and such similar uses, where because of height of materials stored, a screen planting that would not be sufficient, a fence, earth berm or combination of both creating a height to substantially block the view, shall be substituted for the requirements outlined in this Part.
- g) Where conditions are not beneficial to horticultural practices, and a screen planting cannot survive, the Development Authority may require a wood fence, earth berm, masonry wall or combinations thereof, to be substituted to meet the requirements of this Part.

### 3.15.3 Review and Approval of Landscape Plans

- a) The Development Officer shall review the landscape plan to verify its compliance with the provisions of this Part. Provided that the purposes of this Part are achieved, written requests for alternative Landscaping schemes may be submitted to the Development Officer and may be considered when the following conditions apply:
  - i) site conditions, topography or soil are such that full compliance is impossible or impractical
  - ii) safety considerations are involved, and no other alternative exists alternative exist to reduced potential hazards
- b) A landscape plan shall, to the satisfaction of the Development Officer, include the following:
  - i) name of the project and/or applicant;
  - ii) name and/or endorsement stamp of the landscape professional;
  - iii) north arrow, plan scale and legal and civic address;
  - iv) implement a temporary erosion and sediment control plan that includes how erosion and sediment control measures will be utilized until Landscaping is successfully vegetated;
  - v) a color rendering, as viewed from adjacent Street at full maturity of plant life;
  - vi) location of existing plant materials and indication as to whether they are to be removed or retained;
  - vii) new plant materials shall be accurately scaled to mature size;
  - viii) location of planting beds and identification of bedding material;
  - ix) minimum number of trees and shrubs, in the required coniferous/deciduous ratio, required to be provided pursuant to the requirements of this section;
  - x) total number of trees and shrubs proposed to be provided, and the proposed coniferous/deciduous ratio;
  - xi) a list of any proposed variances;

- xii) identification of proposed surfacing of parking and storage areas;
- xiii) plant material list identifying the species/type of trees and shrubs and their planted size, as well as their typical mature size;
- xiv) a table indicating the required quantities of plan material as required by this Bylaw;
- xv) if Landscaping is being proposed within a utility right-of-way the plan must be endorsed by all utility companies that have access to the right-of-way, indicating their approval of the proposed Landscaping;
- xvi) all other physical features, existing or proposed; including berms, walls, fences, outdoor furniture, and decorative paving; and
- xvii) a site plan indicating Lot boundaries and Lot dimensions and the location of proposed Landscaping and features in relation to all existing and proposed Buildings, Signs, outdoor storage areas, parking areas, display areas, approaches, Driveways, Front Parking Pads, fences, and utility rights-of-way. (Amended, Bylaw 1315.24, 11/26/24)

- c) The Development Officer may authorize minor changes to an approved landscape plan without requiring a separate Development Permit application.

### 3.16 Drainage

- a) All roof drainage from a Building shall be directed onto the Parcel upon which the Building is located satisfactory to the Development Officer.
- b) Any Landscaping and/or recontouring shall be done so that the finished Grade does not direct surface drainage or cause an accumulation of drainage onto the adjoining site unless otherwise approved by the Development Authority.
- c) Maintenance and/or drainage and utility Easement(s) may be required between abutting Buildings and/or through private yards of 1 or more Dwellings to ensure adequate access for property, drainage, and utility maintenance.
- d) To improve urban environmental quality through the reduction of storm water, the Development Authority may consider the implementation of a low impact design measure for eco roof design prepared by a qualified professional and to the satisfaction of the Development Authority.

### 3.17 Manufactured Homes, ~~Ready to Move and Modular Homes and Ready to Move Homes~~

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- a) For Manufactured Homes placed in a residential Land Use District other than in Residential Manufactured Home Park District (R-MHP), in addition to any other requirements in this Bylaw, the size, form and external appearance of a Manufactured Home shall be acceptable to the Development Authority having regard to compatibility with other Buildings in the vicinity; and a Manufactured Home shall:
  - i) be of new construction, such that it is being transported directly from the factory or sales dealership to the residential site
  - ii) maintain a minimum roof pitch of 4:12

- iii) possess a roof surface of asphalt shingles, clay or concrete tiles, slate, or wood shakes
- iv) have a minimum roof overhang or eaves of 0.4 m (1.31 ft) from each external wall
- v) maintain a minimum Width of 6.1 m (20.01 ft)
- vi) maintain a maximum length to Width ratio of 3:1
- vii) be placed on a Permanent Foundation consisting of a Basement, slab on Grade
- viii) ensure that all 4-sides of the Building be skirted or have the undercarriage fully concealed with false walls
- ix) a minimum Floor Area as required in the applicable Land Use District
- x) the Manufactured Home cannot be removed from the residential site unless approval and a Development Permit is granted by the Development Authority

### 3.18 Objects Prohibited or Restricted in Yards

- a) No Owner, or person in lawful possession and control, of a Parcel in a residential Land Use District, shall allow:
  - i) any vehicles or equipment of any kind that is in a state of disrepair, partially dismantled, inoperable, or dilapidated to remain on the Parcel;
  - ii) any temporary Structure or Canvas Covered Structure used for storage purposes are prohibited in all Land Use Districts, except those listed below:
    - i. temporary Structures or Canvas Covered Structures may be considered in the I-1 Industrial Light District, I-2 Heavy Industrial District and PF – Public Facility District subject to the provisions of section 4.1, Accessory Development.
  - iii) any excavation, storage or piling up of materials required during construction unless all necessary safety measures are taken, and they ensure that construction is completed as soon as practicable;
  - iv) a motor vehicle, boat, utility trailer/cargo trailer, Off Highway Vehicle or Recreational Vehicle to be parked or to remain on any part of any Landscaped area of any Front Yard or Side Yard of the Parcel in a residential Land Use District;
  - v) a commercial vehicle, loaded or unloaded with the following characteristics, to be parked or to remain on any part of the Parcel in a residential Land Use District, except when it is parked for the purpose of, and is in the process of, loading or unloading:
    - i. having a gross vehicle weight exceeding 7,500 kg; or
    - ii. having more than 1 rear axle; or
    - iii. being more than 6.65 m (21.82 ft) in length
  - vi) A Recreational Vehicle (including a holiday trailer, camper, motor home,) to be parked or to remain on the:
    - i. Front Yard of any Parcel, unless it is on a Parking Pad (Part 8, Schedule A4) or Front Parking Pad and perpendicular to the Road in front and does not, within 0.25 m (0.82 ft), overhang the sidewalk or curb, Lane, or Road, or in any manner that protrudes, poses a traffic or safety hazard, or is otherwise not entirely within the property boundaries of the Parcel; or, (Amended Bylaw 1315.24, 11/26/24)
    - ii. Side Yard of any Parcel when that Side Yard is adjacent to a paved Road unless it is on an approved Parking Pad.

- vii) Notwithstanding section 3.18 (vi) above, a Recreational Vehicle, boat or utility trailer in any manner that reduces the number of available Off-Street Parking stalls that are required for the uses of the Parcel listed in Part 6 and in accordance with section 3.20.
- viii) In a residential Land Use District, no person shall allow a Recreational Vehicle to be used for living or sleeping accommodations.
- ix) In all other non-residential Land Use Districts, a Recreational Vehicle may only be used for living and sleeping accommodation when parking in an approved Campground.

### 3.19 Outdoor Lighting

- a) With the exception of Street lighting, outdoor lighting provided for security, display or attraction purposed for any Development shall be arranged so that no direct rays of light are directed at any adjoining site or interfere with the effectiveness of adjacent traffic signals.
- b) All Development, including the repair and replacement of fixtures, shall incorporate 'dark sky friendly' lighting practices that minimize light pollution, glare, and adverse illumination on adjacent Parcels, while maintaining nighttime, on-site safety and security while allowing for illumination of Buildings, Landscaping, and outdoor displays.
- c) All outdoor lighting fixtures shall be located, aimed, and shielded in a manner that does not directly illuminate a Road or an adjacent residential area.
- d) As a condition of the Development Permit approval, the Development Authority may require a site lighting plan, prepared by a qualified professional.

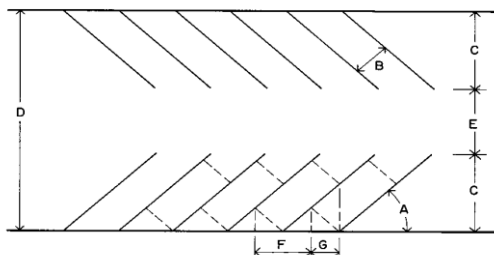
### 3.20 Parking and Loading Standards

#### 3.20.1 General Parking and Loading Provisions

- a) The applicant may be required, as a condition of Development Permit, to provide an irrevocable letter of credit to the Town equal to 100% of the estimated paving costs associated with parking and loading, in accordance with section 2.7.
- b) Where security is required under section 2.7 and subsection a) above, site plans shall be accompanied by a quote from a certified professional indicating the estimated cost of the parking and loading paving.
- c) Any calculation of the number of parking stalls which produces a requirement for part of a stall shall be rounded up to the next highest whole number.
- d) Where an Electric Vehicle Charging Station is provided, the Development Authority shall determine what proportion of the Electric Vehicle Charging Station may contribute towards the minimum parking requirement.

- e) For uses not listed in this section, the number of stalls shall be determined by the Development Authority having regard to similar uses listed and the estimated traffic generation and attraction of the proposed use.
- f) The Development Authority may refuse a Development Permit if the application does not meet the parking and/or loading requirements.
- g) All Off-Street Parking areas, where entered onto by a paved Road, shall be Hard Surfaced as defined in this Bylaw.
- h) When a Building is enlarged or the use of a Parcel or Building is changed or increased in intensity, the additional parking stalls to be provided shall be limited to the difference between the requirement of the original Building or use and that of the enlarged Building or changed to intensified use.
- i) The parking stall requirement on a Parcel which has or is proposed to have more than 1 use shall be the sum of the requirements for each of those uses.
- j) Each parking stall shall have dimensions of not less than 2.75 m (9.02 ft) by 6.0 m (19.69 ft).

- k) The dimensions of parking areas shall be as set out in the following diagram and table below:



| A<br>Parking<br>Angle | B<br>Stall<br>Width | C<br>Stall<br>Depth | D<br>Overall<br>Depth      | E<br>Manoeuvring<br>Space | F<br>Curb<br>Length  | G<br>Row End<br>Length |
|-----------------------|---------------------|---------------------|----------------------------|---------------------------|----------------------|------------------------|
| 0                     | 2.75 m<br>(9.02 ft) | 2.75 m<br>(9.02 ft) | 9.0 m<br>(29.53 ft)        | 3.5 m<br>(11.48 ft)       | 6.7 m<br>(21.98 ft)  | 0 m                    |
| 30                    | 2.75 m<br>(9.02 ft) | 5.0 m<br>(16.4 ft)  | 13.5 m<br>(44.29 ft)       | 3.5 m<br>(11.48 ft)       | 5.45 m<br>(17.89 ft) | 0.85 m<br>(2.79 ft)    |
| 45                    | 2.75 m<br>(9.02 ft) | 5.7 m<br>(18.7 ft)  | 15.4 m<br>(50.52 ft)       | 4.0 m<br>(13.12 ft)       | 3.85 m<br>(12.63 ft) | 2.05 m<br>(6.75 ft)    |
| 60                    | 2.75 m<br>(9.02 ft) | 6.0 m<br>(19.69 ft) | 17.5 m<br>(57.41 ft)       | 5.5 m<br>(18.04 ft)       | 3.2 m<br>(10.49 ft)  | 2.0 m<br>(6.56 ft)     |
| 90                    | 2.75 m<br>(9.02 ft) | 6.0 m<br>(19.69 ft) | 19.8 m<br>(59.06-62.34 ft) | 7.0 m<br>(22.97 ft)       | 2.75 m<br>(9.02 ft)  | 0 m                    |

Commented [BS9]: Amendment 2.9

- l) The following minimum number of parking stalls shall be provided and maintained upon the use of a Parcel or a Building in any Land Use District as Part 6 of this Bylaw. Any calculation of the number of parking stalls which produces a requirement for part of a stall shall be rounded up to the next highest integer.

| COMMERCIAL                                                                        | MINIMUM PARKING REQUIREMENT                                            |
|-----------------------------------------------------------------------------------|------------------------------------------------------------------------|
| Any use not listed separately within this table with a gross Floor Area (GFA) of: |                                                                        |
| 1. Less than 4,500 m <sup>2</sup>                                                 | 2.5 / 100 m <sup>2</sup> of GFA                                        |
| 2. 4,500 m <sup>2</sup> to 9,000 m <sup>2</sup>                                   | 3 / 100 m <sup>2</sup> of GFA                                          |
| 3. 9,000 m <sup>2</sup> to 28,000 m <sup>2</sup>                                  | 3.5 / 100 m <sup>2</sup> or GFA                                        |
| 4. Greater than 28,000 m <sup>2</sup>                                             | 4 / 100 m <sup>2</sup> of GFA                                          |
| Animal Boarding/ Breeding Facility                                                | 2 / 100 m <sup>2</sup> of GFA                                          |
| Veterinary Clinic, Hospital                                                       |                                                                        |
| Commercial School                                                                 | 1 / 8 students or 22 / 100 m <sup>2</sup> of GFA, whichever is greater |
| Commercial Service Facility                                                       | 1 / 100 m <sup>2</sup>                                                 |
| Daycare                                                                           | 1 / 50 m <sup>2</sup> of GFA + 1 stall / employee                      |
| Drinking Establishment                                                            | 1 / 4 seats or 1 / 3 m <sup>2</sup> of GFA whichever is greater        |

|                                         |                                                                                                                                                        |
|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| Drive-Through Business                  | 2.5 / 100.0 m <sup>2</sup> , minimum 5                                                                                                                 |
| Food Service, Restaurant                | 1 / 4 seats or 2.2 stalls / 100.0 m <sup>2</sup> of GFA, whichever is greater. (The Development Authority may vary to accommodate more intensive uses) |
| Funeral Homes                           | 1 / 5 seats (Based on Occupancy)                                                                                                                       |
| Gas Bar                                 | 2.5 stalls / 100.0 m <sup>2</sup> GFA +1 per pump island                                                                                               |
| Greenhouse, Major                       | 2 / 100.0 m <sup>2</sup> GFA of Retail Sales + 1 / 100.0 m <sup>2</sup> GFA of yard and/or warehouse                                                   |
| Health Services Office/Medical, Dental  | 5 / 100.0 m <sup>2</sup>                                                                                                                               |
| Live Work Unit                          | 1 additional parking stall / unit                                                                                                                      |
| Motels/Hotels                           | 1 / guest room and 2 / 100.0 m <sup>2</sup> Office space                                                                                               |
| Office/Business Support Service         | 3.5 / 100.0 m <sup>2</sup>                                                                                                                             |
| Personal Services                       | 2.5 / 100.0 m <sup>2</sup>                                                                                                                             |
| Recreation and Entertainment Facilities | 1 / 4 seats                                                                                                                                            |
| Automotive Services                     | 2.5 / 100.0 m <sup>2</sup>                                                                                                                             |
| Retail, Adult, Alcohol, Cannabis,       | 2 stalls / 100.0 m <sup>2</sup> GFA                                                                                                                    |
| Retail, General                         | 4 stalls / 100.0 m <sup>2</sup> GFA                                                                                                                    |
| Retail, Shopping Centre                 | 5 stalls / 100.0 m <sup>2</sup> GFA                                                                                                                    |
| Truck/Manufactured Home Sales/Rental    | 2.5 / 100.0 m <sup>2</sup>                                                                                                                             |
| Vehicle Repair                          | 2 / service bay                                                                                                                                        |
| Vehicle Sales/Rental                    | 2.5 / 100.0 m <sup>2</sup> GFA                                                                                                                         |
| Warehouse Sales                         | 5 / 100.0 m <sup>2</sup> GFA                                                                                                                           |

| INDUSTRIAL                                                | MINIMUM PARKING REQUIREMENT                                                                                                                                 |
|-----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Any industrial use not listed separately in this schedule | 3 / establishment or 1 / 100.0 m <sup>2</sup> GFA or as determined by the Development Authority, minimum 6 / tenant + 2.0 / 100.0 m <sup>2</sup> GFA Office |
| Autobody Repair, Paint                                    | 2 / service bay                                                                                                                                             |
| Contractor, Minor                                         | 3 / establishment or 1 per 100.0 m <sup>2</sup> GFA, whichever is greater                                                                                   |
| Contractor, Major                                         | 2 / 100.0 m <sup>2</sup> GFA of retail sales Structure plus 1 per 100.0 m <sup>2</sup> GFA of yard and/or warehouse                                         |
| Greenhouse, Major                                         | 2 / 100.0 m <sup>2</sup>                                                                                                                                    |
| Office for Industrial Uses Listed                         | 2 / 100.0 m <sup>2</sup>                                                                                                                                    |
| Industrial, General                                       | 3 / establishment or 1 / 100.0 m <sup>2</sup> GFA, whichever is greater                                                                                     |
| Industrial, Heavy                                         | (The Development Authority may vary this regulation to accommodate more labour-intensive uses)                                                              |
| Industrial, Manufacturing                                 |                                                                                                                                                             |
| Warehousing, Storage Buildings and Yards                  | 1 / 100.0 m <sup>2</sup> . Minimum 4 / tenant or business                                                                                                   |

| PUBLIC FACILITY                     | MINIMUM PARKING REQUIREMENT                                                                                                   |
|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Cemetery                            | 10 / hectare                                                                                                                  |
| Community Facility                  | 3.5 / 100.0 m <sup>2</sup> GFA                                                                                                |
| Emergency Services                  | 2 / 100.0 m <sup>2</sup> GFA, excluding parking Garages                                                                       |
| Municipal Uses                      | 2 / 100.0 m <sup>2</sup> GFA                                                                                                  |
| Religious Assembly                  | 1 / 3 fixed seating spaces; or 20 / 100.0 m <sup>2</sup> of Floor Area used for assembly, recreation, or other Accessory Uses |
| School                              |                                                                                                                               |
| 1. Elementary or Junior High School | 1 / classroom or 1 / 10 students, whichever is greater                                                                        |
| 2. Senior High School               | 5 / classroom or 1 / 5 students, whichever is greater                                                                         |



| PUBLIC/RECREATIONAL                           | MINIMUM PARKING REQUIREMENT                                                                                                                                                               |
|-----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Campground                                    | 1 / camping space                                                                                                                                                                         |
| Hospitals                                     | 1 / 4 beds and 1 / 2 employees                                                                                                                                                            |
| Public Assembly Buildings                     | 1 / 4 seats                                                                                                                                                                               |
| Recreation, Community                         | 11 / 100.0 m <sup>2</sup> GFA plus an additional 10 / 100.0 m <sup>2</sup> for area used for assembly to a maximum of 50% of which may be provided on an immediately abutting School site |
| Recreation, Indoor parking is as follows for: | 1 / 3.5 seats or 31 / 100.0 m <sup>2</sup> GFA used by patrons                                                                                                                            |
|                                               | 3 / Lane                                                                                                                                                                                  |
| Bowling Alley                                 | 3 / sheet                                                                                                                                                                                 |
| Curling Rink                                  | 1 / 100.0 m <sup>2</sup> GFA                                                                                                                                                              |
| Health & Fitness centres                      | 1 / 3.5 seats or 1 / 5 m <sup>2</sup> of playing/water surface                                                                                                                            |
| Hockey rink and pools                         | 2 / court                                                                                                                                                                                 |
| Racquet and other sport facilities            |                                                                                                                                                                                           |
| Recreation, Outdoor                           | 1 / 3.5 seats or 31 / 100.0 m <sup>2</sup> GFA used by patrons.                                                                                                                           |

| RESIDENTIAL                                          | MINIMUM PARKING REQUIREMENT                                                                                            |
|------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| Accessory Suite                                      | 2 / Suite                                                                                                              |
| Apartment                                            | 1 / 1 Bedroom Unit; 2 / 2 Bedroom Unit;<br>2 / 3 Bedroom Unit; Plus<br>1.5 / every 5 units as designated guest parking |
| Detached Dwelling, Manufactured, Modular or Moved-in | 2 / Dwelling                                                                                                           |
| Duplex                                               |                                                                                                                        |
| Row Housing                                          | 2 / Unit plus 1 / stall for every 5 units for designated guest parking                                                 |
| Stacked Row Housing                                  |                                                                                                                        |
| Multiple Housing Development                         |                                                                                                                        |
| Assisted Living Facility                             | 0.5 / unit to provide for residents; 1 / 7 units for visitor & day staff with a minimum of 3 stalls                    |
| Bed & Breakfast                                      | 1 / guest room                                                                                                         |
| Boarding & Lodging House                             | 1 stall / 2 persons being accommodated                                                                                 |
| Manufactured Home Park                               | 2 / Dwelling plus 1 / 4 Dwellings as designated guest parking                                                          |
| Residential Sales Centre                             | 2 / sales centre                                                                                                       |
| Residential Security/Operator Unit                   | 1 / unit                                                                                                               |
| Temporary Care Facility                              | 0.4 / unit to provide for residents; visitor & day staff, minimum of 3 stalls                                          |

m) A minimum standard of 24.7 m<sup>2</sup> (265. 87 ft<sup>2</sup>) per parking stall shall be used for general calculations for the areas of Parking Facilities or the number of parking spaces in a Parking Facility.

n) For Development in Commercial Central District (C-1), where in the opinion of the Development Authority, it is impractical because of Lot shape, proposed Building configuration, orientation of adjacent Buildings, or economic viability to provide any or all of the required parking stalls, the Development Authority may:

- i) reduce the number of parking stalls required; or
- ii) waive the provisions of any parking stalls.

- o) Parking stalls shall be located on the same Parcel as the use for which they are being provided.

#### **3.20.2 Alternate, Shared and Tandem Parking**

- a) For non-residential uses, a minimum of 75% of the parking required by this Part shall be located on the same Parcel as the use for which they are being provided unless otherwise determined by the Development Authority.
- b) Notwithstanding section 3.20.2 (a) above, the alternate parking spaces shall be located within 200.0 m (656.17 ft) of the proposed Development.
- c) A caveat, ensuring the use of the Parcel for the required number of parking spaces is registered onto the Certificate of Title for that Parcel.

#### **3.20.3 Shared Parking**

- a) Shared use of the same on-site parking spaces to meet the requirements of 2 or more Developments may be allowed at the discretion of the Development Authority, provided:
  - i) The normal business hours of each Development do not overlap.
  - ii) The total quantity of spaces is at least equal to the required spaces for the Development in operation at any given time.

#### **3.20.4 Tandem Parking**

- a) Detached Dwelling, Duplex, Manufactured Home, 2 parking stalls per Dwelling may be in tandem and may include 1 in a Garage space. Where possible, Tandem Parking accessed by way of the rear Lane shall be avoided.
- b) Stacked Row Housing and Row Housing may provide for Tandem Parking for Developments where individual Driveways or Front Parking Pads are provided. (Amended Bylaw 1315.24, 11/26/24)
- c) Tandem Parking, at the discretion of the Development Authority, may be considered for a Home Based Business 3.

#### **3.20.5 Bicycle Parking Requirements**

- a) To encourage alternate forms of transportation, in addition to the required vehicular parking, bicycle parking shall be provided as follows:
  - i) a residential site of 20 or more Dwellings and all non-residential uses the Development Authority deems necessary shall provide bicycle parking equal to a minimum of 5% of the number of vehicular parking spaces required for the use

- ii) educational and recreational facilities shall provide a minimum of 10% of the required number of vehicular parking spaces.
- b) Required bicycle parking spaces shall be wholly provided on the same site as the Development.
- c) Required bicycle parking spaces shall be located on designated Hard Surfaced areas, not interfering with pedestrian traffic, and shall be illuminated.

### 3.20.6 Driveways

- a) Any Building into which a vehicle may enter shall have a Driveway on the Parcel at least 6.0 m (19.69 ft) in length:
  - i) except where a Driveway enters from a Lane where access shall be either at least 6.0 m (19.69 ft) from the Property Line or 1.0 m (3.28 ft) from the Property Line (Amended, Bylaw 1275.23, 05/23/23); OR
  - ii) except in those cases where an Easement has been placed along the Rear Property Line, in which case the Building Setback shall be either 6.0 (19.69 ft) or the width of the Easement plus 0.5 m (1.64 ft) from the Lane.
- b) Where no access by way of the Lane is provided to a Building, the Driveway shall meet the minimum requirements for a parking stall as listed in this section.
- c) Where the Driveway services not more than 4 Dwellings, all at Street intersection Driveways shall be Setback a minimum of 6.0 m (19.69 ft) except where existing or planned traffic volumes indicate that a greater distance is required to improve or maintain traffic safety and efficiency.
- d) The minimum width of a Driveway shall be 3.0 m (9.84 ft) and where possible shall be grouped together in pairs to maximize the space available for on Street parking.
- e) To ensure that the movement of traffic is both safe and efficient, the Development Authority will prohibit Driveways 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 Driveway would be liable to create a hazardous traffic situation.
- f) Where access is gained directly from a paved Road, Driveways and parking areas shall be Hard Surfaced.

### 3.20.7 Loading Space Requirement

- a) For new Development, change in use of existing Development, or enlargement of existing Development, on site Loading Space shall be provided and maintained in accordance with the requirements of this Bylaw.

- b) Loading Spaces shall be provided within the property boundaries of the Development and is subject to all Setbacks and yard requirements specified in this Bylaw.
- c) Access to any Loading Space shall be provided, where possible, internally to the Development or from a Lane adjacent to the Development.
- d) Access arranged such that no backing or turning movement of vehicles to and from causes undue interference with traffic on adjoining or abutting Roads or Lanes.
- e) Loading Spaces shall be required for all non-residential Development and Apartments.
- f) Loading Spaces shall be designed and located so that all vehicles using those spaces can be parked and manoeuvred entirely within the bounds of the Parcel before moving onto a Road.
- g) Loading Spaces shall be located in Rear and Side Yards only.
- h) A Loading Space shall be at least 3.5 m x 8.0 m (11.48 ft X 26.25 ft), with an overhead clearance of at least 4.6 m (15.09 ft).
- i) Hard surfacing of the Loading Space shall be required where a Loading Space enters a paved Road; otherwise, the Development Authority may allow all weather surfacing.

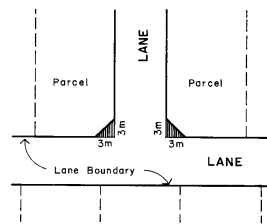
| DEVELOPMENT TYPE                                                                                   | MINIMUM LOADING SPACE REQUIREMENT                                                                                          |
|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| Residential and residential related uses                                                           | n/a                                                                                                                        |
| Commercial and industrial uses, except those uses listed specifically                              | 1 / 1,900.0 m <sup>2</sup> (20,451 ft <sup>2</sup> )                                                                       |
| Hotel<br>Motel<br>Food Service, Restaurant<br>Drinking Establishment                               | 1 / 2,800.0 m <sup>2</sup> (30,139 ft <sup>2</sup> )                                                                       |
| Institutional and service uses<br>Community, recreational and cultural uses<br>School, senior high | 1 / 2,800.0 m <sup>2</sup> (30,139 ft <sup>2</sup> )<br>1.5 / 100 students, minimum 5<br>plus minimum 5 bus Loading Spaces |

### 3.20.8 Residential Parking Requirements

- a) All parking areas required for a 4-plex, Multiple Housing Development, Row Housing, Stacked Row Housing, and Apartments, shall be Hard Surfaced.
- b) All parking areas required for Detached Dwellings and a Duplex shall contain all weather surfaces (gravel) where access is via a Lane.

### 3.20.9 Sight Lines

- a) No person shall erect, place, or allow any Building, fence, vehicle or trailer, screening material or object, and no person shall plan or be allowed to grow any hedges, trees or vegetation which exceeded 1.0 m (3.28 ft) in Height on a portion of a corner site.
- b) In the Front Yard of a site in a residential Land Use District, no fence or hedge more than 1.0 m (3.28 ft) in Height shall be allowed within 6.0 m (19.69 ft) of the intersection of a Driveway, Front Parking Pad or Lane and a Road. (Amended Bylaw 1315.24, 11/26/24)
- c) In the case of a site which is at the intersection of a Lane, within a triangular area 2 sides of which shall be a minimum of 3.0 m (9.84 ft) long, measured from the corner of the corner site along the boundaries of the Lot which meet at the said intersection, and the third side by drawing a line to connect points so determined on each such boundary (for illustrative purposes).



### 3.20.10 Vehicle Access Parking Space Standards

- a) In locating a Building for which vehicle access is intended:
  - i) any private Garage shall not be erected or placed on the Rear Yard of a site closer to the side where the vehicle entrance to the Garage or Carport faces a Lane, the Building Setback shall be either 6.0 m (19.69 ft) or 1.0 m (3.28 ft) from the Lane, except in those cases where an Easement has been placed along the Rear Property Line, in which case the Building Setback shall be either 6.0 m (19.69 ft) or the width of the Easement plus 0.5 m (1.64 ft) from the Lane.
  - ii) where the vehicle entrance door to a Garage faces a side boundary of the site which abuts an adjacent Lot, the Building shall not be less than 6.0 m (19.69 ft) from that side boundary.
  - iii) any other Building into which a vehicle may enter shall be placed so that a 6.0 m (19.69 ft) minimum Driveway exists between the Property Line, Road or Lane and the vehicle entrance door.
  - 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. (Amended Bylaw 1315.24, 11/26/24)

### 3.20.11 Barrier Free Parking Stalls

- a) Barrier free parking stalls shall be located as close as possible to ramps, Walkways and Building entrances.
- b) Parking shall be arranged in such a way that creates a barrier free path of travel.

- c) For conditions requiring more than 2 barrier free parking stalls, no more than 2 stalls shall be placed adjacent to each other. If there are several accessible Building entrances, a stall shall be located near each entrance.
- d) Each parking stall shall be clearly identified by painting the international symbol of accessibility. The symbol and minimum size of each barrier free parking stall shall be in accordance with the *Alberta Building Code*. (Amended, Bylaw 1275.23, 05/23/23)
- e) The international symbol of access shall be painted on the pavement of all Off-Street barrier free parking stalls with a nonslip paint and displayed with a vertically mounted Sign conforming to the Height requirement set forth in accordance with the *Alberta Building Code*.
- f) The access aisle shall lead to a curb cut to the adjacent sidewalk connecting to a Building entrance.
- g) The number of barrier free parking stalls provided shall be in accordance with the *Alberta Building Code*. (Amended, Bylaw 1275.23, 05/23/23)

### 3.21 Relocation of Buildings

- a) No person shall, unless a Development Permit has been issued by the Development Authority:
  - i) place on a Parcel, a Building which has been previously erected or placed on a different Parcel, or
  - ii) alter on a Parcel, the location of a Building which has already been constructed on that Parcel.
- b) A Development Permit is required when a Building is moved to a new location, either within a site, or from 1 site to another. The relocated Building must comply with the regulations of the Land Use District into which it is being relocated.
- c) A Development Permit for the removal of a Building from a site requires proof of service disconnection for all applicable utilities.
- d) Any Building receiving approval to be relocated shall be brought up to all existing Federal, Provincial and Municipal standards, codes, regulations, and Bylaws.
- e) In addition to the requirements of section 2.10, the applicant must submit the following information:
  - i) recent colour photographs showing all sides of the Building;
  - ii) a statement on the age, size, and condition of the Building;
  - iii) a statement prepared and signed by a qualified person on the structural condition of a Building; and
  - iv) a statement of proposed improvements to the Building.

- f) The Development Authority may inspect the Building, which is proposed to be relocated or, at the applicant's expense, may request an inspection by a professional who will provide a written certification of the Buildings structural condition as well as any deficiencies relating to Building codes or regulations.
- g) Where a Development Permit has been granted for the relocation of a Building either on the same Parcel or from another Parcel, the Development Authority shall require a letter of credit or form of securities satisfactory to the Development Authority, of not less than \$20,000, to ensure completion of any renovations set out as a condition of approval of a permit.
  - i) The Development Authority may, at their sole discretion, allow for a letter of credit or form of security less than \$20,000 if the Development Permit granted for the relocation of a Building is an Accessory Building.
- h) The Development Authority may issue a Development Permit for the proposed Building with or without conditions or subject to such additional condition(s) as deemed necessary to ensure that the Building is renovated to a satisfactory standard.
- i) All structural and exterior renovations shall be completed within 1 year of the issuance of a Development Permit, unless otherwise approved by the Development Authority.

### 3.22 Site Grading and Tree Clearing

#### 3.22.1 Site Grading

- a) A Development Permit shall be required for any Site Grading, excavations, stripping and/or grading of land with appropriate plans, including placement of any material, as required by the Development Authority prior to commencement.
- b) A temporary fence shall be erected around all excavations which in the opinion of the Development Authority may be hazardous to the public.
- c) Where finished ground elevations are established, all grading shall comply with approved plans.
- d) All topsoil shall be retained on the Parcel, except where it must be removed for Building purposes.
- e) A Letter of Credit and Development Agreement may be required if the Site Grading area is in excess of 1,000.0 m<sup>2</sup> (10,763.91 ft<sup>2</sup>) or as determined by the Development Authority.
- f) Notwithstanding sections 3.22.1 (a)-(e), a Development Permit is not required for manual ground disturbances subject to the preliminary identification of buried infrastructure affecting the Parcel.

### 3.22.2 Tree Clearing

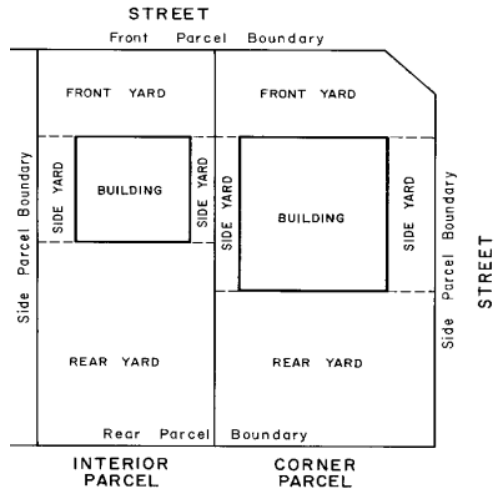
- a) Unless otherwise exempt from requiring a Development Permit pursuant to section 2.9 of this Bylaw, a Development Permit application shall be required for Tree Clearing.
- b) The Development Permit application for Tree Clearing shall require the following information:
  - i) purpose of proposed Tree Clearing;
  - ii) detailed description of vegetation to be cleared;
  - iii) proposed schedule for Tree Clearing;
  - iv) proposed access and haul route(s); and
  - v) reclamation plan.
- c) When considering a proposal for Tree Clearing, the Development Authority shall review:
  - i) any potential for the trees to be incorporated into future Development to meet the Landscaping provisions of section 3.15;
  - ii) the Municipal Development Plan and any other relevant Statutory Plans;
  - iii) the protection of Environmentally Sensitive Lands and watercourses;
  - iv) possibility of any environmental reserve designation;
  - v) potential Nuisance and safety effect on any Adjacent Lands;
  - vi) habitat maintenance during wildlife nesting; and
  - vii) the health and size of the native trees.

## 3.23 Yards and Projections

### 3.23.1 Front Yard

- a) Where lands affected by a Corner Lot, the Front Yard shall be the narrower of the 2 Frontages. If equal, the Front Yard shall be at the discretion of the Development Officer.
- b) The Development Officer may require a corner site to provide a greater Setback from the front Lot Line than is required within the Land Use District having regard for the orientation and access of the Development and the adjacent properties.





### 3.23.2 Projections

- a) The following features may project into a required Setback as provided for below, provided there is no encroachment onto an Easement or utility right-of-way:
  - i) in residential Districts, Structures such as fire pits and/or outdoor fireplaces, eaves, bay or bow windows, unenclosed decks and steps, canopies and balconies may project into a minimum Yard provided that the projection does not exceed:
    - i. 1.5 m (4.92 ft) into the minimum Front Yard;
    - ii. one half of the minimum Side Yard required for the Building;
    - iii. 3 m (9.84 ft) into the minimum Rear Yard; and
    - iv. no part of or attachment to a Principal Building, including unenclosed decks more than 1.6 m (5.25 ft) above grade, shall project into a Front Yard or Rear Yard any closer to the side property boundary than the distance in section 3.23.2 (ii) above.
  - ii) in all other Districts, the parts of and attachments to a Principal Building or an Accessory Building which may project over or on a minimum Yard are:
    - i. any projection not exceeding 1.5 m (4.92 ft) into a Front Yard or Rear Yard;
    - ii. any projection not exceeding 0.6 m (1.97 ft) into a Side Yard; and
    - iii. exterior fire escapes not exceeding 1.2 m (3.94 ft) in width.
- b) Except as otherwise provided in this Part, Projections to foundation walls and footings, or on piles, are deemed to be part of the Building and shall not be considered a Projection over a yard.
- c) No portion of a Building other than eaves, Signs or canopies shall project into a public or private right-of-way.
- d) Notwithstanding this section, accessibility ramps may project without limits into a required Setback provided:
  - i) the ramp provides access to the main floor or lower level of the Building
  - ii) in a residential Land Use District:
    - i. the area of any landing is less than 3.6 m<sup>2</sup> (38.75 ft<sup>2</sup>)
    - ii. the maximum ramp width is 1.2 m (3.94 ft)

### 3.24 Other Uses

- a) All uses which are not covered by specific regulations in this Bylaw shall, in accordance with the following guidelines, be:
  - i) separated from adjacent uses by such a distance as to ensure that there will be no adverse impact upon or by those adjacent uses
  - ii) at a Density which is consistent with that prevailing in the area, unless otherwise provided for in a Statutory Plan
  - iii) set back from any Parcel boundary abutting a Road a sufficient distance to ensure that the Development will not be visually intrusive, having regard to any possible changes in surrounding uses

- iv) of a Height which will be consistent with that prevailing in the area
- v) developed in such a manner that there will be no adverse impact upon or by traffic on adjacent Roads
- vi) developed in conformance with any applicable Statutory Plan designed, constructed and the exterior finished to the satisfaction of the Development Authority, who shall ensure, as far as practical, that materials will be used which are appropriate and compatible with the standard of surrounding Developments.

## PART 4.0 SPECIFIC USE REGULATIONS

### 4.1 Accessory Development and Accessory Buildings

#### 4.1.1 Accessory Development

- a) Any Accessory Building that exceeds 10.0 m<sup>2</sup> (107.64 ft<sup>2</sup>) shall require a Development Permit.
- b) An Accessory Building, Structure or Accessory Use shall be considered a Permitted Use when accessory to a Permitted Principal Use and a Discretionary Use when accessory to a Discretionary Principal Use.
- c) No Accessory Building may be constructed, erected, or moved on to any site in any Land Use District prior to the time of construction of the Principal Building to which it is accessory to.
- d) Unless otherwise provided in this Bylaw, all Accessory Buildings shall conform to the site regulations for the Land Use District in which they are located.
- e) Where a Building is attached to the Principal Building on a site by a roof, an open or enclosed Structure, a floor, or a foundation, it is to be considered a part of the Principal Building and not as an Accessory Building.
- f) An Accessory Building or Structure shall not be constructed over an Easement or right of way.
- g) An Accessory Building, or any portion thereof, shall not be used as a Dwelling.
- h) No Accessory Building or any portion thereof shall be erected or placed within the Front Yard of a Parcel.
- i) The size of an Accessory Building may not exceed the size of the Principal Building.
- j) An Accessory Building shall consider the Principal Building appearance to ensure compatibility and incorporate similar exterior colours and materials.

#### 4.1.2 Accessory Buildings in Residential Land Use Districts

- a) For the purposes of this section, sheds and detached Garages are classified as Accessory Buildings.
- b) There shall be no more than 2 Accessory Buildings per residential Lot.
- c) An Accessory Building shall:

- i) be situated so that the exterior wall is a minimum of 1.0 m (3.28 ft) from the side and rear boundaries of the Parcel, except Buildings having vehicle access, which are regulated by section 3.20
  - ii) not be situated closer to the other side Parcel boundary or the rear Parcel boundary, and where Sight Triangles are required at the intersection of Roads, it shall comply with subsection 3.20.9.
- d) An Accessory Building shall not be more than 5.0 m (16.40 ft) in Height and shall not exceed the Height of the Principal Building.
- e) An Accessory Building that is a shared Garage may be developed on the common Lot Line. The minimum Side Yard for the opposite side Lot Line shall be as required within the Land Use District provisions and,
  - i) a caveat, for any shared wall shall be registered onto the Certificate of Title for the affected Parcels.
- f) An Accessory Building or Structure on a double fronting Lot shall be sited as if a Front Yard is required on both Lot Lines abutting Roads unless it is a residential Lot with its access from 1 Street consistent with Lots on the same block.
- g) The Setback for an Accessory Building or Structure shall not be less than the Side Yard required for the Principal Building on the side Lot Line abutting a flanking Road .
- h) An Accessory Building to which a vehicle may enter shall conform to section 3.20.

#### **4.1.3 Other Land Use Districts**

- a) For an Accessory Building or Use visible from a Highway and/or major Road, the Development Authority shall also take into consideration the Building appearance, orientation and design and may add any conditions necessary to ensure such Building is suitable to the character of the existing Development in the Land Use District as well as its effect on adjacent Land Use Districts.
- b) The Development Authority may require a higher level of Landscaping and buffering to ensure that the Building is appropriately screened.

#### **4.2 Accessory Suites**

- a) An Accessory Suite shall be a Discretionary Use within a Dwelling located in the R-1S Residential Single Dwelling Small Lot District, R-1M Residential Single Dwelling Medium Lot District, and the R-1L Residential Single Dwelling Large Lot District.
- b) An Accessory Suite includes the Development or conversion of Basement space or above Grade space to a separate Dwelling or the addition of new floor space for an Accessory Suite to an existing Detached Dwelling, and

- i) is a self-contained unit with a separate Kitchen, sleeping and sanitary facilities which are physically separate from those of the Principal Dwelling within the Structure
  - ii) has an entrance separate from the entrance to the Principal Dwelling either from a common indoor landing or directly from the side or rear of the Structure
  - iii) shall contain a maximum of 2 bedrooms.
- c) The maximum number of Accessory Suites per Detached Dwelling is limited to 1.
- d) An Accessory Suite shall provide 2 additional Off-Street Parking stall in addition to the minimum requirements of section 3.20. Tandem Parking shall not be allowed as a method for meeting the parking requirements for an Accessory Suite.
- e) The number of Dwellings allowed to have Accessory Suites within a neighbourhood area shall not exceed 10% of the total units in that subdivision, neighbourhood and the Accessory Suites are to have a distance of 10 Dwellings and/or Lots between Accessory Suites as per final approval by the Municipal Planning Commission.
- f) A Home Based Business 2 and Home Based Business 3 shall not be allowed within an approved Accessory Suite.

### 4.3 Alternative Energy Collecting and Storing Devices

#### 4.3.1 Solar Energy Devices

- a) Solar energy devices and all components associated with the devices shall meet the Setback and Height coverage requirements of the Land Use District in which they are placed.
- b) Solar energy devices attached to a Principal or Accessory Building should be integrated with the roof or wall/Structure. The mounted panel:
  - i) should not project more than 0.15 m (0.49 ft) from the surface of the Building
  - ii) should not project vertically more than 1.0 m (3.28 ft) above the roof line in residential Land Use Districts, and not more than 1.8 m (5.91 ft) above the roof line in all other Land Use Districts, where located on Buildings with flat roofs
  - iii) should not extend beyond the outermost edge of the roof or wall to which it is mounted.
- c) Solar energy devices not attached to a Building shall:
  - i) be located in a Side or Rear Yard only
  - ii) not exceed 2.5 m (8.20 ft) in Height above the ground  
be screened from adjacent properties with a fence, Landscaping, or other means of screening, to the satisfaction of the Development Authority.

#### 4.3.2 Geothermal Energy Devices

- a) Geothermal energy devices shall ensure the underground components meet the required Setbacks for accessory and accessory residential Buildings in the Land Use District.
- b) In the case of above ground components, the geothermal energy devices shall:
  - i) in a residential Land Use District, be subject to the Land Use District requirements for an Accessory residential Building on the Parcel where the device is located
  - ii) in all other Land Use Districts, be subject to the Land Use District requirements for a Principal Building on the Parcel where the device is located.
- c) Geothermal energy devices do not require a Development Permit, subject to meeting the requirements of the Land Use District in which they are located.

#### 4.4 Bed & Breakfast Establishments

- a) Bed & Breakfast establishments are allowed in the Town if they are secondary to the residential use of the Dwelling. Such accommodation shall be compatible with and not interfere with the use and enjoyment of the neighbourhood in residential areas. The planning, operation, and appearance of a Bed & Breakfast shall be compatible with and sensitive to the general residential character of its immediate surroundings, in terms of atmosphere, privacy, enjoyment, Landscaping, architecture, scale, activity and retaining the appearance of a Detached Dwelling. In this regard, Bed & Breakfast establishments shall comply with the following standards:
  - i) alterations to the residence shall be limited so that a home can be easily converted back to a residence. Any alterations are to be approved by the Municipal Planning Commission
  - ii) there shall be a maximum of 2 rooms available for guests at a Bed & Breakfast establishment
  - iii) the property Owner host of the Bed & Breakfast shall occupy the subject Detached Dwelling as the primary residence
  - iv) the maximum length of stay for a guest at a Bed & Breakfast shall be 14 nights in any 30-day period
  - v) guest rooms shall not be self-contained Dwellings, and not contain a Kitchen for the guest rooms for the use of guests to prepare meals
  - vi) 1 Sign only shall be allowed to identify, rather than advertise the establishment. The Sign must not exceed 0.33 m x 0.45 m (1.08 ft X 1.48 ft) in size
  - vii) Off-Street Parking shall be provided as follows:
    - i. 2 parking spaces for the Principal Dwelling plus 1 space per guest room
    - ii. no other services or retail sales may be offered at or from the same premises other than the of a Bed & Breakfast
    - iii. no home occupation is allowed on the premises of a Bed & Breakfast
  - viii) where a Bed & Breakfast is approved, there shall be no Accessory Suite on the premises of a Detached Dwelling.

- b) A Home Based Business 2 and Home Based Business 3 shall not be allowed within an approved Bed & Breakfast.

#### 4.5 Cannabis Retail Sales

- a) Retail, Cannabis sales use shall not be located within 100.0 m (328.08 ft) from any other Retail, Cannabis sales or a School, excluding those classified as a Home Education Program. For the purposes of this section only:
  - i) the minimum separation distance between a proposed Retail, Cannabis sales use and a School site shall be determined by measuring a straight line between the 2 closest Lot Lines of each Lot. The separation distance shall not be measured from the Land Use District boundaries or walls of the Buildings
  - ii) Notwithstanding section 2.16, the Municipal Planning Commission may only reduce the 100.0 m (328.08 ft) separation distance by granting a maximum of 15% variance.
- b) The Development Authority may require lighting, Signs or screening measures that ensure the proposed Development is compatible with adjacent or nearby residential, commercial, or industrial uses.

#### 4.6 Communication Facilities

- a) Notwithstanding any of the municipal requirements or obligations outlined within the Land Use Bylaw, all proponents for Communication Towers must comply with the following Federal legislation and/or regulations, where applicable.
- b) Communication Facilities and in accordance with section 2.10 and the Town's Communication Facility Protocol, shall require a Development Permit.
- c) Communication Facilities are encouraged to be located in specific areas of the Town such as:
  - i) agricultural
  - ii) industrial
  - iii) non-residential areas where tower height is unlikely to be an issue.
- d) Where possible, visually unobtrusive antennas are encouraged to be located on existing infrastructure such as Signs located on private property, light standards, water towers or other utility infrastructure.
- e) Where appropriate, new facilities should be built to a standard to accommodate multiple devices. Any exclusivity agreement which limits access to other applications is strongly discouraged.
- f) If co-location is determined to be unfeasible, the clustering of communication facilities is preferred.



- g) The design or appearance of all communications facilities including antennas, antenna mounts, equipment shelters, and cable runs, should minimize the visibility of facilities through the use of colour, consistent architectural styles, and aesthetic design.
- h) The Town recommends that Signs only be placed on a Communication Facility to:
  - i) identify the facility
  - ii) identify the Owner
  - iii) warn of any safety issues.
- i) Communication Facility sites should be established with Setbacks to both Alberta Infrastructure and Transportation and Town Road network standards.

#### 4.7 Front Parking Pads (Amended Bylaw 1315.24, 11/26/24)

- 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.

## 4.8 Home Based Business

### 4.8.1 General Provisions

- a) In determining if a particular business can be carried on as a Home Based Business the Development Authority may refuse to consider a particular business as a Home Based Business or refuse to approve a proposed Home Based Business if, in the opinion of the Development Authority, the proposed business use would be more appropriately located in a commercial or industrial Land Use District having regard for the overall compatibility of the business use with the residential character of the area.
- b) No person shall operate or permit or allow the operation of a Home Based Business without a Development Permit and a current business license.
- c) A Development Permit for a Home Based Business shall only be valid for the address identified in the Permit.
- d) A maximum of 1 Home Based Business may be operated per Dwelling unless otherwise approved by the Development Authority.
- e) Notwithstanding section 4.7.1 (d) above, 1 additional Home Based Business 1, may be approved at the discretion of the Development Officer in recognition that there are no on-site visitors or additional parking stalls required for the proposed use.
- f) A Home Based Business 2 and Home Based Business 3 shall not be operated within a Detached Dwelling with an approved Accessory Suite or Bed & Breakfast establishment.

### 4.8.2 Application for Home Based Business

- a) An application for a Development Permit for a Home Based Business shall be made to the Development Officer in writing on the form prescribed in accordance with section 2.10 and shall describe:
  - i) the nature of the business
  - ii) the hours of operation
  - iii) the materials, equipment and/or vehicles that will be used and where they will be stored
  - iv) the number of resident and non-resident employees
  - v) the number of business visits per day expected to the property
  - vi) the number of parking spaces on the property.
- b) If the applicant is not the registered Owner of the property, a letter from the Owner is required granting the applicant permission to use the property for the proposed business.

#### **4.8.3 Regulations for a Home Based Business 1**

- a) The Home Based Business 1 shall:
  - i) be operated from within the Dwelling and not use any Accessory Building or any outdoor part of the Parcel
  - ii) be no outside business activity, or storage of materials or equipment associated with the business allowed on the site
  - iii) no mechanical or electrical equipment shall be used which creates unreasonable noise, or visible and audible interference with home electronics equipment in adjacent Dwellings. The operation of such business shall not create any Nuisance by way of noise, dust, odour or smoke or anything of an offensive or objectionable nature
  - iv) not use any Dangerous Goods which would not be used in association with the residential use of the Dwelling
  - v) not employ any person on site other than a resident of the Dwelling. Not more than 2 adult residents of the home are authorized to work in the business. No off-site employees shall be authorized
  - vi) no additional parking stalls are required
  - vii) not use any vehicle in the operation of the Home Based Business which would not reasonably be used in conjunction with the residential use of the Dwelling
  - viii) not create any site visits to the property
  - ix) have no exterior Signs, display or Advertisement required for the Home Based Business
  - x) not operate without a valid Development Permit and Business Licence issued by the Town.

#### **4.8.4 Regulations for Home Based Business 2**

- a) The Home Based Business 2 shall:
  - i) be operated from within the Dwelling and not use any Accessory Building or any outdoor part of the Parcel
  - ii) be no outside business activity, or storage of materials or equipment associated with the business allowed on the site.
  - iii) no mechanical or electrical equipment shall be used which creates unreasonable noise, or visible and audible interference with home electronics equipment in adjacent Dwellings. The operation of such business shall not create any Nuisance by way of noise, dust, odour or smoke or anything of an offensive or objectionable nature
  - iv) not use any Dangerous Goods which would not be used in association with the residential use of the Dwelling
  - v) not employ any person on site other than a resident of the Dwelling. Not more than 2 adult residents of the home are authorized to work in the business. No off-site employees shall be authorized
  - vi) in addition to the parking spaces required pursuant to section 3.20, 1 additional Off-Street Parking stall shall be provided
  - vii) tandem Parking may be considered for a Home Based Business 2 where appropriate

- viii) not use any vehicle or trailer in the operation of the Home Based Business which would not reasonably be used in conjunction with the residential use of the Dwelling
- ix) there shall be no exterior display or Advertisement other than a business identification plaque or Sign 0.33 m x 0.45 m (1.08 ft X 1.48 ft) in size located on or in the Dwelling
- x) the business shall not, in the opinion of the Development Authority, generate pedestrian or vehicular traffic or parking in excess that would be detrimental to the amenities and safety of the residents in the vicinity of the Parcel
- xi) there shall be no outside business activity, or outdoor storage of materials or equipment associated with the business on the site. Indoor storage related to the business activity will be allowed within the Dwelling or an Accessory Building provided that such materials or equipment are not, in the opinion of the ~~Municipal Planning Commission~~ Development Authority, likely to result in a hazard
- xii) no physical changes to the external appearance of the Dwelling or any Accessory Building shall be allowed as a result of the establishment of the Home Based Business
- xiii) not operate without a valid Development Permit or Business Licence issued by the Town
- xiv) shall not be operated within an approved Accessory Suite or Bed & Breakfast establishment.

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#### 4.8.5 Regulations for a Home Based Business 3

- a) The Home Based Business 3 shall:
  - i) be operated from within the Dwelling or an Accessory Building
  - ii) not employ more than 1 non-resident of the Dwelling and be authorized to work in the business
  - iii) there shall be no exterior display or Advertisement other than a business identification plaque or Sign 0.33 m x 0.45 m (1.08 ft X 1.48 ft) in size located on or in the Dwelling
  - iv) be no outside business activity, or storage of materials or equipment associated with the business allowed on the site. Indoor storage shall only be allowed inside the Dwelling or Accessory Building
  - v) no mechanical or electrical equipment shall be used which creates unreasonable noise, or visible and audible interference with home electronics equipment in adjacent Dwellings. The operation of such business shall not create any Nuisance by way of noise, dust, odour or smoke or anything of an offensive or objectionable nature
  - vi) not use any Dangerous Goods which would not be used in association with the residential use of the Dwelling
  - vii) no physical changes to the external appearance of the Dwelling or any Accessory Building shall be allowed as a result of the establishment of the Home Based Business
  - viii) the business shall not, in the opinion of the Municipal Planning Commission, generate pedestrian or vehicular traffic or parking in excess that would be detrimental to the amenities and safety of the residents in the vicinity of the Parcel

- ix) not operate without a valid Development Permit or Business Licence issued by the Town.
- b) In addition to the parking spaces required pursuant to section 3.20:
  - i) 1 Off-Street Parking stall for visitors
  - ii) 1 Off-Street Parking stall for the non-resident employee.
- c) Pursuant to section 3.20.4, Tandem Parking may be considered for a Home Based Business 3 where appropriate.
- d) Vehicles associated with the Major Home Based Business 3 including a trailer or truck shall be parked in the Rear Yard where permissible.
  - i) notwithstanding section 4.7.5 (d) above, the maximum vehicle allowed in a residential Land Use District, the commercial vehicle shall be restricted to a maximum gross vehicle weight of 7,500.0 kg.
- e) A Home Based Business 3 shall have a time limit of 3 years. Upon expiration of the original permit, the Development Authority may consider granting an approval with no time limit if the Home Based Business meets the regulations of this Bylaw.
- f) Shall not be operated within an approved Accessory Suite or Bed & Breakfast establishment.

#### 4.9 Recreational Vehicle Storage

- a) No more than 1 Recreational Vehicle may be stored in a residential Land Use District.
- b) Recreational Vehicle Storage in the Front Yard is allowed on an approved Parking Pad or Front Parking Pad. (Amended Bylaw 1315.24, 11/26/24)
- c) Recreational Vehicle parking which enters onto a paved Road shall be Hard Surfaced and be located and constructed in accordance with the Town's standards and to the satisfaction of the Development Authority.

#### 4.10 Residential Sales Service

- a) The Development Authority may issue a Temporary Development Permit for a Residential Sales Centre provided:
  - i) there are minimal effects, such as noise, lighting, traffic congestion on Roads and adjacent residents
  - ii) there is sufficient on-site and off-site parking
  - iii) it complements the scale and character of the neighbourhood in which it is located, with regard to:
    - i. the size of the Building; and
    - ii. the colour, material, and design of the exterior finish.

- iv) lighting shall be designed so it is not directed onto adjacent Lots. All lighting (except motion activated security lights) shall be off when the Residential Sales Centre is closed
- v) the number of other Residential Sales Centres in the area, the proximity to arterial or collector Roads, the effect on other Dwellings, the length of time the centre will be operating, and the location and proximity of properties being marketed is to the satisfaction of the Development Officer.

#### 4.11 Satellite Dish and Amateur Radio Antennae

- a) A satellite dish and amateur radio antenna are Accessory Uses which require a Development Permit. An exception to this is if a satellite antenna has a dish diameter of less than 1.0 m (3.28 ft) and conforms to the requirements outlined in section 2.9 (a)(xvii).
- b) In a residential Land Use District, a satellite dish and amateur radio antenna shall only be located in a Rear Yard, or a Side Yard which does not abut a Street.
- c) On an interior Parcel, a satellite dish and amateur radio antenna shall be situated so that no part of it is closer than 1.0 m (3.28 ft) from the side or rear boundaries of the Parcel.
- d) On a corner Parcel, a satellite dish and amateur radio antenna shall be situated so that no part of it is closer to the Street than the Principal Building, or closer 1.0 m (3.28 ft) from the other side Parcel boundary or the rear Parcel boundary.
- e) The location of satellite dish and amateur radio antennae in all other Land Use Districts other than the residential Land Use District shall be determined by the Municipal Planning Commission.
- f) Where any part of a satellite dish antenna is more than 4.0 m (13.12 ft) above Grade level, or when it is located other than described above, it shall be both screened and located to the satisfaction of the Development Authority.
- g) The maximum Height of an amateur radio antenna in a residential area shall be 12.5 m (41.01 ft) unless a greater Height is required by the amateur radio license.
- h) An application for a Development Permit for an amateur radio antenna must be accompanied by a valid amateur radio operator's license.
- i) No advertising other than that manufacturer's name/logo shall be allowed on a satellite dish antenna and amateur radio antenna.
- j) The illumination of satellite dish antenna and amateur radio antenna is prohibited unless required by Transport Canada regulations.

#### 4.12 Shipping Containers

- a) A Shipping Container, allowed under this section, shall:
  - i) be used for storage purposes and are accessory to the Principal Use of the site
  - ii) are temporary to a maximum of 2 years, unless it is a Permitted Use
  - iii) require a Development Permit
- b) A Shipping Container shall:
  - i) not exceed the following dimensions: 13.8 m (L) x 2.5 m (W) x 2.9 m (H) [45.28 ft (L) X 8.20 ft (W) X 9.52 ft (H)]
  - ii) be placed on the ground or on skids, and shall not be stacked upon one another or on any other Structure
  - iii) be standalone so that they are not connected to one another or to any Structures on the property (e.g. through the Development of a roof Structure, or other means)
  - iv) be unmarked (e.g. no brand names of the Shipping Container, business or Third Party Advertising shall be on the Shipping Container)
  - v) be screened when visible from a Road, using either solid fencing measuring 1.8 m (5.91 ft) in Building Height on site or coniferous trees, planted at a minimum Height of 2.5 m (8.20 ft) and spaced to provide a wall of fencing.
- c) Where the Rear or Side Yard is adjacent to a residential Land Use District, or a public Street or Highway, additional Landscaping, and screening exceeding that of the minimum requirements found in section 3.15 shall be provided to screen the Shipping Containers, to the satisfaction of the Development Authority.
- d) Notwithstanding section 4.11 (a)(iv) above, Shipping Containers may be temporarily placed on a site in any Land Use District in accordance with the following:
  - i) during active construction on a site when the Shipping Container is solely for the storage of supplies and equipment that are used for the site, provided that a valid Building permit has been issued for the construction. The Shipping Container must be removed from the site upon completion of construction
  - ii) the purposes of loading and unloading of items associated with the Principal Use for a period of not more than 14 days in any 6-month period
  - iii) a Shipping Container for the purposes of a Moving Storage Pod shall have a maximum Height of 3.0 m (9.84 ft) and a maximum length of 6.0 m (19.69 ft) and be placed on a Driveway or Front Parking Pad, for a period not exceeding 14 days and only for the purpose of loading and unloading during the process of moving or renovating. (Amended Bylaw 13.15, 11/26/24)
  - iv) A container shall:
    - i. be located so as to not create a safety hazard
    - ii. not be located within 1.2 m (3.94 ft) of a Side Yard property boundary
    - iii. be located in the Rear Yard where possible.

#### 4.13 Swimming Pools and Outdoor Hot Tubs

- a) All permanent in ground pools and in ground hot tubs shall require a Development Permit.
- b) Every private swimming pool and/or hot tub shall be secured against entry according to the current *Alberta Building Code*.

#### 4.14 Temporary Buildings

- a) The construction of a temporary Building is to allow them in circumstances where a permanent Building is planned but not yet constructed or for Special Events requiring a short term or seasonal use.
- b) No temporary Building may be erected without the permission of the Development Authority and may be restricted by the following non-exhaustive list of items:
  - i) in any Land Use District other than a residential Land Use District, subject to the Owner agreeing to remove the Building in accordance with Development Permit conditions and shall include:
    - i. the size, Height, and location of the Building
    - ii. appearance of the Building
    - iii. duration of time required for the Building to a maximum of 12 months
  - ii) payment of a security deposit may be required and provided to the Town as a Letter of Credit or other form acceptable by the Town, in an amount equivalent to the cost of removing the Building to ensure its removal within 14 days upon expiration of the Development Permit
  - iii) the maximum number of temporary Buildings per site shall not exceed 1
  - iv) a temporary Buildings' footprint shall be included in the site coverage calculation.



## PART 5.0 SIGNS

### 5.1 General Purpose

- a) The general purpose of this Part is to regulate the number, size, type, form, appearance, and location of Signs in order to:
  - i) balance the need for Signs with safety and aesthetics
  - ii) provide adequate and flexible means of identification for commercial and industrial uses
  - iii) minimize the potential adverse effect of signs on private and public property

### 5.2 Sign Definitions

For the purposes of interpretation of Part 5, the following definitions are applied:

**ABANDONMENT** as it pertains to Signs means a Sign located on a property which becomes vacant and unoccupied or, any Sign which pertains to a time, event, or purpose for which it no longer applies.

**ADVERTISEMENT** means any device or representation visible to the public that is for the purpose of directly or indirectly promoting sales or drawing attention to the event.

**A-FRAME** means a Sign with 2 angled sides, to which copy can be applied, that meet at the top to form the shape of a triangle, or an inverted "V", when resting directly on the ground.

**AWNING** means a light detachable system of fabric, sheet metal, or other similar material, which is entirely supported from a Building by a fixed or retractable frame.

**AWNING SIGN** means a non-Illuminated Sign that is painted on or affixed flat to the exterior surface of an Awning.

**BANNER** means a Temporary Sign made of lightweight, flexible fabric or material that is affixed to the exterior Facade of a Building to which copy is painted, stamped, stenciled, perforated, stitched, or otherwise applied directly onto its surface.

**BILLBOARD** means a Permanent Sign, not attached to a Building or Structure, where content is allowed for periodic replacement. Billboard Signs may include Third Party Advertising.

**BUILDING SIGN** means a device, notice or medium including its support system and its components comprised of any material, composed of lettered, pictorial material which is located on the exterior of a Building or window and may include illumination. A Building Sign does not include any component of an Electronic Message Feature or Video Display.

**BUILDING FACE** means a portion of any exterior elevation of a Building exposed to public view, extending from the Grade to the eaves or the top of the parapet wall and the entire length of the Building elevation, including all areas divided by firewalls.

**CANOPY** means an architectural feature or structural protective element affixed to the exterior wall of a Building over a door, entrance, outdoor service area or similar type of entrance way.

**CANOPY SIGN** means a Sign that is painted on or affixed to the exterior surface of a Canopy.

**CHANGEABLE COPY, MANUAL** means copy on a Sign that changes manually using attachable letters, numbers, or pictorial panels. A Changeable Copy, Manual Sign does not include any Electronic Message Features or Third Party Advertising.

**CHANNEL LETTER SIGN** means a Fascia Sign that is a single solid Structure resembling a letter, number, or other symbols that, when affixed horizontally parallel to the exterior Façade of a Building, displays a message.

**CLEARANCE** means the unobstructed vertical distance between the ground or finished floor and the underside of a Sign or Structure.

**CONSTRUCTION SIGN** means a Sign used to identify a construction project, and may include the Owner, general Contractor, sub-trades, architect, engineers, and others associated with the design, planning and/or Development of the project under construction.

**CONTRACTOR** as it pertains to Signs, means a company or business that is contracted to complete a project related to the construction, renovation, or alteration of a Structure, Building or any other Development.

**COPY AREA** means a percentage of the maximum Sign Area, or a specified numerical figure as noted within this Bylaw.

**CUSTOM PRINTED INSERTS** means personalized corrugated plastic inserts added to chain link fencing, utilized for screening or privacy, showing landscape, or as a visual aide in advertising or displaying the business logo, name, or general information about the business.

**DIRECTIONAL SIGN** means a Sign that is located on-site and provides information and directions necessary for persons entering, traveling through, or exiting a site.

**ELECTRONIC MESSAGE FEATURE** means that portion of a Sign that is comprised of a device which displays text, or characters, through electronically controlled single colour changing lights or digital programming.

**ELECTRONIC MESSAGE, CHANGEABLE COPY** means an area on a Sign that displays a programmable electronic, non-motion pictorial, text information within the display area. An Electronic Message, Changeable Copy Sign, or portion thereof, does not include Third Party Advertising.

**FASCIA SIGN** means a Sign that runs parallel to the face of a Building on which it is displayed or attached but does not include a Painted Wall Sign or Window Sign.

**FLAG SIGN** means a Temporary Sign that is made of lightweight flexible fabric or material with 1 or 2 sides to which copy can be applied and, which is attached to a freestanding pole, placed in or on the ground.

**FREESTANDING MONUMENT SIGN** means a Freestanding Sign that is a single solid Structure placed in or on the ground which is wholly independent of any other object for support and includes a Copy Area with 1 or 2 sides to which copy can be applied. This may include an Electronic Message, Changeable Copy. A Freestanding Monument Sign does not include Third Party Advertising.

**FREESTANDING PYLON SIGN** means a Freestanding Sign that has independent supports and consists of a base, is placed on the ground, and has a flat Copy Area with 1 or 2 sides to which copy can be applied. A Freestanding Pylon Sign does not include Third Party Advertising.

**FREESTANDING SIGN** means a Sign that has independent supports placed in the ground and that is not part of a Building, Structure, or Development.

**FUTURE DEVELOPMENT SIGN** means a Temporary Sign used to identify a future Development area and the developers(s) or Builder(s) associated with the project.

**HEIGHT** as it pertains to Signs, means the maximum vertical distance between the average Grade at the base of the Sign and the highest point on the Sign. Any earth berms and elevated foundations supporting the Sign shall be included in the Height of the Sign.

**HOME BASED BUSINESS SIGN** means a Sign installed, erected, or displayed to identify a business located on a Lot within a residential Land Use District and contains only the name of the business on site.

**ILLUMINATED SIGN** means a Sign that is characterized by the use of artificial light reflecting off the surface of a Sign by the following means:

- a) externally illuminated meaning projecting through the surface of a Sign;
- b) internally illuminated; or
- c) projecting from behind the surface of a Sign (e.g. backlit).

**INFLATABLE SIGN** means the temporary use of a three-dimensional Sign, inflated with air or other gases or fluids, to which copy can be applied, and which is anchored or affixed to the ground or to the roof of a Building.

**INTEGRATED ROOF SIGN** means a Sign erected or constructed as an integral or essential part of a normal roof Structure.

**MAINTENANCE** means the cleaning, painting, repair, or replacement of any defective parts of a Sign in a manner that does not alter the basic design or Structure of the Sign and does not change the Sign Area.

**MENU BOARD SIGN** means a Sign associated with a Drive-Through Business and that is used to display a menu and associated prices.

**MURAL** ~~means an artistic rendering or drawing that is painted or otherwise applied to the exterior wall or other integral parts of a Building which is intended for public display but does not include any advertising. A Mural is not considered a Sign.~~ means any piece of artwork painted or applied directly onto a wall, ceiling, or other larger permanent surface, flat, concave, or convex with or without installation medium. Murals do not sell, promote, advertise, or solicit commercial activity for individuals, not-for-profits, businesses, or other organizations. A Mural is not considered a Sign.

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**NEIGHBOURHOOD IDENTIFICATION SIGN** means a Permanent Sign erected by a developer at the entrances to a subdivision indicating the name of a subdivision or community.

**OPEN HOUSE SIGN** means an A-Frame Sign advertising a public viewing of a Dwelling or Dwellings that is for sale or rent.

**PAINTED WALL SIGN** means a Sign that is painted, inscribed, or marked directly on any exterior wall or other integral part of a Building but does not include a Fascia Sign or Mural.

**PERMANENT SIGN** means a Sign that cannot be readily relocated because of its attachment to the site. It does not include a Banner Sign, Inflatable Sign, or a Flag Sign, but includes Signs painted on or attached to a motor vehicle if the vehicle is parked on a regular basis to act as a Sign.

**PORTABLE SIGN** means a Sign that has independent supports and is easily moveable, with a flat Copy Area of 1 or 2 sides to which copy can be applied and is designed to allow for a message or advertising to be changed frequently and easily.

**POST SIGN** means a Sign consisting of a base of 1 or more upright supports placed in or on the ground and which has a flat Copy Area with 1 or 2 sides to which copy can be applied.

**PRIMARY BUILDING FACE** means 1 side of a Building that fronts onto a public Road, internal Road, or an internal Parking Facility and that is the main focus of external advertising. This side of the Building generally includes the main public access into the Building or business as well as the address of the Building.

**PROJECTING SIGN** means a single solid Structure affixed upright and perpendicular against the exterior Facade of a Building that supports a Copy Area with 1 or 2 sides to which copy can be applied. A Projecting Sign does not contain illumination.

**PUBLIC NOTICE** means a message of interest or warning to the public and is required by or erected pursuant to the provisions of federal, provincial, or municipal government legislation, regulation, Bylaw, or policy.

**REAL ESTATE SIGN** means an A-Frame or Post Sign that advertises property for sale, lease or rent.

**SECONDARY BUILDING FACE** means any side of a Building that is not intended to be the main focus of external advertising. This side of a Building generally does not include public access.

**SHOW HOME SIGN** means a Sign, either 1 sided or 2 sided, that advertises or directs attention to a Residential Sales Centre located on the property for which is being advertised. A Show Home Sign may be an A-Frame, Banner, or Window Sign.

**SIGN** means a device, notice or medium, including its support system and other components, that is used or is intended or capable of being used, to attract attention for advertising, identification or for information purposes.

**SIGN AREA** means the areas of a Sign that are available for copy (excluding the main support Structure).

**SPECIAL EVENT SIGN** means a Temporary Sign erected for a specified period of time advertising a Special Event.

**TEMPORARY SIGN** means a Sign that is not intended to be Permanent Sign and is allowed for a limited time period by the applicable development standards.

**THIRD PARTY ADVERTISING** means a Sign that refers to goods, activities, or services offered for sale or for free but are not obtained at the premises nor on the Parcel on which the Sign is located or displayed.

**UNDER CANOPY SIGN** means a Sign that is affixed to the exterior surface of a Canopy and may contain 1 or 2 sides.

**VIDEO DISPLAY or VIDEO DISPLAY SIGNS** means Signs or portions thereof which change its message or background in a manner or method of full color display characterized by motion or pictorial imagery, which may or may not include text and depicts action or a special effect to imitate movement or give the illusion of motion.

**WINDOW SIGN** means a Sign, picture, symbol, or combination thereof that is painted, pasted, inscribed, or otherwise placed on a window for viewing from the outside of the Building and does not include merchandise located in a window for display purposes.

### 5.3 Applicability

- a) The requirements contained in this Part shall apply to all Signs on lands within the Town except for:
  - i) any Sign located within a Building or Structure not intended to be displayed to the outside public
  - ii) any Sign required to be displayed under the provisions of federal, provincial, and municipal legislation.
- b) Notwithstanding the regulations of this Part, the land and Buildings included within the Plan Area of the Downtown Revitalization Plan are subject to the Downtown Architectural Guidelines.

### 5.4 Administration

#### 5.4.1 Development Permit Requirements for Signs

- a) Unless specifically exempted from the requirements to obtain a Development Permit, all Signs, including relocation, enlargement, or modification to a Sign, requires a Development Permit.
- b) A Development Permit for a Sign shall be made in writing on the appropriate application form and submitted together with the appropriate fees as approved in the *Development Fees and Fines Bylaw*, as amended, and shall include:
  - i) the signature of the registered Owner(s) of the land (or their representatives or Agent)
  - ii) the civic address of the Building, Structure or Lot on which the Sign is to be erected, altered, or replaced
  - iii) drawings to scale, giving dimensions, materials, finishes, colour schemes, letter fonts and sizes, graphics, logos, and type of illumination
  - iv) drawings illustrating the position of the Sign and method of attachment
  - v) a site plan showing the location of any existing or proposed Signs, whether on a Building or on a Parcel of Land
  - vi) proposed purpose or message on the Sign
  - vii) Sign value
  - viii) a drawing signed and sealed by a professional engineer illustrating the details of attachment and assembly, at the discretion of the Development Authority
  - ix) any additional information as the Development Authority deems necessary.
- c) An application for a Sign permit shall not be considered complete and final and received for processing by the Town until the Development Authority determines that all requirements of section 5.4.1 (b) have been completed and notification of a complete application has been provided to the applicant, in accordance with section 2.11.
- d) The Development Authority may consider the following when it reviews an application for a Sign permit:
  - i) the scale and design of the area
  - ii) Statutory Plan requirements

- iii) streetscape improvements
  - iv) Downtown Revitalization Plan
  - v) Downtown Architectural Guidelines
  - vi) scale, form, and massing
  - vii) infrastructure and safety
  - viii) proximity to a residential area
- e) The Development Officer may issue a decision on a Sign permit if the application complies with the provisions of this Bylaw (Amended, Bylaw 1275.23, 05/23/23); and may:
- i) refer any application for a Permitted or Discretionary Use to the Municipal Planning Commission for its consideration; or
  - ii) refer, with recommendations, to the Municipal Planning Commission any application for a Development Permit that, in the opinion of the Development Officer, should be decided by the Municipal Planning Commission.

#### 5.4.2 Conditions of Development Approvals for Signs

- a) In addition to section 2.6, and in deciding on the issuing of a Development Permit for a Sign, the Development Authority may impose conditions it considers appropriate, either on a permanent basis or for a limited time period on a Development Permit application and may:
- i) require the removal of existing Sign(s) on a site
  - ii) restrict the location, number, and type of new and existing Signs on a site
  - iii) reduce light levels or hours of operation of Illuminated Signs
  - iv) require other upgrades or changes to existing Signs on site
  - v) consider all safety and construction matters.

#### 5.4.3 Variances

- a) The Development Authority may vary the following:
- i) Sign Height
  - ii) Sign width
  - iii) allowed number of Signs on a site, except for Electronic Message Signs which shall not be varied
  - iv) the minimum separation distance between a Freestanding Sign
  - v) total Sign Area
  - vi) minimum Clearance above Grade for Freestanding Signs
  - vii) Setbacks
- b) The Development Authority, in determining if a variance is justified, may consider:
- i) any approval to be temporary
  - ii) the size and location of the site
  - iii) the design or construction of a Building or a Sign
  - iv) Street context
  - v) topography and configuration of the site

- vi) all applicable policies, guidelines, and applicable Statutory Plans
  - vii) whether the proposed variance would unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment, or value of neighbouring sites.
- c) Any variance approved by the Development Authority may be temporarily approved and may be subject to conditions deemed appropriate.
- d) Despite any other provision in this Bylaw, if necessary or for safety reasons, the Development Authority may require greater distance separations between Signs or increased Clearances of any Sign.
- e) Despite section 5.4.3 (a), where an application for a Sign permit does not comply with the standards established in this Bylaw, the following tolerances shall not exceed:
- i) 10% as approved by the Development Officer
  - ii) 10.1% and not exceeding 15% as approved by the Municipal Planning Commission
  - iii) 15.01% and over are prohibited.

## 5.5 General Regulations

- a) Despite any other provision in this Bylaw, a Permanent Sign shall be considered Accessory to an approved Use within a Land Use District.
- b) Where a Development Permit has been issued for a residential, commercial, or industrial Development that includes more than 1 Parcel, Signs may be erected or installed on the land as if the Development were located on a single Parcel.
- c) Where allowed under this Bylaw, any Sign adjacent to a Provincial Highway in undeveloped areas shall maintain a minimum of 300.0 m (984.25 ft) from the centreline of the Highway, except under the following circumstances:
- i) 1 Sign advertising the sale of the subject property
  - ii) Signs for municipal purposes
  - iii) any Sign containing any part thereof with an Electronic Message Feature or Video Display feature shall not be allowed.
- d) Unless provided elsewhere within this Part, Signs and their Structures shall be located a minimum of:
- i) 1.0 m (3.28 ft) back from an existing or future curb line
  - ii) 0.03 m (0.09 ft) from the inside edge of any sidewalk
  - iii) 3.0 m (9.84 ft) from any Road access
  - iv) 1.0 m (3.28 ft) from a Property Line, when located on private property.
- e) Signs shall not be located within an intersection corner visibility triangle.



- f) Signs shall not be placed in or on a required parking space or Loading Space and shall not be placed to reduce the number of required parking stalls or Loading Spaces, pursuant to this Bylaw or an approved Development Permit.
- g) Trees and shrubs shall not be removed or damaged to construct a Sign, to make a Sign more visible, to maintain a Sign, or to change copy on a Sign.
- h) A Permanent Sign shall not be constructed within, or encroach onto, a registered right of way within a Parcel of Land.

#### 5.5.1 Copy Area Sign Calculation

- a) For a double-faced Sign, the Development Officer shall only use 1 face for the purposes of determining Sign Area and Copy Area.
- b) Where this Bylaw has a provision for maximum allowable Sign Area that is a percentage of the area of Building Face within a multiple tenant Development, the Development Authority shall determine the maximum Sign Area allowed by considering the Height of the Building and the width of the tenant's leased premises.
- c) The Development Officer shall determine the maximum Copy Area of a Sign:
  - i) as a percentage of the maximum Sign Area, as noted within this Bylaw; or
  - ii) a specified numerical figure, as noted within this Bylaw.

#### 5.5.2 Enforcement

- a) in addition to section 2.18, the following regulations also apply to Sign enforcement:
  - i) where any portion of a Sign is placed on public property and contravenes any provisions of this Bylaw, a Designated Officer may remove the Sign or request the Sign be removed at the expense of the Sign Owner
  - ii) a Sign that is removed pursuant to this Bylaw shall be stored by the Town for a maximum 30 days, during which time the Sign Owner may claim and retrieve the Sign upon payment to the Town of the impoundment and storage fee, in accordance with the *Development Fees and Fines Bylaw*, as amended
  - iii) if a Sign is not claimed or retrieved by the Sign Owner after 30 days of its removal, a Designated Officer is authorized to destroy or otherwise dispose of the any Sign without any further notice or compensation to the Sign Owner
  - iv) despite sections 5.5.2 (a)(ii) and 5.5.2 (a)(iii), where a Sign constructed of poster board, foam core board, corrugated plastic or coroplast, illustration board or any other similar material is removed pursuant to this Bylaw, it may be disposed of within 24 hours without any notice or consideration to the Sign Owner
  - v) the costs incurred by the Town in removing the Sign, restoring a site, or destroying stored Sign, include the cost of any immediate measures taken to terminate an immediate danger are debts due to the Town that may be recovered in court action

- vi) the Owner of a Sign or any person responsible for the placement of any Sign or Sign Structure or both shall be liable and responsible for such Sign or Sign Structure
- vii) the Town shall not be liable for any damage to or loss of a Sign that was erected in contravention of the provisions of this Bylaw and removed by a Designated Officer.
- viii) the Town shall not be liable for any loss of revenue resulting from the removal of a Sign pursuant to the provisions of this Bylaw.

### 5.5.3 Illumination

- a) Electrical power supply to a Sign shall be located underground except when a Sign is powered by solar energy. The solar power device may be located above ground provided it is attached to the Sign and no wires, cords, or other components of the power supply device are located on the ground further than 0.3 m from the Sign Structure. All wiring and conduits shall be concealed from view.
- b) A Sign with illumination or an electronic message Sign shall not be allowed in residential Land Use Districts.
- c) All Signs that are illuminated shall have the capacity to be dimmed to the satisfaction of the Development Authority. Signs that are illuminated shall not:
  - i) shine or reflect light directly onto neighbouring properties, or, in the direction of oncoming traffic
  - ii) create a hazard for pedestrians or motorists
  - iii) be on an intensity or brightness that would interfere with the general welfare of residential or occupants of adjacent property, or with vehicular traffic
- d) Externally Illuminated Signs shall:
  - i) use full cut-off or shielded and screened external light sources
  - ii) be positioned in a manner that directs the light directly onto the Sign and minimizes glare
- e) Where allowed, internally Illuminated Signs shall have the light source completely shielded from direct view.

### 5.5.4 Maintenance

- a) Every Owner shall maintain all Signs in good repair, in safe condition and free of visible deterioration by:
  - i) ensuring all exposed Signs and Sign Structure surfaces are covered with an all-weather protective finish
  - ii) repainting or refinishing as often as necessary to prevent peeling, flaking of paint, corrosion or fading from light exposure

- iii) keeping Signs intact and operative and preventing them from deteriorating, peeling, breaking, or cracking.
- b) All Sign copy shall be fastened securely to the Sign Structure. Where a portion of copy has been removed, it shall be replaced within a reasonable timeframe, either with a new copy or filled in with material consistent with the Sign, as determined by the Development Authority.

#### 5.5.5 Signs Exempt from a Development Permit

- a) In addition to section 2.9, the following Signs shall not require a Development Permit provided they comply with the regulations of this Bylaw and any other applicable policy or legislation:
  - i) Sign, notice, placard, or bullet required to be displayed by or on behalf of the federal, provincial, or municipal government
  - ii) Sign related to the function or work of the Town or other public authority
  - iii) Sign displaying community event information
  - iv) an Advertisement that is an integral part of a transit system, bus shelter or bench or on garbage or recycling bins located on Streets under an Agreement with the Town
  - v) Signs located in or on taxi cabs and as authorized under Taxi Bylaw, as amended
  - vi) flag, emblem, or insignia that does not exceed 10.0 m (32.8 ft) in Height or the maximum Height of a Principal Building, whichever is less
  - vii) an A-Frame Sign within all non-residential Land Use Districts, provided the Sign is located adjacent to the business that is being advertised
  - viii) Open House Sign
  - ix) Garage sale Sign
  - x) Real Estate Sign
  - xi) Construction Sign
  - xii) election Signs provided they are placed in accordance with the Election Sign Bylaw as amended (Amended, Bylaw 1275.23, 05/23/23)
  - xiii) Changeable Copy, Manual Sign in a which complies with the requirement and approval of a Special Event permit
  - xiv) Directional Sign as part of a commercial or industrial Development that is noted within an approved Development Permit
  - xv) Fascia Sign within a Sign Area not greater than 0.2 m<sup>2</sup> (2.15 ft<sup>2</sup>) in a residential Land Use District or 0.5 m<sup>2</sup> (5.38 ft<sup>2</sup>) in a non-residential Land Use District
  - xvi) Show Home Sign and a Flag Sign on a site with an Approved Residential Sales Centre
  - xvii) copy inserts being changed in existing Signs. This applies to existing Freestanding or Fascia Signs where no structural components are being modified or added, including illumination and the size and location of the Sign remains the same.

#### 5.5.6 Sign Prohibitions

- a) Unless otherwise listed in this Bylaw, Third Party Advertising is not authorized.
- b) The Development Authority shall not permit a Sign or portion thereof that:

- i) includes Video Display, laser light projection, motion picture or an audible component
- ii) a Billboard Sign
- iii) is attached to, or makes up any portion of a fence, retaining wall, or other similar Structure unless the Sign is authorized under this Bylaw to identify a community or neighbourhood or is integrated into a Structure or fence to identify a commercial site
- iv) is attached to or constructed on or over a roof of a Building extending above the parapet portion of the Building, except for:
  - i. an Integrated Roof Sign
  - ii. a Sign on a mansard roof
  - iii. an Inflatable Sign located on a roof
- v) is attached, affixed, or displayed on any parked vehicle or trailer not normally used in the daily activity of the Sign subject
- vi) is attached, affixed, or displayed on a Shipping Container
- vii) any Sign that moves or assumes any motion constituting a non-stationary or non-fixed condition, unless expressly allowed within this Bylaw
- viii) has 1 of the following objects attached to it:
  - i. balloons
  - ii. flags
  - iii. Banners or streamers
  - iv. ribbons
  - v. spinners
  - vi. other similar devices
- ix) Obstructs the view of, or may be confused with, an official traffic control device
- x) displays lights resembling flashing, intermittent, or scintillating motion usually associated with danger or those used by police, fire, ambulance, and other emergency vehicles
- xi) uses chasing borders or movement of any kind
- xii) is unsafe ~~or to~~ persons or property in the opinion of the Development Authority
- xiii) is an overall state of dilapidation, disrepair, or Abandonment
- xiv) identifies a business, Development or service not authorized through the provisions of this Bylaw to operate within the Town.

Commented [BS12]: Amendment 2.12

#### 5.5.7 Signs on Public Property

- a) Unless specifically allowed by this Bylaw or by agreement with the Town ~~or allowed by Town Policy or Bylaw~~, a Sign shall not be placed:
  - i) on or over any curb, sidewalk, post, traffic control device, Public Utility pole, hydrant, boulevard, median, bridge, fence, tree, or other surface
  - ii) across any Road or public thoroughfare
  - iii) within any municipal owned or occupied facility, or on or within any site upon which a municipal owned facility is located
  - iv) project across a property boundary into a Road or public property.
- b) The Development Authority may require as a condition of approval from the Sign Owner:

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- i) execution of an agreement provided by the Town to indemnify against, and to save harmless from any and all liability resulting from injury to a person or damage to a property, which may result from the presence, collapse, or failure, of the Sign
  - ii) a certified copy of a liability insurance policy (and subsequent renewals thereof), naming the Town as a co-insured, covering bodily injury and property damage for claims arising out of the ownership of such Sign in an amount specified by the Town. An endorsement in a form satisfactory to the Town may form part of the insurance policy.
- c) In the event there is the failure to maintain the required insurance policies specified within section 5.5.7 (b) above, the approval shall be revoked, and the Sign Owner shall be required to immediately remove the Sign.
- d) Temporary Signs, where authorized under this Bylaw and placed within a municipal Road right-of-way shall:
- i) not be placed on a sidewalk, a centre median of a Road, any Lane or, within a roundabout/traffic circle area
  - ii) not be located to obstruct or interfere with Road maintenance, impede the use of utilities or bus stops, vehicular and pedestrian traffic, or otherwise create a hazard
  - iii) maintain the following minimum Setbacks:
    - i. 1.0 m (3.28 ft) back from an existing or future curb line
    - ii. 0.3 m (0.98 ft) from the inside edge of any sidewalk, path, or private property
    - iii. 10.0 m (32.81 ft) from the centreline of an intersection
    - iv. 10.0 m (32.81 ft) from any crosswalk
    - v. 5.0 m (16.40 ft) from a fire hydrant
  - iv) not be located within a corner visibility triangle
  - v) not be illuminated.

## 5.6 Building Sign Development Standards

- a) The following Permanent Signs may be allowed on any Building in commercial and industrial Land Use Districts:
- i) Awning Sign
  - ii) Canopy Sign
  - iii) Channel Letter Sign
  - iv) Fascia Sign
  - v) Integrated Roof Sign
  - vi) Painted Wall Sign
  - vii) Projecting Sign
  - viii) Under Canopy Sign
  - ix) Window Sign

### 5.6.1 Awning, Canopy or Under Canopy Sign

- a) Subject to section 5.5.7 (b), an Awning or Canopy, that includes Signs integrated into the design and construction of a Canopy or Awning Structure, shall not extend:
  - i) more than 1.0 m (3.28 ft) from the Building if it is attached to an Awning Structure
  - ii) more than 2.4 m (7.87 ft) from the Building if it is attached to a Canopy Structure.
- b) A Canopy Sign or Awning Sign shall:
  - i) be considered part of the Building Face, and any copy attached to it shall contribute to the maximum cumulative Copy Area of the Building Face
  - ii) be a maximum of 1.5 m (4.92 ft) in Height measured from the lowest point of the Canopy or Awning to the highest point of the Canopy or Awning
  - iii) have a maximum total Copy Area of 50% of the front face of the Canopy or Awning Structure including under and above Canopy Sign or Awning Sign
  - iv) have a minimum separation distance of 2.0 m (6.56 ft) from another Canopy Sign or Awning Sign
  - v) be compatible with the Building on which it is located in terms of materials, colors, size, and location on the Building.
- c) An Under Canopy Sign or Awning Sign is attached to the top side of a Canopy or Awning Structure and is fastened to the bottom of a Canopy or Awning Structure and shall:
  - i) not extend horizontally beyond the Canopy or Awning Structure on which it is located
  - ii) have a maximum Height of 0.3 m (0.98 ft), measured from the lowest point of the Canopy Sign to the highest point of the Canopy Sign
  - iii) have a maximum Sign Area of 1.5 m<sup>2</sup> (16.15 ft<sup>2</sup>)
  - iv) be limited to 1 Sign per business or Building
  - v) be spaced a minimum 4.5 m (14.76 ft) from another Under Canopy Sign
  - vi) count towards the maximum allowable Copy Area for the Canopy or Awning on which it is attached
  - vii) have a minimum Clearance of 2.4 m (7.87 ft).

#### **5.6.2 Fascia Sign**

- a) A Fascia Sign shall be used to identify the name of the use, business, or occupant of a Building on which it is located.
- b) A Fascia Sign may consist of individual letters, symbols or logos that are attached directly to the Building.
- c) The materials and colour schemes of Fascia Signs shall be chosen to compliment with the architecture and colour scheme of the Building Facade.
- d) Fascia Signs shall not obscure architectural elements of a Building including windows, doorways, sills, moldings, and cornices.

- e) For the purposes of this part, Fascia Signs may be allowed in any commercial, industrial, and Direct Control Land Use Districts and shall:
- i) not exceed a maximum 25% of the total area of the Primary Building Face; and 15% of a Secondary Building Face, and at the rear entrance of a business be a maximum of 0.3 m<sup>2</sup>
  - ii) have a minimum Clearance of 2.4 m (7.87 ft) when measured from Grade to the bottom of the Sign Structure
  - iii) be separated a minimum of 1.0 m (3.28 ft) from adjacent Fascia Signs
  - iv) where located above any portion of a Street or project over public property, not extend or project more than 0.3 m (0.98 ft) beyond the Building Face to which it is attached
  - v) not extend above the roof line of a flat roofed Building or, if there is a parapet or mansard roof, 0.5 m (1.64 ft) above the eave line but not higher than the upper edge of the parapet or mansard roof and the eave line in all other cases
  - vi) not contain any Advertisement except to identify the name of a business or occupant of a tenant space, where such Sign is located above the first floor of a Building to which it is attached
  - vii) not be illuminated when directly abutting a residential Parcel or, where it could have an adverse impact on a residential Parcel
  - viii) shall not include Third Party Advertising
  - ix) does not include any Changeable Copy, Manual, Electronic Message Feature or Electronic Message, Changeable Copy or Video Display.
- f) A Fascia Sign may contain Changeable Copy, Manual feature, or Electronic Message feature provided that they comply with section 5.7 and the following:
- i) a maximum of 20% of the Sign is used for Changeable Copy, Manual or Electronic Message Feature
  - ii) not more than 1 Sign per Lot, site or Parcel that contains Changeable Copy, Manual or Electronic Message Feature shall be allowed
  - iii) the messages on the Changeable Copy, Manual or Electronic Message Feature shall relate to:
    - i. the use, business, or occupant of the site where the Fascia Sign is located
    - ii. the services of a use, business, or occupant of the site where the Fascia Sign is located
    - iii. information that may otherwise be included on a Sign relating to the lease or sale of the property
    - iv. a Special Event for a non-profit organization
    - v. not contain Third Party Advertising
- g) A tenant occupying a premises within a Building may place a Fascia Sign on a Secondary Building Face, regardless of its physical location within the Building itself.

### 5.6.3 Integrated Roof Sign

- a) No part of an Integrated Roof Sign shall extend above the highest portion of the roof.

- b) No part of an Integrated Roof Sign shall be separated from the rest of the roof by a space of more than 15.24 cm (6.00 in).

#### 5.6.4 Painted Wall Sign and Murals

- a) Subject to the provisions of this Part, Painted Wall Signs are Discretionary on all properties containing approved commercial and industrial Land Use Districts.
- b) The size and location of a Mural is subject to the approval of Council or as otherwise delegated through Town Policy or Bylaw.
- c) A Painted Wall Sign shall conform to the following guidelines:
  - i) any text, picture, illustration, or similar graphic that advertises the name of a business or, is a logo or symbol of a business that occupies the Building or Structure on which the Painted Wall Sign is located may:
    - i. cover up to 30% of the front of the Building
    - ii. cover up to 60% of a secondary Building Façade
    - iii. not include more than 70%, for any text that advertises the name of the business or, a logo associated with the business.
- d) The Development Authority shall have regard to the content and imagery of the Sign ensuring it enhances the area and is suitable for the location proposed.
- e) The Development Authority may require that the Painted Wall Sign be periodically repainted.
- f) The Development Authority may ensure the Painted Wall Sign be removed and the wall refinished, to be consistent with the rest of the Building, if the business to which the Sign relates ceases to be located in the Building upon which the Sign is located.
- g) A Mural that includes any copy that is considered by the Development Authority to be advertising shall be considered a Painted Wall Sign and are subject to the regulations of this section.

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#### 5.6.5 Projecting Sign

- a) Subject to section 5.5.7 (2), a Projecting Sign shall:
  - i) only be located on the Primary Building Face
  - ii) not have a separation of more than 0.6 m (1.97 ft) between the Sign and the Primary Building Face to which it is attached
  - iii) not project more than 2.0 m (6.56 ft) from the Building Face to which it is attached or, 0.3 m (0.98 ft) from the Road edge of the sidewalk, whichever is less
  - iv) have a maximum Copy Area of 2.23 m<sup>2</sup> (24.00 ft<sup>2</sup>) per side



- v) have a minimum Clearance of 2.5 m (8.20 ft) when measured from Grade to the bottom of the Sign's Structure
- vi) not project over public property unless written approval is provided by the Town
- vii) not project more than 0.3 m (0.98 ft) above the roof line or, the maximum allowable Height of the Building, whichever is less.

#### 5.6.6 Window Sign

- a) For the purposes of this Part, 'window area' includes all contiguous panels of glass, including panes of glass that would be contiguous if not separated by mullions.
- b) Within a residential Land Use District, a Window Sign shall only be allowed in conjunction with an approved Home Based Business and shall comply with section 4.7.
- c) Within a commercial Land Use District, a Window Sign shall be limited to the first and second story of a Building, and not exceed 50% of the window area of a Primary Building Face and 25% of a Secondary Building Face.

### 5.7 Electronic Message Sign Regulations

- a) General Development standards for Electronic Message Signs may be allowed on a Freestanding Pylon Sign, a Freestanding Monument Sign and Fascia Sign and shall comply with sections 5.7 and 5.8.
- b) Unless otherwise provided for in this Part, an Electronic Message Feature Sign shall not exceed 40% of the Sign face, whichever is less; and
  - i) must relate to a use, business, or occupant of the site where the Sign is located
  - ii) or in the case of a Special Event being advertised, where a Special Event Permit has been issued
  - iii) not include Third Party Advertising.
- c) Any Sign with an Electronic Message Feature shall:
  - i) maintain a minimum of 300.0 m (984.25 ft) from any other sign with an Electronic Message Feature
  - ii) display messages for a minimum time period of 20 seconds
  - iii) ensure that message transitions are instantaneous
  - iv) must not include effects like motion, dissolving, blinking, flashing or intermittent lights, video, or the illusion of such effects.
- d) Must contain a default design that will freeze the Sign panel message in 1 position if a malfunction occurs.
- e) The Sign panel shall be equipped with a control system that automatically adjusts light emission level to ambient light conditions so as not to cause glare or excessive brightness.

- f) The Development Authority shall have the ongoing discretion to require the brightness, frequency, colors, or other qualities of the Sign panel be adjusted in order to address safety concerns.

#### **5.7.1 Electronic Message, Changeable Copy Sign**

- a) Subject to the provisions of this Part, an Electronic Message, Changeable Copy Sign shall be considered a Discretionary Use.

### **5.8 Freestanding Sign Regulations**

- a) For the purposes of this Part, Freestanding Signs may be allowed in any commercial, industrial, DC-3 District or Public Land Use Districts.
- b) A Freestanding Sign may include the following types of Signs:
  - i) Community Event Information Sign
  - ii) Monument Sign
  - iii) Pylon Sign
  - iv) Neighbourhood Identification Sign
  - v) Post Sign
- c) Despite section 5.8 (a):
  - i) Freestanding Signs within C-2 and I-1 Land Use Districts, identified in the Downtown Revitalization Plan, are a Discretionary Use
  - ii) Freestanding Signs, Monument Signs, and Pylon Signs shall not be allowed within the C-1 District.
- d) A Freestanding Sign with Changeable Copy, Manual or electronic message sign shall not be allowed within any Land Use District adjacent to the Queen Elizabeth II (QEII) Highway and Highway 597.
- e) A Freestanding Monument Sign or Freestanding Pylon Sign shall be landscaped a minimum of 2.0 m (6.56 ft) extending around the centre base of the sign to the satisfaction of the Development Officer who shall consider access for Maintenance. This Part shall not exempt any Landscaping requirements within this Bylaw.

#### **5.8.1 Monument or Pylon Sign**

- a) Unless otherwise specified within this Bylaw, a Freestanding Monument or Freestanding Pylon Sign shall:
  - i) not have a Copy Area greater than 85% of the Sign Area
  - ii) a maximum Height of 9.0 m (29.53 ft)

- iii) have a maximum Sign Area of 25.0 m<sup>2</sup> (269.10 ft<sup>2</sup>).
- b) The maximum number of Freestanding Pylon Signs or Freestanding Monument Signs located on a Parcel in a non-residential Land Use District shall be:
  - i) 1 Sign per Parcel on a site of 50.0 m (164.04 ft) Frontage or less
  - ii) 2 Signs per Parcel on a site of more than 50.0 m (164.04 ft) Frontage but not greater than 100 m (328.08 ft)
  - iii) a maximum of 2 Signs per Parcel on a site greater than 100.0 m (328.08 ft) in Frontage.
- c) Despite section 5.8.1 (b)(iii), where a Parcel has Frontage on more than 1 Road, 1 additional Sign may be allowed, not exceeding 60% of the maximum Height allowed, provided the distance between each Freestanding Pylon Sign or Freestanding Monument Sign is 50.0 m (164.04 ft).
- d) The following Setbacks shall apply for Freestanding Monument and Freestanding Pylon Signs:
  - i) be separated a minimum of 50.0 m (164.04 ft) from any other Freestanding Sign
  - ii) maintain a minimum 15 m (49.21 ft) from a Property Line shared with another site
  - iii) maintain a minimum 1.0 m (3.28 ft) from a Property Line adjacent to a Road.
- e) A Freestanding Monument Sign and Freestanding Pylon Sign shall maintain a minimum Clearance of 3.0 m (9.84 ft) when measured from the ground to the bottom of the Sign Structure, except where it is a Freestanding Monument Sign; and:
  - i) does not interfere with traffic circulation or vehicle parking
  - ii) has electrical power supply supplied underground
  - iii) shall not be constructed within a parking area or such that it results in a reduction of the number of parking spaces.
- f) A Freestanding Monument Sign or Freestanding Pylon Sign may:
  - i) be internally or externally illuminated
  - ii) contain Changeable Copy provided the Changeable Copy, Manual, Electronic Message Feature or Electronic Message, Changeable Copy does not exceed more than 25% of the Sign Area.
- g) A Freestanding Monument Sign or Freestanding Pylon Sign located on a Parcel within the C-1, C-2, C-3, and I-1 Land Use Districts included within the Downtown Revitalization Plan, where approved, shall:
  - i) not exceed a maximum Sign Area of 5.0 m<sup>2</sup> (53.82ft<sup>2</sup>)
  - ii) not exceed a maximum Height of 8.5 m (27.89 ft)
  - iii) not have a rotating element
  - iv) not have a changeable copy or an Electronic Message Feature; except:
    - i. where a Gas Bar has been approved, in which case the changeable copy or an Electronic Message Feature shall be limited to fuel price display
  - v) be limited to 1 Sign per Parcel
  - vi) maintain a minimum Clearance of 2.44 m (8.00 ft) when measured from the ground to the bottom of the Sign Structure, except where it is a Freestanding Monument Sign.

- h) A Freestanding Monument or Freestanding Pylon Sign located on a non-residential Parcel adjacent to QEII or Highway 597 shall:
  - i) not incorporate a rotating element
  - ii) shall be limited to 1 Freestanding Monument Sign or 1 Freestanding Pylon Sign per Parcel where the Sign Area is over 22.0 m<sup>2</sup> (236.81 ft<sup>2</sup>)
  - iii) maintain a maximum Height of 9.0 m (29.53 ft)
  - iv) not exceed a maximum Height of 9.0 m (29.53 ft)
  - v) may have a maximum Sign Area of 12.0 m<sup>2</sup> (12.179 ft<sup>2</sup>)
  - vi) not incorporate Changeable Copy, Manual component or Electronic Message Feature or Video Display feature.
- i) Freestanding Monument Signs within the R-3, R-4, R-5, R-MHC and R-MHP Land Use Districts, shall be used to identify the site and shall:
  - i) be limited to 1 Sign per Lot, site, or Parcel
  - ii) not contain any illumination
  - iii) have a maximum Height of 3.0 m (9.84 ft)
  - iv) have a maximum Sign Area of 5.0 m<sup>2</sup> (53.82 ft<sup>2</sup>)
  - v) not have a rotating element, Changeable Copy, Manual or an Electronic Message Feature
  - vi) be limited to:
    - i. 1 Sign per Parcel on a site of 30 m (98.43 ft) Frontage or less
    - ii. 2 Signs per Parcel on a site of more than 30 m (98.43 ft) Frontage but not greater than 60 m (196.85 ft)
    - iii. a maximum of 3 Signs per Parcel on a site of more than a Frontage greater than 60 m (196.85 ft).

### 5.8.2 Neighbourhood Identification Sign

- a) The Neighbourhood Identification Sign, pursuant to the Development Agreement entered into at the time of subdivision, shall:
  - i) be for neighbourhood identification purposes only and contain no advertising
  - ii) be constructed of Maintenance free material wherever possible
  - iii) not be internally illuminated or contain any Electronic Message Feature or Video Display
  - iv) not encroach upon any utility right of way
  - v) not affect traffic safety.

### 5.8.3 Post Sign

- a) A Post Sign located on private property shall:
  - i) have a maximum Height of 1.2 m (3.94 ft)
  - ii) have a maximum Sign Area of 1.1 m<sup>2</sup> (11.84 ft<sup>2</sup>)
  - iii) ~~be separated a minimum of 5 m (16.40 ft) from all other Signs~~

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- ~~iv)~~ iii) not block any sidewalks or interfere with pedestrian or vehicular traffic
- ~~v)~~ iv) be separated a minimum of 5 m (16.40 ft) from other Signs located on-site or off-site.

- b) A Post Sign used as a Real Estate Sign shall have a maximum Height of 1.8 m (5.91 ft) and maximum Sign Area of 1.5 m<sup>2</sup> (16.15 ft<sup>2</sup>) within all residential Land Use Districts.
- c) A Post Sign used as a Real Estate Sign shall have a maximum Height of 4.0 m (13.12 ft) and a maximum Sign Area of 6.0 m<sup>2</sup> (64.58 ft<sup>2</sup>) within non-residential Land Use Districts.

## 5.9 Other Sign Regulations

- a) For the purposes of this Part, the following types of Signs may be allowed in any commercial, industrial, Direct Control or Public Land Use Districts:
  - i) A-Frame Sign
  - ii) Bed & Breakfast Sign
  - iii) Custom Printed Insert Sign
  - iv) Directional Sign
  - v) Election Sign
  - vi) Flag Sign
  - vii) Home Based Business Sign
  - viii) Menu Board Sign

### 5.9.1 A-Frame Sign

- a) An A-Frame Sign shall:
  - i) be limited to 1 Sign per business
  - ii) have a maximum Height of 0.9 m (2.95 ft)
  - iii) have a maximum Sign Area of 0.55 m<sup>2</sup> (5.92 ft<sup>2</sup>)
  - iv) not obstruct sidewalks or interfere with pedestrian or vehicular traffic
  - v) be displayed only during the business operating hours
  - vi) be separated a minimum of 5.0 m (16.40 ft) from other Signs located on or off-site
  - vii) be located on private property in front of the Building or premises to which the Sign pertains
  - viii) be of a painted finish, be neat and clean and be maintained at all times
  - ix) be constructed of materials that will collapse, cave in, give way upon impact (such as paper, cardboard, or other light weight material)
  - x) not use fluorescent, 'day-glow', luminous, or reflective lettering or backgrounds.
- b) For businesses with zero front Setbacks, 1 Sign may be placed on Town property adjacent to the front property boundary provided that the Sign is:
  - i) located as close as possible to the front of the Building
  - ii) the Sign is placed wholly within 1.0 m (3.28 ft) of the curb, placed as close as practical to any Street tree, garbage receptacle, or other pieces of Street furniture where

available in front of the business in order to maintain a minimum 2.0 m (6.56 ft) width for pedestrian passage.

- c) An A-Frame Sign used as an Open House Sign shall:
  - i) only include a directional arrow, the phrase 'open house' and the name and/or the logo of the real estate company hosting the open house
  - ii) not be located in a median of a Road, on a sidewalk, or within a traffic circle area
  - iii) have a maximum Height of 0.9 m (2.95 ft)
  - iv) have a maximum Sign Area of 0.55 m<sup>2</sup> (5.92 ft<sup>2</sup>)
  - v) be separated a minimum of 5.0 m (16.40 ft) from other Signs located on site or off-site
  - vi) be erected or placed no more than 3 hours prior to an open house and no later than 3 hours after an open house, except on weekends. Signs erected on a weekend may not be placed before 6:00 p.m. Friday or after 6:00 am on a Monday, except when a Friday or Monday is a statutory holiday, the display dates shall adjust to be displayed during the statutory holiday.
- d) An A-Frame Sign may not be located within a Road right-of-way.

#### **5.9.2 Bed & Breakfast Sign**

- a) Bed & Breakfast Signs shall:
  - i) require a permit
  - ii) be located entirely on private property
  - iii) be limited to a maximum of 2 Signs per approved Bed & Breakfast subject to the following:
    - i. authorized Sign types include, Post, Projecting and Window
    - ii. no 2 Signs on a single site may be the same type
    - iii. Signs allowed shall confirm to section 5.8.3, 5.6.5, and 5.6.6
    - iv. not be internally lit
    - v. not contain any Changeable Copy, Manual, or Electronic Message Feature.

#### **5.9.3 Custom Printed Insert Sign**

- a) Custom Printed Inserts are personalized corrugated plastic inserts which contain advertising or the display of the business logo or name and added to chain link fencing.
- b) Where chain link fencing is approved, Custom Printed Inserts may be considered in industrial Land Use Districts only; except:
  - i) any portion of a fence sharing a common property boundary with and adjacent to, the Queen Elizabeth II Highway and Highway 597

- c) The maximum Sign Copy Area containing advertising, the display of the business logo or name shall be limited to 25% per side of a perimeter chain link fence to a maximum of 2 sides.

#### **5.9.4 Directional Sign**

- a) A Directional Sign may contain a logo or name of business and may be illuminated.
- b) A Directional Sign within R-3, R-5, and R-MHP Land Use Districts shall:
  - i) have a maximum Height of 0.9 m (2.46 ft)
  - ii) have a maximum Sign Area of 0.4 m<sup>2</sup> (4.31 ft<sup>2</sup>)
  - iii) be limited to 2 Directional Signs per site or Parcel
  - iv) the Development Authority may approve a greater number of Directional Signs where the need for the requested additional Signs has been demonstrated by the applicant.

#### **5.9.5 Flag Sign**

- a) Flag Signs shall:
  - i) be limited to 1 Sign per business
  - ii) be limited to a maximum of 3 Signs per Parcel
  - iii) be considered in all commercial and industrial Land Use Districts, except within the C-1 Commercial Central District and I-1 Industrial Light District as identified in the Downtown Revitalization Plan
  - iv) not exceed a maximum Height of 4.0 m (13.12 ft)
  - v) not block sidewalks or interfere with pedestrian or vehicular traffic
  - vi) be located within the property boundaries
  - vii) be separated a minimum of 5.0 m (16.40 ft) from another Flag Banner Sign and any other Signs located on or off-site
  - viii) be located in front of the Building or premises to which the Sign pertains
  - ix) be displayed for a period of up to 30 consecutive days to a maximum of 3 times per calendar year.
- b) The maximum number of Flag Signs placed on a site within a non-residential Land Use District shall be:
  - i) 1 Sign on a Lot with a Frontage of 30 m (98.43 ft) or less
  - ii) a maximum of 3 Signs on a Lot with a Frontage greater than 30 m (98.43 ft).
- c) A Flag Sign used with a Residential Sales Centre shall be decorative in its design, be Freestanding and not attached to any other Sign or Structure.

#### **5.9.6 Home Based Business Sign**

- a) A Home Based Business Sign shall:
  - i) not display any Signs unless a valid Development Permit and Business License have been issued by the Town

- ii) not display any Sign other than 1 non-illuminated Window Sign, not exceeding 25% of the area of the window
- iii) not display an A-Frame Sign no larger than 0.3 m<sup>2</sup> (3.23 ft<sup>2</sup>) advertising the Home Based Business operating from the Parcel and shall:
  - i. be located entirely within the boundaries of the property.

#### 5.9.7 Menu Board Sign

- a) A Menu Board Sign shall be located on a Parcel within a commercial Land Use District and shall:
  - i) have a maximum Height of 3.0 m (9.84 ft)
  - ii) have a maximum Sign Area of 3.0 m<sup>2</sup> (32.29 ft<sup>2</sup>)
  - iii) be limited to a maximum of 2 Menu Board Signs per business on a site
  - iv) incorporate Landscaping where required by the Development Authority
  - v) not create any off-site Nuisance with regards to noise or illumination to the satisfaction of the Development Authority.

#### 5.10 Special Event Sign Regulations

- a) A Special Event Sign used for the purposes of advertising a Special Event or for providing Public Notices shall not require a Development Permit provided:
  - i) a Sign shall not contain advertising copy other than information specific to the Special Event
  - ii) when located in a Road right-of-way shall:
    - i. be limited to an A-Frame Sign or a Post Sign
    - ii. have a maximum Sign Area of 0.55 m<sup>2</sup> (5.92 ft<sup>2</sup>)
    - iii. have a maximum Height of 0.9 m (2.95 ft)
    - iv. be located 5.0 m (16.40 ft) from all other Signs within the right of way
    - v. be placed no more than 5 days prior to the event, if it is a singular occurring event
    - vi. be placed no more than 2 days prior to the event if it is a regularly scheduled event (i.e. Farmers Market)
    - vii. be allowed to remain within the right of way throughout the duration of the event
    - viii. be removed within 24 hours following the conclusion of the event.
  - iii) shall not contain any illumination or use any flashing or electronic device
  - iv) not be attached to any light standard, pole or any other Sign or Structure
  - v) be anchored and stabilized at all times.
- b) A Special Event Sign shall maintain the following Setbacks:
  - i) 1.5 m (4.92 ft) from the Front Property Line
  - ii) 10.0 m (32.81 ft) from any intersection whether controlled or uncontrolled
  - iii) 5.0 m (16.40 ft) from a hydrant
  - iv) 10.0 m (32.81 ft) from the Lot Line that abuts another Lot other than a residential Lot
  - v) 3.0 m (9.84 ft) from any access to or from a Lot or site
  - vi) 25 m (82.02 ft) from a Freestanding Sign.



## 5.11 Temporary Sign Regulations

a) A Temporary Sign may include the following types of Signs:

- i) Banner Sign
- ii) Changeable Copy, Manual Sign
- iii) Construction Sign
- iv) Flag Sign
- v) Future Development Sign
- vi) Inflatable Sign
- vii) Portable Sign
- viii) Show Home Sign
- ix) Open House and Real Estate Signs

### 5.11.1 Banner Sign

a) A Banner Sign shall:

- i) have a maximum of 1 Sign per Building or individual commercial or industrial unit within a Building or Parcel
- ii) only be located on a Parcel within C-2, C-3, C-4, CMU, I-1, I-2, and Direct Control Land Use Districts
- iii) a Banner Sign shall not be allowed within the I-1 Land Use District identified in the Downtown Revitalization Plan
- iv) have a maximum of 25% of the area of the wall of the premises to which it is attached
- v) be displayed for a period of up to 30 consecutive days to a maximum of 90 days in a calendar year.

### 5.11.2 Changeable Copy Sign, Manual and Portable Signs

- a) A Changeable Copy, Manual feature is the copy on a Sign that changes manually through the use of attachable letters, numbers or pictorial panels and may be contained within, or form part of a, Freestanding Monument Sign, Freestanding Pylon Sign, a Fascia Sign, or a Portable Sign and does not include Third Party Advertising or any Electronic Message Feature.
- b) A Changeable Copy Sign feature contained within a Freestanding Monument Sign, a Freestanding Pylon Sign or a Fascia Sign shall comply with sections 5.6.2 or 5.8; and
  - i) may contain a maximum of 30% of the Sign Area.
- c) A Changeable Copy, Manual feature on a Portable Sign is intended for temporary on-site advertising relating to the activities of the landowner or its occupants.
- d) A Changeable Copy, Manual feature on a Portable Sign with manual feature as part of the overall Sign, is allowed in all commercial and industrial Land Use Districts with the exception of:
  - i) C-1 and C-3 Land Use Districts; and may:
    - i. have a maximum Height of 2.0 m (6.56 ft)
    - ii. have a maximum Sign Area of 3.0 m<sup>2</sup> (32.29 ft<sup>2</sup>)

- iii. have a maximum width of 2.5 m (8.20 ft)
- iv. be illuminated or non-illuminated
- v. contain no audio feature.

e) A Changeable Copy, Manual on a Portable Sign shall maintain the following Setbacks:

- i) 30.0 m (98.43 ft) from any other Freestanding Sign
- ii) 50.0 m (164.04 ft) from any other Portable Sign
- iii) 6.0 m (19.69 ft) from any access
- iv) 15.0 m (49.21 ft) from any Property Line shared with ~~another Parcel or site~~ Residential Parcel
- v) 5.0 m (16.40 ft) from a hydrant
- vi) 1.5 m (4.92 ft) from the Front Property Line
- vii) 10.0 m (32.81 ft) from any intersection whether controlled or uncontrolled
- viii) 10.0 m (32.81 ft) m from the Lot Line that abuts another Lot other than a residential Lot.

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f) A Changeable Copy, Manual, Portable Sign shall be limited to:

- i) 1 Changeable Copy Sign per site where the total Frontage is 50.0 m (164.04 ft) or less
- ii) a maximum of 2 Changeable Copy Signs per site where the total Frontage is greater than 100.0 m (328.08 ft).

g) The maximum length of a permit for a Portable Sign shall:

- i) be 60 days with the maximum duration of display per business for each Portable Sign being 60 days, 3 times per year
- ii) not remain at 1 location for more than 60 consecutive days at 1 time
- iii) not be applied for more than 30 days in advance of the date of placement
- iv) upon expiry, the Development Authority shall require a new application for the Portable Sign. There shall be no obligation for the Development Authority to approve a permit on the basis that a previous permit had been issued.

h) a Portable Sign located within a Road right-of-way or any other public property shall be used only for Public Notice as required by municipal, provincial, or federal legislation and shall:

- i) comply with the requirements of this Bylaw
- ii) be placed no more than 7 days prior to an activity or event
- iii) be allowed to remain in the right of way throughout the duration of the event
- iv) be removed within 24 hours following the conclusion of the event or activity.

i) A Portable Sign shall not be allowed on:

- i) a vacant or undeveloped Parcel
- ii) a Parcel that contains, and has been approved for, Changeable Copy, Manual or Electronic Message Features.

j) A Portable Sign or Changeable Copy Sign shall not interfere with site lines, any traffic control device; or impede on traffic or pedestrian movements at any time.

### 5.11.3 Construction Sign

- a) A Construction Sign shall not require a Sign permit, but shall comply with the following regulations.
- b) A Construction Sign may be placed on site no sooner than 14 days prior to commencement of construction.
- c) A Construction Sign shall:
  - i) be limited to 4 Signs per Parcel
  - ii) be removed within 7 days following construction completion.
- d) A Construction Sign for new construction, for a site with Frontage of 30.0 m (98.43 ft) or less, shall:
  - i) have a maximum Height of 3.0 m (9.84 ft)
  - ii) have a maximum area of 2.8 m<sup>2</sup> (30.14 ft<sup>2</sup>).
- e) A Construction Sign for new construction, for a site with Frontage greater than 30.0 m (98.43 ft), shall:
  - i) have a maximum Height of 4.0 m (13.12 ft)
  - ii) have a maximum area of 6.0 m<sup>2</sup> (64.58 ft<sup>2</sup>).

### 5.11.4 Future Development Sign

- a) A Future Development Sign is a Temporary Sign and may be placed on a site where a permit has been approved for Development or where a Development Agreement has been signed by the Town.
- b) A Future Development Sign relating to new construction, for a site with a Frontage of 30.0 m (98.43 ft) or less, a maximum of 1 Sign shall be allowed and shall:
  - i) have a maximum Height of 3.0 m (9.84 ft)
  - ii) have a maximum Sign Area of 2.8 m<sup>2</sup> (30.14 ft<sup>2</sup>)
  - iii) maintain Setback distances of 6.0 m (19.69 ft) from any Property Line or intersection.
- c) A Future Development Sign related to new construction, for a site with a Frontage greater than 30.0 m (98.43 ft), a maximum of 2 Signs shall be allowed and shall:
  - i) have a maximum Height of 4.0 m (13.12 ft)
  - ii) have a maximum Sign Area of 6.0 m<sup>2</sup> (64.58 ft<sup>2</sup>)
  - iii) maintain Setback distances of 6.0 m (19.69 ft) from any Property Line or intersection.
- d) A Future Development Sign shall be located at the entrance to a Lot or site and shall:
  - i) have a maximum Height of 3.0 m (9.84 ft)
  - ii) have a maximum Sign Area of 5.0 m<sup>2</sup> (53.82 ft<sup>2</sup>)

- iii) have a maximum width of 3.0 m (9.84 ft)
  - iv) have a maximum Copy Area of 75%
  - v) not include an Electronic Message Feature or changeable display feature
  - vi) be secured or anchored at all times
  - vii) not be located on a vacant or undeveloped Lot or site
  - viii) incorporate Landscaping where required by the Development Authority
  - ix) not interfere with any traffic movements or sight lines.
- e) A Future Development Sign shall not exceed a maximum of:
- i) 2 Signs per Lot or site with a Frontage of 90.0 m (295.28 ft) or less
  - ii) 3 Signs per Lot or site with a Frontage greater than 90.0 m (295.28 ft).
- f) Any permit issued for a Future Development Sign is valid for 2 years from the date of approval.

#### **5.11.5 Garage Sale Signs**

- a) A Garage Sale Sign shall not require a Sign permit but shall comply with the following regulations. Garage Sale Signs shall:
- i) not be more than 3 Signs per garage sale event
  - ii) be self-supporting
  - iii) not be placed on municipal poles, mailboxes, or any other freestanding Structure
  - iv) not exceed 0.37 m<sup>2</sup> (3.98 ft<sup>2</sup>)
  - v) contain the address of where the sale is taking place and the dates of the sale only
  - vi) be removed no later than 24 hours following the garage sale event.

#### **5.11.6 Inflatable Sign**

- a) An Inflatable Sign shall only be located on a Parcel that is within the C-2, C-3, C-4, CMU, DC-3, I-1 and I-2 Land Use Districts.
- b) Despite section 5.11.6 (a), an Inflatable Sign shall not be located on a Parcel adjacent to Queen Elizabeth II and Highway 597; and shall:
- i) maintain a minimum Setback of 100.0 m (328.08 ft) measured from the base of the Inflatable Sign to the boundary of any Parcel within residential Land Use Districts
  - ii) maintain a minimum separation of 5.0 m (16.40 ft) from any other Sign on-site
  - iii) not be located within any required Parcel Setback
  - iv) be securely attached or anchored and must touch the surface to which it is anchored
  - v) not interfere or obstruct access or sight lines to or from a site
  - vi) not exceed the maximum Height allowed within the Land Use District, to a maximum of 14.0 m (45.93 ft)
  - vii) be limited to a maximum of 1 Inflatable Sign per site.
- c) An Inflatable Sign may be placed on a site and shall follow these additional guidelines:

- i) placement shall be for 60 days with the maximum duration of display per business for each Inflatable Sign being 60 days 3 times per year
- ii) must not remain at 1 location for more than 60 consecutive days at 1 time
- iii) no permit may be applied for more than 30 days in advance of the date of placement
- iv) upon expiry, the Development Authority shall require a new application for the Inflatable Sign. There shall be no obligation for the Development Authority to approve a permit on the basis that a previous permit had been issued.

#### 5.11.7 Show Home Sign

- a) A Show Home Sign shall only be placed on a site with an approved Residential Sales Centre. For the purposes of this Part, a Residential Sales Centre, on the Parcel, may be a self contained temporary portable Building or a Dwelling in a residential Land Use District.
- b) There shall be a maximum of:
  - i) 2 Show Home Signs on a Parcel less than 0.25 ha
  - ii) 4 Show Home Signs on a Parcel greater than 0.25 ha.
- c) The maximum combined Sign Area for all Show Home Signs shall be:
  - i) 3.0 m<sup>2</sup> (32.29 ft<sup>2</sup>) for a site less than 0.25 ha
  - ii) 12.0 m<sup>2</sup> (129.17 ft<sup>2</sup>) for a site greater than 0.25 ha but less than 1.0 ha
  - iii) 24.0 m<sup>2</sup> (258.33 ft<sup>2</sup>) for a site greater than 1.0 ha, however the maximum Sign Area for 1 Sign shall not exceed 6.0 m<sup>2</sup> (64.58 ft<sup>2</sup>).
- d) The minimum Setback from a Lot Line for a Show Home Sign shall be:
  - i) 3.0 m (9.84 ft) for a site less than 0.25 ha
  - ii) 6.0 m (19.69 ft) for a site greater than 0.25 ha
  - iii) a Show Home Sign required for a Dwelling shall maintain a minimum of 1.0 m (3.28 ft) from any Property Line.
- e) The maximum Height for a Show Home Sign shall be:
  - i) 3.0 m (9.84 ft) for a site less than 0.25 ha
  - ii) 6.0 m (19.69 ft) for a site greater than 0.25 ha.
- f) A Show Home Sign shall be removed upon the earlier of:
  - i) the completion of the subdivision for which it is advertising
  - ii) the removal of a temporary sales Office for which it is advertising
  - iii) the residential occupancy of the show home for which it is advertising
  - iv) or within 2 years from the date of approval of the Development Permit for a Residential Sales Centre.
- g) Flag Signs used for show home purposes shall not be included in the maximum number of Show Home Signs allowed for a site but are subject to the regulations of section 5.9.5.

h) Show Home Signs on public or Road rights-of-way shall not be allowed.

## PART 6.0 LAND USE DISTRICTS

| LAND USE DISTRICTS                              | SYMBOL | PAGE |
|-------------------------------------------------|--------|------|
| Residential Single Dwelling Large Lot District  | R-1L   | 119  |
| Residential Single Dwelling Medium Lot District | R-1M   | 121  |
| Residential Single Dwelling Small Lot District  | R-1S   | 123  |
| Residential Manufactured Home Park District     | R-MHP  | 125  |
| Residential Multi-Dwelling District             | R-2    | 128  |
| Residential Medium Density District             | R-3    | 131  |
| Residential High-Density District               | R-4    | 133  |
| Residential Multi Unit District                 | R-5    | 135  |
| Commercial Central District                     | C-1    | 137  |
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| Commercial Mixed-Use District                   | CMU    | 145  |
| Industrial Light District                       | I-1    | 147  |
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| Environmental Open Space District               | EOS    | 155  |
| Urban Reserve District                          | UR     | 157  |
| Agricultural District                           | AG     | 158  |
| Alderwood Close Overlay District                |        | 160  |

## 6.1 Residential Single Dwelling Large District (R-1L)

### 6.1.1 Purpose

To provide an area to accommodate low Density residential Development on large Lots and uses herein listed which are compatible and are connected to municipal services.

### 6.1.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                        | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Accessory Building</li> <li>• Detached Dwelling</li> <li>• Home Based Business 1</li> <li>• Home Based Business 2</li> </ul> | <ul style="list-style-type: none"> <li>• Accessory Suite</li> <li>• Accessory Use</li> <li>• Assisted Living Facility</li> <li>• Bed &amp; Breakfast</li> <li>• Boarding or Lodging House</li> <li>• Daycare, Minor</li> <li>• Group Home</li> <li>• Home Based Business 3</li> <li>• <del>Modular Home</del></li> <li>• Moved-in Dwelling</li> <li>• <del>Religious Assembly</del></li> <li>• Residential Kennel</li> <li>• Residential Sales Centre</li> <li>• Signs</li> <li>• Temporary Care Facility</li> </ul> |

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### 6.1.3 District Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following Land Use District regulations shall apply to all Development in this Land Use District:

|                    |                                                                                                                                                                                                                                                                                                      |
|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard | 6.0 m (19.69 ft) except adjacent to a collector Road, where it shall be 7.5 m                                                                                                                                                                                                                        |
| Minimum Side Yard  | 1.5 m (4.9 ft) except: <ul style="list-style-type: none"> <li>• adjacent to a collector Road, where it shall be 4.5 m (14.76 ft)</li> <li>• adjacent to a Road, but not including a Lane, where it shall be 3.0 m (9.84 ft) or as required by Alberta Building Code, whichever is greater</li> </ul> |



|                         |                                                                                                                                                                                                                                                                                       |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         | <ul style="list-style-type: none"> <li>In a laneless subdivision, section 3.23 shall also apply, or as required in the Alberta Building Code, whichever is greater.</li> </ul>                                                                                                        |
| Minimum Rear Yard       | <ul style="list-style-type: none"> <li>7.5 m (24.61 ft) with an attached Garage</li> <li>10.0 m (32.81 ft) without an attached Garage</li> <li>12.5 m (41.01 ft) where it abuts a major Collector</li> </ul>                                                                          |
| Minimum Parcel Area     | <ul style="list-style-type: none"> <li>Interior Parcels – 550.0 m<sup>2</sup> (5,920.15 ft<sup>2</sup>)</li> <li>Corner Parcels – 600.0 m<sup>2</sup> (6,458.35 ft<sup>2</sup>)</li> </ul>                                                                                            |
| Minimum Parcel Width    | <ul style="list-style-type: none"> <li>Interior Parcels – 15.0 m (49.21 ft)</li> <li>Corner Parcels – 16.5 m (54.13 ft)</li> </ul>                                                                                                                                                    |
| Maximum Parcel Coverage | 40% (excludes Driveways, Front Parking Pads and Grade level open Decks) (Amended Bylaw 1315.24, 11/26/24)                                                                                                                                                                             |
| Maximum Building Height | 2 Storeys with a maximum overall Height of 10.0 m (32.81 ft)                                                                                                                                                                                                                          |
| Laneless Parcels        | <p>Where no Lane exists, 1 Side Yard shall not be less than:</p> <ul style="list-style-type: none"> <li>1.5 m (4.92 ft) in the case of a Detached Dwelling with an attached Garage</li> <li>3.0 m (9.84 ft) in the case of a Detached Dwelling without an attached Garage.</li> </ul> |

6.2 Residential Single Dwelling Medium Lot District (R-1M)

6.2.1 Purpose

To provide an area to accommodate low Density residential Development on medium Lots and other uses herein listed, which are compatible and connected to municipal services.

6.2.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                   | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Accessory Building</li><li>• Detached Dwelling</li><li>• Home Based Business 1</li><li>• Home Based Business 2</li></ul> | <ul style="list-style-type: none"><li>• Accessory Suite</li><li>• Accessory Use</li><li>• Assisted Living Facility</li><li>• Bed &amp; Breakfast</li><li>• Boarding or Lodging House</li><li>• Daycare, Minor</li><li>• Group Home</li><li>• Home Based Business 3</li><li>• <del>Modular Home</del></li><li>• Moved-in Dwelling</li><li>• <del>Religious Assembly</del></li><li>• Residential Kennel</li><li>• Residential Sales Centre</li><li>• Signs</li><li>• Temporary Care Facility</li></ul> |

Commented [BS19]: Amendment 2.19

Commented [BS20]: Amendment 2.20

6.2.3 District Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following Land Use District regulations shall apply to all Development in this Land Use District:

|                    |                                                                                                                                                                                                                                                                                                    |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard | 6.0 m (19.69 ft) except adjacent to a collector Road, where it shall be 7.5 m (24.61 ft)                                                                                                                                                                                                           |
| Minimum Side Yard  | 1.5 m (4.92 ft) except: <ul style="list-style-type: none"><li>• adjacent to a collector Road, where it shall be 4.5 m (14.76 ft)</li><li>• adjacent to a Road, but not including a Lane, where it shall be 3.0 m (9.84 ft) or as required by Alberta Building Code, whichever is greater</li></ul> |

|                         |                                                                                                                                                                                                                                                                                       |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         | <ul style="list-style-type: none"> <li>In a laneless subdivision, section 3.23 shall also apply, or as required in the Alberta Building Code, whichever is greater.</li> </ul>                                                                                                        |
| Minimum Rear Yard       | <ul style="list-style-type: none"> <li>7.5 m (24.61 ft) with an attached Garage</li> <li>10.0 m (32.81 ft) without an attached Garage</li> <li>12.5 m (41.01 ft) where it abuts a major collector Road</li> </ul>                                                                     |
| Minimum Parcel Area     | <ul style="list-style-type: none"> <li>Interior Parcels – 460.0 m<sup>2</sup> (4,951.40 ft<sup>2</sup>)</li> <li>Corner Parcels – 510.0 m<sup>2</sup> (5489.59 ft<sup>2</sup>)</li> </ul>                                                                                             |
| Minimum Parcel Width    | <ul style="list-style-type: none"> <li>Interior Parcels – 12.5 m (41.01 ft)</li> <li>Corner Parcels – 14.0 m (45.93 ft)</li> </ul>                                                                                                                                                    |
| Maximum Parcel Coverage | 40% (excludes Driveways, Front Parking Pads and Grade level open Decks) (Amended Bylaw 1315.24, 11/26/24)                                                                                                                                                                             |
| Maximum Building Height | 2 Storeys with a maximum overall Height of 10.0 m (32.81 ft)                                                                                                                                                                                                                          |
| Laneless Parcels        | <p>Where no Lane exists, 1 Side Yard shall not be less than:</p> <ul style="list-style-type: none"> <li>1.5 m (4.92 ft) in the case of a Detached Dwelling with an attached Garage</li> <li>3.0 m (9.84 ft) in the case of a Detached Dwelling without an attached Garage.</li> </ul> |

### 6.3 Residential Single Dwelling Small Lot District (R-1S)

#### 6.3.1 Purpose

To provide an area to accommodate low Density residential Development on small Lots and other uses herein listed which are compatible and all of which are connected to municipal services.

#### 6.3.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                        | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Accessory Building</li> <li>• Detached Dwelling</li> <li>• Home Based Business 1</li> <li>• Home Based Business 2</li> </ul> | <ul style="list-style-type: none"> <li>• Accessory Suite</li> <li>• Accessory Use</li> <li>• Assisted Living Facility</li> <li>• Bed &amp; Breakfast</li> <li>• Boarding or Lodging House</li> <li>• Daycare, Minor</li> <li>• Group Home</li> <li>• Home Based Business 3</li> <li>• <del>Modular Home</del></li> <li>• <del>Moved-in Dwelling</del></li> <li>• <del>Religious Assembly</del></li> <li>• Residential Kennel</li> <li>• Residential Sales Centre</li> <li>• Signs</li> <li>• Temporary Care Facility</li> </ul> |

**Commented [BS21]:** Amendment 2.21

**Commented [BS22]:** Amendment 2.22

#### 6.3.3 District Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following Land Use District regulations shall apply to all Development in this Land Use District:

|                    |                                                                                                                                                                                                                                                                                                       |
|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard | 6.0 m (19.69 ft) except adjacent to a collector Road, where it shall be 7.5 m (24.61 ft)                                                                                                                                                                                                              |
| Minimum Side Yard  | 1.5 m (4.92 ft) except: <ul style="list-style-type: none"> <li>• adjacent to a collector Road, where it shall be 4.5 m (14.76 ft)</li> <li>• adjacent to a Road, but not including a Lane, where it shall be 3.0 m (9.84 ft) or as required by Alberta Building Code, whichever is greater</li> </ul> |

|                         |                                                                                                                                                                                                                                                                                       |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         | <ul style="list-style-type: none"> <li>In a laneless subdivision, section 3.23 shall also apply, or as required in the Alberta Building Code, whichever is greater.</li> </ul>                                                                                                        |
| Minimum Rear Yard       | <ul style="list-style-type: none"> <li>7.5 m (24.61 ft) with an attached Garage</li> <li>10.0 m (32.81 ft) without an attached Garage</li> <li>12.5 m (41.01 ft) where it abuts a major collector Road</li> </ul>                                                                     |
| Minimum Parcel Area     | <ul style="list-style-type: none"> <li>Interior Parcels – 360.0 m<sup>2</sup> (3,875.00 ft<sup>2</sup>)</li> <li>Corner Parcels – 410.0 m<sup>2</sup> (4413.2 ft<sup>2</sup>)</li> </ul>                                                                                              |
| Minimum Parcel Width    | <ul style="list-style-type: none"> <li>Interior Parcels – 10.5 m (34.45 ft)</li> <li>Corner Parcels – 11.5 m (37.73 ft)</li> </ul>                                                                                                                                                    |
| Maximum Parcel Coverage | 50% (excludes Driveways, Front Parking Pads and Grade level open Decks) (Amended Bylaw 1315.24, 11/26/24)                                                                                                                                                                             |
| Maximum Building Height | 2 Storeys with a maximum overall Height of 10.0 m (32.81 ft)                                                                                                                                                                                                                          |
| Laneless Parcels        | <p>Where no Lane exists, 1 Side Yard shall not be less than:</p> <ul style="list-style-type: none"> <li>1.5 m (4.92 ft) in the case of a Detached Dwelling with an attached Garage</li> <li>3.0 m (9.84 ft) in the case of a Detached Dwelling without an attached Garage.</li> </ul> |

## 6.4 Residential Manufactured Home Park District (R-MHP)

### 6.4.1 Purpose

To provide an area for Manufactured Homes and other uses herein listed in a comprehensively designed park wherein sites are rented or owned as part of a registered condominium plan, connected to municipal services.

### 6.4.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                   | DISCRETIONARY USES                                                                                                                                                                                           |
|----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Accessory Building</li><li>• Manufactured Home</li><li>• Home Based Business 1</li></ul> | <ul style="list-style-type: none"><li>• Accessory Use</li><li>• Home Based Business 2</li><li>• Religious Assembly</li><li>• Residential Kennel</li><li>• Residential Sales Centre</li><li>• Signs</li></ul> |

Commented [BS23]: Amendment 2.23

### 6.4.3 District Regulations

- A Development Permit application shall be provided for each Manufactured Home or Manufactured Home addition within a Manufactured Home Park
- Any additions or expansions to a Manufactured Home within a Manufactured Home Park shall have a foundation, Structure, and appearance the same as, or consistent with the Manufactured Home
- For the purposes of this Land Use District, "Lot" means the total area of land reserved for the placement of a Manufactured Home and for the exclusive use of its occupants.

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                       |                                                                                                                                   |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Maximum Gross Density | 17 Manufactured Homes/ha (7 ac)                                                                                                   |
| Maximum Park Area     | 2.0 ha                                                                                                                            |
|                       | The following Setbacks shall be maintained: <ul style="list-style-type: none"><li>• 4.5 m (14.76 ft) from park boundary</li></ul> |

|                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Setback Requirements         | <ul style="list-style-type: none"> <li>• 3.0 m (9.84 ft) from internal access Road or common parking area</li> <li>• 6.0 m (19.69 ft) from front Lot Line</li> <li>• <del>1.5 m (4.92 ft) from side Lot Line</del></li> <li>• <del>3.0 m (9.84 ft) from rear Lot Line</del></li> <li>• <del>4.88 m (16.01 ft) models</del> All units shall provide 1 Side Yard of a minimum of 4.5 m (14.76 ft)</li> <li>• <del>Models larger than 4.88 m (16.01 ft)</del> All Units shall provide a minimum Rear Yard of <del>36.0 m (9.84 ft)</del> <del>49.69 ft</del></li> <li>• All attached Structures shall maintain a minimum 1.5 m (4.92 ft) from any Lot Line.</li> </ul> |
| Maximum Lot Area                     | As determined by the Development Authority meeting all requirements of this Land Use District.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Minimum Parcel Width                 | <ul style="list-style-type: none"> <li>• Interior Parcels – 10.5 m (34.45 ft)</li> <li>• Corner Parcels – 11.5 m (37.73 ft)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Maximum Parcel Coverage              | 50% (excludes Driveways and Grade level open Decks)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Maximum Building Height              | 5.5 m (18.04 ft)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Minimum Manufactured Home Width      | 3.5 m (11.48 ft)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Minimum Manufactured Home Floor Area | 80 m <sup>2</sup> (861.11 ft <sup>2</sup> )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

**Commented [BS24]:** Amendment 2.24

**Commented [BS25]:** Amendment 2.25

**Commented [BS26]:** Amendment 2.26

#### Building Design and Character:

Skirting or any attached Structure shall be fabricated to complement the exterior finish of the Manufactured Home and be of durable all-weather construction and designed in a manner that will enhance the appearance of the Manufactured Home. Each Manufactured Home shall be levelled, blocked, and skirted, within 30 days of being placed on a Lot so that the entire undercarriage, hitch, and support Structures are concealed from view.

#### Amenity / Recreation Area:

For the enjoyment of all residents of the Development, an amenity/recreation space shall be provided and designed in accordance with a recreation site plan and located in a suitable area approved by the Development Authority. This plan may include outdoor, indoor or a combination of both and shall be a minimum of 10% of the total area of a Manufactured Home Park.

#### Landscaped Area:

Any area not developed or occupied by park Roads, Walkways, Driveways, Buildings or other developed Buildings or facilities shall be landscaped.

Perimeter Landscaping of an area not less than 3.0 m (9.84 ft) in width between any Manufactured Home Lot and park boundary line shall be required. Fencing or screening may be required at the

discretion of the Development Authority within the 3.0 m (9.84 ft) perimeter. All Height, materials and location shall be at the discretion of the Development Authority.

**Walkways:**

Internal Walkways or paths shall be to the satisfaction of the Development Authority.

**Access and Roadways:**

Manufactured Home Parks greater than 50 units shall have 2 separate means of access within the Development area. All internal Roads shall meet the minimum standards of the Town.

**Storage Areas:**

All storage areas, separate from the Manufactured Home Lot, shall be provided for storage of seasonal recreational equipment. Such storage areas shall be adequately screened with all storage areas having an area of not less than 20.0 m<sup>2</sup> (215.28 ft<sup>2</sup>) per Manufactured Home Lot.



## 6.5 Residential Multi-Dwelling District (R-2)

### 6.5.1 Purpose

To provide an area to accommodate medium Density residential Development typically comprised of 2 to 4 attached Dwellings and uses herein listed which are compatible and connected to municipal services.

### 6.5.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                              | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Accessory Building</li><li>• Duplex</li><li>• Home Based Business 1</li><li>• Row Housing</li></ul> | <ul style="list-style-type: none"><li>• Accessory Use</li><li>• Assisted Living Facility</li><li>• Bed &amp; Breakfast, in Detached Dwelling only</li><li>• Daycare, Minor</li><li>• Detached Dwelling</li><li>• Group Home</li><li>• Home Based Business 2</li><li>• Home Based Business 3</li><li>• Mixed Use Development only on the following Parcels:<ul style="list-style-type: none"><li>◦ Lots 1 through 8 (inclusive), Block 6, Plan 5629HW; and</li><li>◦ Lots 25 through 40 (inclusive), Plan RN17A</li></ul></li><li>• Multiple Housing Development</li><li>• Religious Assembly</li><li>• Residential Sales Centre</li><li>• Signs</li><li>• Temporary Care Facility</li></ul> |

Commented [BS27]: Amendment 2.27

### 6.5.3 District Regulations

- a) Development Plans illustrating the Development of the site, the architectural treatment of all Buildings, Landscaping, lighting, parking, and access shall be prepared to the satisfaction of the Development Authority.
- b) The Development Authority may require satisfactory screening to reduce any impact a use in this Land Use District may have on adjacent properties. Screening may include fencing, Building placement, Landscaping, or a combination of these items.
- c) Maximum Height shall be determined by the Development Authority having regard for the site, appearance, and massing of adjacent residential properties.
- d) For Mixed Use Developments:

- i) Dwellings shall be located only on a second floor and shall have a separate entrance from non-residential elements of the site
- ii) all outside loading, unloading, and parking spaces shall be located at the side or rear of the Building and be visually screened from view from any adjacent Streets or adjacent residential areas to the satisfaction of the Development Authority
- iii) commercial Uses shall be considered Discretionary Uses and are restricted to Commercial Services Facility; Food Service, Restaurant; Retail, General; and Office uses.

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard      | 6.0 m (19.69 ft) except adjacent to a collector Road, where it shall be 7.5 m (24.61 ft)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Minimum Side Yard       | 1.5 m (4.9 ft) except: <ul style="list-style-type: none"> <li>• adjacent to a collector Road, where it shall be 4.5 m (14.76 ft)</li> <li>• adjacent to a Road, but not including a Lane, where it shall be 3.0 m (9.84 ft) or as required by Alberta Building Code, whichever is greater</li> <li>• In a laneless subdivision, section 3.23 shall also apply, or as required in the Alberta Building Code, whichever is greater</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Minimum Rear Yard       | 7.5 m (24.61 ft) except when adjacent to a collector Road, where it shall be 10.0 m (32.81 ft).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Minimum Parcel Area     | <p><u>Duplex</u></p> <ul style="list-style-type: none"> <li>• Interior Parcels – 280.0 m<sup>2</sup> (3,013.89ft<sup>2</sup>)</li> <li>• Corner Parcels – 330.0 m<sup>2</sup> (3,552.09 ft<sup>2</sup>)</li> </ul> <p><u>Row Housing</u></p> <ul style="list-style-type: none"> <li>• Interior Parcels – 185.0 m<sup>2</sup> (1,991.32 ft<sup>2</sup>)</li> <li>• Corner Parcels – 220.0 m<sup>2</sup> (2,368.06 ft<sup>2</sup>)</li> </ul> <p><u>Row Housing (4-plex)</u></p> <ul style="list-style-type: none"> <li>• Interior Parcels – 200.0 m<sup>2</sup> (2,152.78 ft<sup>2</sup>)</li> <li>• Corner Parcels – 275.0 m<sup>2</sup> (2,960.08ft<sup>2</sup>)</li> </ul> <p><u>Temporary Care Facility</u></p> <ul style="list-style-type: none"> <li>• Interior Parcels – 280.0 m<sup>2</sup> (3,013.89 ft<sup>2</sup>)</li> <li>• Corner Parcels – 330.0 m<sup>2</sup> (3,352.09 ft<sup>2</sup>)</li> </ul> |
| Maximum Parcel Coverage | 55% (excludes Driveways, Front Parking Pads and Grade level open Decks) (Amended Bylaw 1315.24, 11/26/24)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

|                         |                                                                                                                                                                                                                                                                                                |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Maximum Building Height | Row Housing and Multiple Housing Development <ul style="list-style-type: none"> <li>• Flat Roof: 10.0 m (32.81 ft)</li> <li>• Sloped Roof: 12.5 m (41.01 ft)</li> <li>• Maximum 3 Storeys above Grade</li> </ul>                                                                               |
| Laneless Parcels        | Where no Lane exists, and for Detached Dwelling, Duplex and Row Housing, both Side Yards shall not be less than: <ul style="list-style-type: none"> <li>• 1.5 m (4.92 ft) in the case with an attached Garage</li> <li>• 3.0 m (9.84 ft) in the case of without an attached Garage.</li> </ul> |

## 6.6 Residential Medium Density District (R-3)

### 6.6.1 Purpose

To provide an area to accommodate medium-high Density residential Development with shared Amenity Spaces and other uses herein listed which are compatible and connected to municipal services.

### 6.6.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                                                                 | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Accessory Building</li><li>• Apartment</li><li>• Fascia Sign</li><li>• Home Based Business 1</li><li>• Multiple Housing Development</li><li>• Temporary Sign</li></ul> | <ul style="list-style-type: none"><li>• Accessory Use</li><li>• Assisted Living Facility</li><li>• Group Home</li><li>• Home Based Business 2</li><li>• Religious Assembly</li><li>• Residential Sales Centre</li><li>• Signs (except Fascia Sign and Temporary Signs)</li><li>• Temporary Care Facility</li></ul> |

Commented [BS28]: Amendment 2.28

Commented [BS29]: Amendment 2.29

### 6.6.3 District Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following Land Use District regulations shall apply to all Development in this Land Use District:

|                     |                                                                                                                                                                                                                                                               |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard  | <u>Temporary Care Facility</u> <ul style="list-style-type: none"><li>• 6.0 m (19.69 ft) except adjacent to a collector Road, where it shall be 7.5 m (24.61 ft)</li></ul> <u>Apartment</u> <ul style="list-style-type: none"><li>• 7.5 m (24.61 ft)</li></ul> |
| Minimum Side Yard   | 3.0 m (9.84 ft) except: <ul style="list-style-type: none"><li>• adjacent to a collector Road, where it shall be 4.5 m (14.76 ft)</li><li>• as required by Alberta Building Code, whichever is greater.</li></ul>                                              |
| Minimum Rear Yard   | 7.5 m (24.61 ft) except when adjacent to a collector Road, where it shall be 10.0 m (32.81 ft).                                                                                                                                                               |
| Minimum Parcel Area | 3,035.14 m <sup>2</sup> (0.30 ha)                                                                                                                                                                                                                             |
| Maximum Parcel Area | 4.32 ac (1.75 ha)                                                                                                                                                                                                                                             |

|                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Dwelling Density        | 45 units / hectare or 18 units per acre                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Maximum Parcel Coverage | <u>Temporary Care Facility</u> <ul style="list-style-type: none"> <li>• 55% (excludes Driveways)</li> </ul> <u>Apartment</u> <ul style="list-style-type: none"> <li>• 75% (excludes Driveways)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Maximum Building Height | <u>Temporary Care Facility</u> <ul style="list-style-type: none"> <li>• 10.0 m (32.81 ft)</li> </ul> <u>Apartment</u> <ul style="list-style-type: none"> <li>• 12.0 m (39.37 ft)</li> <li>• 4 storeys</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Minimum Landscaped Area | 30% (Apartment, Multiple Housing Development, Assisted Living Facility, and Temporary Care Facility).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Amenity Space           | <p>Amenity Spaces may consist of a single area or be divided into multiple areas. The Amenity Space shall include outdoor Open Space that provides an area for unstructured passive or active recreation to the satisfaction of the Development Officer and includes 2 or more of the following:</p> <ul style="list-style-type: none"> <li>• Playground equipment</li> <li>• Benches, picnic tables, or other form of seating</li> <li>• Gazebo or other shelter</li> <li>• Patio</li> <li>• Courtyards</li> <li>• Gardens</li> <li>• Other recreational or amenity uses that would satisfy the needs of the residents for the Development.</li> </ul> <p>Each Apartment unit shall provide a private outdoor Amenity Space of not less than 4.5 m<sup>2</sup> (48.44 ft<sup>2</sup>) in area.</p> |

## 6.7 Residential High Density District (R-4)

### 6.7.1 Purpose

To provide an area for high Density residential Development with shared Amenity Spaces and other uses herein listed which are compatible and connected to municipal services.

### 6.7.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                                                                                      | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Accessory Building</li> <li>• Apartment</li> <li>• <u>Fascia Sign</u></li> <li>• Home Based Business 1</li> <li>• Multiple Housing Development</li> <li>• <u>Temporary Sign</u></li> </ul> | <ul style="list-style-type: none"> <li>• Assisted Living Facility</li> <li>• Boarding or Lodging House</li> <li>• Group Home</li> <li>• Home Based Business 2</li> <li>• Mixed Use Development</li> <li>• <u>Religious Assembly</u></li> <li>• Residential Sales Centre</li> <li>• Signs <u>(except Fascia Sign and Temporary Signs)</u></li> <li>• Temporary Care Facility</li> </ul> |

Commented [BS30]: Amendment 2.30

Commented [BS31]: Amendment 2.31

### 6.7.3 District Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following Land Use District regulations shall apply to all Development in this Land Use District:

|                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard  | 6.0 m (19.69 ft) except adjacent to a collector Road, where it shall be 7.5 m (24.61 ft)                                                                                                                                                                                                                                                                                                                                                                           |
| Minimum Side Yard   | <p><u>Apartments</u></p> <ul style="list-style-type: none"> <li>• 3.0 m (9.84 ft) except where it abuts a Road other than a Lane, it shall be 3.5 m (11.48 ft) or as required in the Alberta Building Code, whichever is greater.</li> </ul> <p><u>Row Housing; Multiple Housing Development (End Units)</u></p> <ul style="list-style-type: none"> <li>• 1.5 m (4.92 ft) except where it abuts a Road other than a Lane, it shall be 2.75 m (9.02 ft).</li> </ul> |
| Minimum Rear Yard   | 7.5 m (24.61 ft) except when adjacent to a collector Road, where it shall be 10.0 m (32.81 ft).                                                                                                                                                                                                                                                                                                                                                                    |
| Minimum Parcel Area | 5,000.00 m <sup>2</sup> (0.50 ha)                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Landscaping Area    | A minimum of 30% of the site shall be landscaped.                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Dwelling Density    | 80 units / ha                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

|                         |                                            |
|-------------------------|--------------------------------------------|
| Maximum Parcel Coverage | 75%                                        |
| Maximum Building Height | The lessor of 4 storeys or 17 m (55.77 ft) |

**Amenity / Recreation Area:**

An Amenity Space for the enjoyment of residents of the Development including hard and soft landscaped areas and recreational areas in a suitable location shall be incorporated into the plans.

**Building Design and Character:**

Row Housing and Multiple Housing Developments may provide for front attached Garages and unique front Facades that are aesthetically appealing.

**Parking Areas:**

To mitigate the dominance of front parking areas, no part of a Front Yard of a site developed with a Row Housing or Multiple Housing Development shall be utilized for vehicle parking.

## 6.8 Residential Multi-Unit District (R-5)

### 6.8.1 Purpose

To provide an area for multi-unit residential Developments at a higher Density and any other uses, herein listed, all of which are connected to municipal services.

### 6.8.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                           | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Apartment</li><li>• <u>Fascia Sign</u></li><li>• Home Based Business 1</li><li>• <u>Temporary Sign</u></li></ul> | <ul style="list-style-type: none"><li>• Accessory Building</li><li>• Accessory Use</li><li>• Assisted Living Facility</li><li>• Home Based Business 2</li><li>• Mixed Use Development</li><li>• <u>Religious Assembly</u></li><li>• Residential Sales Centre</li><li>• Signs <u>(except Fascia Sign and Temporary Sign)</u></li><li>• Temporary Care Facility</li></ul> |

Commented [BS32]: Amendment 2.32

Commented [BS33]: Amendment 2.33

### 6.8.3 District Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

- To mitigate the dominance of front parking areas, no part of a Front Yard of a site developed with an Apartments, Row Housing or Multiple Housing Development shall be utilized for vehicle parking.

|                    |                                                                                                                                                                  |
|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard | 6.0 m (19.69 ft) except adjacent to a collector Road, where it shall be 7.5 m (24.61 ft)                                                                         |
| Minimum Side Yard  | 3.0 m (9.84 ft) except where it abuts a Road other than a Lane it shall be 3.65 m (11.98 ft), or as required in the Alberta Building Code, whichever is greater. |
| Minimum Rear Yard  | 7.5 m (24.61 ft) except when adjacent to a collector Road, where it shall be 10.0 m (32.81 ft).                                                                  |



|                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Parcel Area     | 3,035.14 m <sup>2</sup> (0.30 ha)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Maximum Parcel Area     | 0.75 ha                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Landscaping Area        | Minimum 30%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Dwelling Density        | 150 units/ha or 60 units/ac                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Maximum Parcel Coverage | 75%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Maximum Building Height | The lessor of 4 storeys or 17.0 m (55.77 ft)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Amenity Space           | <p>An Amenity Space for the enjoyment of residents of the Development including hard and soft landscaped areas and recreational areas in a suitable location shall be incorporated into the plans.</p> <p>Amenity Spaces may consist of a single area or be divided into multiple areas. The Amenity Space shall include outdoor Open Space that provides an area for unstructured passive or active recreation to the satisfaction of the Development Authority and includes 2 or more of the following:</p> <ul style="list-style-type: none"> <li>• Playground equipment</li> <li>• Benches, picnic tables, or other form of seating</li> <li>• Gazebo or other shelter</li> <li>• Patio</li> <li>• Courtyards</li> <li>• Gardens</li> </ul> <p>Other recreational or amenity uses that would satisfy the needs of the residents for the Development.</p> <p>Each Apartment unit shall provide a private outdoor Amenity Space of not less than 4.5 m<sup>2</sup> (48.44 ft<sup>2</sup>) in area.</p> |

## 6.9 Commercial Central District (C-1)

### 6.9.1 Purpose

To provide an area for a variety of smaller commercial opportunities, which will create an attractive pedestrian friendly environment while promote organized redevelopment of the area in alignment with the Downtown Revitalization Plan.

### 6.9.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Accessory Building</li><li>• Business Support Service</li><li>• Commercial Service Facility</li><li>• Daycare, Minor</li><li>• Drinking Establishment</li><li>• Farmers Market</li><li>• <u>Fascia Signs</u></li><li>• Food Service, Restaurant</li><li>• Funeral Home without Crematorium</li><li>• Health Services</li><li>• Hotel</li><li>• Mixed Use Development</li><li>• Motel</li><li>• Office</li><li>• Pawnshop</li><li>• Retail, General</li><li>• <u>Retail, Liquor</u> (Amended, Bylaw 1275.23, 05/23/23)</li><li>• <u>Temporary Sign</u></li></ul> | <ul style="list-style-type: none"><li>• Accessory Use</li><li>• Automotive Service</li><li>• Brewpub</li><li>• Bus Depot</li><li>• Commercial School</li><li>• Daycare, Major</li><li>• Light Equipment Sales, Service and Rental</li><li>• Moved-in Building</li><li>• Parking Facility</li><li>• Patio</li><li>• Religious Assembly</li><li>• Retail, Adult</li><li>• Retail, Cannabis</li><li>• Signs <u>(except Fascia Sign and Temporary Signs)</u></li><li>• Similar Use</li></ul> |

Commented [BS34]: Amendment 2.34

### 6.9.3 District Regulations

- Notwithstanding the provisions of Part 5.0, all Signs in the Land Use District shall be in accordance with the Downtown Revitalization Plan.
- Structural Alterations and additions to existing Buildings shall be developed in accordance with the Downtown Revitalization Plan where possible and this Bylaw to the satisfaction of the Development Authority.
- Home Based Business uses shall be allowed as an interim use within Buildings used for residential purposes until redevelopment takes place; and are subject to meeting the requirements as outlined in this Land Use Bylaw.
- DELETED (Amended, Bylaw 1275.23, 05/23/23)

- e) Screening: In this Land Use District, the Development Authority may require additional screening to reduce any impact a use may have on adjacent properties or from Roads. Screening, in accordance with section 3.15, may include, but not be limited to fencing, Building placement, Landscaping, or any combination thereof.
- f) Shipping Containers: The Development Authority shall prohibit the use of Shipping Containers as Accessory Buildings or Accessory Uses in this Land Use District.

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                         |                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard      | Nil                                                                                                                                                                                                                                                                                                                                                                          |
| Minimum Side Yard       | Nil, or as required by the Alberta Building Code, whichever is greater.                                                                                                                                                                                                                                                                                                      |
| Minimum Rear Yard       | Shall provide for parking and Loading Spaces in accordance with section 3.20                                                                                                                                                                                                                                                                                                 |
| Maximum Parcel Coverage | 100%, provided that parking and Loading Spaces are provided as required in section 3.20                                                                                                                                                                                                                                                                                      |
| Maximum Building Height | 17.0 m (55.77 ft)                                                                                                                                                                                                                                                                                                                                                            |
| Dwellings Entrance      | Dwellings above the ground floor shall have an entrance separate from the entrance to any commercial component of the Building.                                                                                                                                                                                                                                              |
| Building Design         | <ul style="list-style-type: none"> <li>• All mechanical equipment on a roof shall be screened from view of adjoining Roads and residential Land Use Districts</li> <li>• First storey windows or doors abutting a sidewalk shall be covered by an Awning or Canopy which is at least 2.0 m (6.56 ft) above the sidewalk, where there are residential units above.</li> </ul> |
| Laneless Parcels        | On a laneless Parcel in a commercial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.37 ft)                                                                                         |

## 6.10 Commercial Highway District (C-2)

### 6.10.1 Purpose

To provide an area for commercial uses and other uses, herein listed, which are compatible with the area, adjacent to a major thoroughfare, which may require large open areas for parking by clientele, for display of merchandise, or both which will create an attractive environment primarily accessible to motor vehicles.

### 6.10.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Accessory Building</li><li>• Automotive Service</li><li>• Automobile Sales and Rental</li><li>• Business Support Service</li><li>• Car Wash</li><li>• Commercial Service Facility</li><li>• Daycare, Minor</li><li>• Daycare, Major</li><li>• Drive-Through Business</li><li>• <u>Fascia Sign</u></li><li>• Food Service, Restaurant</li><li>• Funeral Home without Crematorium</li><li>• Gas Bar</li><li>• Health Services</li><li>• Hotel</li><li>• Light Equipment Sales, Service and Rental Shop</li><li>• Motel</li><li>• Manufactured and Modular Homes Sales and Service</li><li>• Office</li><li>• Pawnshop</li><li>• Retail, General</li><li>• Retail, Liquor (Amended, Bylaw 1275.23, 05/23/23)</li><li>• Recreation Facility, Indoor</li><li>• <u>Recreational Vehicle Sales, Rental and Service</u></li><li>• <u>Temporary Sign</u></li><li>• Veterinary Clinic</li></ul> | <ul style="list-style-type: none"><li>• Accessory Use</li><li>• Adult Entertainment</li><li>• Brewpub</li><li>• Bus Depot</li><li>• Building Supply and Lumber Outlet</li><li>• Commercial School</li><li>• Community Facility</li><li>• Drinking Establishment</li><li>• Funeral Home with Crematorium</li><li>• Farm Equipment Sales and Service Outlet</li><li>• Farmers Market</li><li>• Mixed Use Development</li><li>• Parking Facility</li><li>• Religious Assembly</li><li>• Retail, Adult</li><li>• Retail, Cannabis</li><li>• Signs <u>(except Fascia Sign and Temporary Sign)</u></li><li>• Similar Use</li></ul> |

Commented [BS35]: Amendment 2.35



### 6.10.3 District Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                         |                                                                                                                                                                                                                                                                                       |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard      | 9.0 m (29.53 ft)                                                                                                                                                                                                                                                                      |
| Minimum Side Yard       | 3.0 m (9.84 ft) or as required in the Alberta Building Code, whichever is greater.                                                                                                                                                                                                    |
| Minimum Rear Yard       | 6.0 m (19.69 ft)                                                                                                                                                                                                                                                                      |
| Minimum Parcel Width    | 15.0 m (49.21 ft) adjacent to a service or local Road.                                                                                                                                                                                                                                |
| Maximum Parcel Coverage | 80%                                                                                                                                                                                                                                                                                   |
| Maximum Building Height | 17.0 m (55.77 ft)                                                                                                                                                                                                                                                                     |
| Building Design         | All mechanical equipment on a roof shall be screened from view of a Highway, arterial Road, and residential Land Use Districts.                                                                                                                                                       |
| Laneless Parcels        | On a laneless Parcel in a commercial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.37 ft). |

## 6.11 Commercial Local District (C-3)

### 6.11.1 Purpose

To facilitate the Development of local convenience trade centres to serve adjacent to residential neighbourhoods or non-commercial areas only.

### 6.11.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                                                                                                                                                                                                                                           | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Accessory Building</li><li>• Commercial Service Facility</li><li>• <u>Daycare, Minor</u></li><li>• <u>Fascia Sign</u></li><li>• Food Service, Restaurant</li><li>• <u>Gas Bar</u></li><li>• <u>Office</u></li><li>• Retail, General</li><li>• Retail, Liquor (Amended, Bylaw 1275.23, 05/23/23)</li><li>• <u>Office Temporary Sign</u></li></ul> | <ul style="list-style-type: none"><li>• Accessory Use</li><li>• Car Wash</li><li>• Daycare, Major</li><li>• <u>Live Work Unit</u></li><li>• <u>Religious Assembly</u></li><li>• Recreation Facility, Indoor</li><li>• Public Facility</li><li>• Signs <u>(except Fascia Sign and Temporary Signs)</u></li><li>• Similar Use</li></ul> |

**Commented [BS37]:** Amendment 2.36

**Commented [BS36]:** Moved to reflect correct alphabetical order. Administrative correction

**Commented [BS38]:** Amendment 2.37

### 6.11.3 District Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                         |                                                                                            |
|-------------------------|--------------------------------------------------------------------------------------------|
| Minimum Front Yard      | 6.0 m (19.69 ft)                                                                           |
| Minimum Side Yard       | 1.5 m (4.92 ft) except adjacent to a residential Parcel, where it shall be 3.0 m (9.8 ft). |
| Minimum Rear Yard       | 3.0 m (9.84 ft)                                                                            |
| Minimum Parcel Area     | 2,000.00 m <sup>2</sup> (0.2 ha)                                                           |
| Maximum Parcel Coverage | 80%                                                                                        |
| Maximum Building Height | 8.5 m (27.89 ft)                                                                           |
| Building Design         |                                                                                            |

|                  |                                                                                                                                                                                                                                                                                       |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  | All mechanical equipment on a roof shall be screened from view of a Highway, arterial Road, and residential Land Use Districts.                                                                                                                                                       |
| Laneless Parcels | On a laneless Parcel in a commercial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.37 ft). |



## 6.12 Business Park District (C-4)

### 6.12.1 Purpose

To provide a broad range of commercial uses in a Business Park that create a diverse and walkable Business Park, comprehensively designed on a single site that are complementary of each other.

### 6.12.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                                                                                                                                                                                                                                                                                           | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Accessory Building</li><li>• Business Support Service</li><li>• Commercial School</li><li>• Commercial Service Facility</li><li>• Daycare, Minor</li><li>• <u>Fascia Sign</u></li><li>• Food Service, Restaurant</li><li>• Health Services</li><li>• Office</li><li>• <u>Retail, General</u></li><li>• <u>Temporary Sign</u></li><li>• Veterinary Clinic</li><li>• Veterinary Hospital</li></ul> | <ul style="list-style-type: none"><li>• Accessory Use</li><li>• Brewpub</li><li>• Daycare, Major</li><li>• Drinking Establishment</li><li>• Patio</li><li>• <u>Public Utility Building</u></li><li>• <u>Religious Assembly</u></li><li>• Retail, Adult</li><li>• Retail, Cannabis</li><li>• Signs <u>(except Fascia Sign and Temporary Signs)</u></li><li>• Similar Use</li></ul> |

Commented [BS39]: Amendment 2.38

Commented [BS40]: Amendment 2.39

### 6.12.3 District Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                         |                                                                                               |
|-------------------------|-----------------------------------------------------------------------------------------------|
| Minimum Front Yard      | At the discretion of the Development Authority                                                |
| Minimum Side Yard       | At the discretion of the Development Authority                                                |
| Minimum Rear Yard       | At the discretion of the Development Authority                                                |
| Minimum Parcel Width    | 15.0 m (49.21 ft)                                                                             |
| Maximum Parcel Coverage | 70%                                                                                           |
| Maximum Building Height | <u>Flat Roof Buildings</u> <ul style="list-style-type: none"><li>• 9.5 m (31.17 ft)</li></ul> |

|                  |                                                                                                                                                                                                                                                                                       |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  | <u>Pitched Roof Buildings</u> <ul style="list-style-type: none"> <li>12.0 m (39.37 ft)</li> </ul>                                                                                                                                                                                     |
| Building Design  | All mechanical equipment on a roof shall be screened from view from any Road and Adjacent Land uses.                                                                                                                                                                                  |
| Laneless Parcels | On a laneless Parcel in a commercial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.37 ft). |
| Landscaping      | At the discretion of the Development Authority                                                                                                                                                                                                                                        |
| Outdoor Storage  | None allowed                                                                                                                                                                                                                                                                          |

## 6.13 Commercial Mixed Use District (CMU)

### 6.13.1 Purpose

To provide a site that is comprehensively designed to encourage a mixture of commercial and residential and other uses herein listed that are complimentary of each other.

### 6.13.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                                                                                                                                                                                                                                                                              | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Business Support Service</li><li>• Commercial Service Facility</li><li>• Home Based Business 1</li><li>• Daycare, Minor</li><li>• <u>Fascia Sign</u></li><li>• Food Service, Restaurant</li><li>• Health Services</li><li>• Mixed Use Development</li><li>• Office</li><li>• Recreation Facility, Indoor</li><li>• <u>Retail, General</u></li><li>• <u>Temporary Sign</u></li></ul> | <ul style="list-style-type: none"><li>• Accessory Building</li><li>• Accessory Use</li><li>• Car Wash</li><li>• Apartment</li><li>• Daycare, Major</li><li>• Gas Bar</li><li>• Public Utility Building</li><li>• <u>Religious Assembly</u></li><li>• Retail, Liquor (Amended, Bylaw 1275.23, 05/23/23)</li><li>• Signs <u>(except Fascia Sign and Temporary Signs)</u></li><li>• Similar Use</li></ul> |

Commented [BS41]: Amendment 2.40

Commented [BS42]: Amendment 2.41

### 6.13.3 District Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                         |                                                                                                                        |
|-------------------------|------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard      | nil or at the discretion of the Development Authority, taking into consideration the amenities of adjacent properties. |
| Minimum Side Yard       | At the discretion of the Development Authority.                                                                        |
| Minimum Rear Yard       | At the discretion of the Development Authority.                                                                        |
| Floor Area Ratio        | At the discretion of the Development Authority.                                                                        |
| Maximum Building Height | At the discretion of the Development Authority.                                                                        |
|                         |                                                                                                                        |

|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Density          | For residential portion of the Development the Density shall not exceed 30 units/ha based on the total Parcel area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Outdoor Storage  | none allowed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Laneless Parcels | On a laneless Parcel in a commercial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.37 ft).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Amenity Space    | <p>Amenity Space for Mixed Use Development and Apartments and may consist of a single area or be divided into multiple areas. The Amenity Space shall include outdoor Open Space that provides an area for unstructured passive or active recreation to the satisfaction of the Development Authority and includes 2 or more of the following:</p> <ul style="list-style-type: none"> <li>• Playground equipment</li> <li>• Benches, picnic tables, or other form of seating</li> <li>• Gazebo or other shelter</li> <li>• Patio</li> <li>• Courtyards</li> <li>• Gardens</li> <li>• Other recreational or amenity uses that would satisfy the needs of the residents for the Development.</li> </ul> <p>Each Apartment and Dwelling within a Mixed Use Development shall provide a private outdoor Amenity Space or not less than 4.5 m<sup>2</sup> (48.44 ft<sup>2</sup>) in area</p> |

## 6.14 Industrial Light District (I-1)

### 6.14.1 Purpose

To provide an area for light industrial uses and other uses herein listed, compatible with the area which do not cause any objectionable or dangerous conditions beyond the Parcel boundary.

### 6.14.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Automotive Service</li><li>• Business Support Service</li><li>• Car Wash</li><li>• Contractor Operation, Minor</li><li>• Commercial School</li><li>• <a href="#">Fascia Sign</a></li><li>• Funeral Home without Crematorium</li><li>• Gas Bar</li><li>• Greenhouse, Minor</li><li>• Light Equipment Sales, Service and Rental Shop</li><li>• Manufactured and Modular Home Sales and Service</li><li>• Office, for Accessory Uses listed herein</li><li>• Recreational Vehicle Sales, Rental and Service</li><li>• Recycle Depot</li><li>• Retail, General (as Accessory Use)</li><li>• Shipping Container</li><li>• <a href="#">Temporary Sign</a></li><li>• Veterinary Clinic</li><li>• Veterinary Hospital</li><li>• Warehouse Sales</li><li>• Warehouse and Storage</li></ul> | <ul style="list-style-type: none"><li>• Accessory Building</li><li>• Animal Boarding or Breeding Facility</li><li>• Auction Facility, No Livestock</li><li>• Autobody Repair and Paint Shop</li><li>• Automobile Sales and Rental</li><li>• Brewpub</li><li>• Building Supply and Lumber Outlet</li><li>• Bulk Fueling Depot</li><li>• Cannabis Production and Distribution</li><li>• Canvas Covered Structure</li><li>• Communication Facility/Communication Tower</li><li>• Contractor Operation, Major</li><li>• Distribution Facility</li><li>• Farm Equipment Sales and Service Outlet</li><li>• Funeral Home with Crematorium</li><li>• Greenhouse, Major</li><li>• Heavy Equipment Assembly, Sales, and Service</li><li>• Heavy Vehicle and Equipment Wash Facility</li><li>• Industrial Business Service</li><li>• Industrial Training School</li><li>• Landscaping Sales and Service</li><li>• Moved-in Building</li><li>• Municipal Shop and Storage Facility</li><li>• Open Storage Yard</li><li>• Outdoor Fabrication Units</li><li>• Patio</li><li>• Parking Facility for uses listed herein</li><li>• Public Utility Building</li><li>• Recreational Vehicle Storage (Amended, Bylaw 1290.23, 01/09/24)</li><li>• Residential Security/Operator Unit</li></ul> |

- Signs ~~(except Fascia Sign and Temporary Signs)~~
- Similar Use

**Commented [BS43]:** Amendment 2.42

### 6.14.3 District Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                         |                                                                                                                                                                                                                                                                                        |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard      | <del>Minimum Front Yard 9.0 m (29.53 ft)</del>                                                                                                                                                                                                                                         |
| Minimum Side Yard       | 3.0 m (9.84 ft)                                                                                                                                                                                                                                                                        |
| Minimum Rear Yard       | 6.0 m (19.69 ft)                                                                                                                                                                                                                                                                       |
| Minimum Parcel Width    | 15.0 m (49.21 ft)                                                                                                                                                                                                                                                                      |
| Maximum Building Height | <u>Flat Roof Buildings</u> <ul style="list-style-type: none"> <li>• 9.5 m (31.17 ft)</li> </ul> <u>Pitched Roof Buildings</u> <ul style="list-style-type: none"> <li>• 12.0 m (39.37 ft)</li> </ul>                                                                                    |
| Density                 | For residential portion of the Development the Density shall not exceed 30 units/ha based on the total Parcel area.                                                                                                                                                                    |
| Outdoor Storage         | Shall be to a maximum of 30% of the site and shall be screened to the satisfaction of the Development Authority.                                                                                                                                                                       |
| Laneless Parcels        | On a laneless Parcel in an industrial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.41 ft). |

**Commented [BS44]:** Amendment 2.43

6.15 Industrial Heavy District (I-2)

6.15.1 Purpose

To provide an area for service, repair and manufacturing and processing and other heavy industrial uses, herein listed that are compatible with the area and which may cause objectionable conditions beyond the Parcel boundary.

6.15.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>Animal Boarding or Breeding Facility</li><li>Concrete Plant, Minor</li><li>Contractor Operation, Major</li><li>Farm Equipment, Sales &amp; Service Outlet</li><li>Fascia Sign</li><li>Food Processing Facility</li><li>Funeral Home with Crematorium</li><li>Funeral Home without Crematorium</li><li>Greenhouse, Major</li><li>Heavy Equipment Assembly, Sales and Service</li><li>Industrial Business Service</li><li>Industrial Training Facility</li><li>Landscaping Sales and Service</li><li>Public Utility Building</li><li>Shipping Container</li><li>Temporary Sign</li></ul> | <ul style="list-style-type: none"><li>Accessory Building</li><li>Auction Facility, with Livestock</li><li>Bulk Fueling Depot</li><li>Cannabis Production and Distribution</li><li>Canvas Covered Structure</li><li>Communication Facility/Communication Tower</li><li>Concrete Plant, Major</li><li>Heavy Manufacturing and Processing</li><li>Heavy Vehicle and Equipment Wash Facility</li><li>Industrial Training School</li><li>Moved-in Building</li><li>Municipal Shop and Storage Facility</li><li>Open Storage Yard</li><li>Outdoor Fabrication Units</li><li>Recycling Depot</li><li>Recreational Vehicle Storage (Amended, Bylaw 1290.23, 01/09/24)</li><li>Residential Security/Operator Unit</li><li>Signs (except Fascia Sign and Temporary Signs)</li><li>Similar Use</li><li>Solid Waste Transfer Station</li><li>Wrecking and Salvage Yard</li></ul> |

Commented [BS45]: Amendment 2.44

6.15.3 District Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                         |                                                                                                                                                                                                                                                                                        |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard      | 9.0 m (29.53 ft)                                                                                                                                                                                                                                                                       |
| Minimum Side Yard       | 3.0 m (9.84 ft)                                                                                                                                                                                                                                                                        |
| Minimum Rear Yard       | 6.0 m (19.69 ft)                                                                                                                                                                                                                                                                       |
| Minimum Parcel Width    | 15.0 m (49.21 ft)                                                                                                                                                                                                                                                                      |
| Maximum Building Height | 12.0 m (39.37 ft)                                                                                                                                                                                                                                                                      |
| Maximum Parcel Coverage | 80%, except adjacent to Highways 2 and 2A, Highway 597, or a residential Land Use District, in which case it shall be 70%.                                                                                                                                                             |
| Outdoor Storage         | Shall be screened by white vinyl fencing 1.83 m (6.00 ft) in Height, and / or to the satisfaction of the Development Authority.                                                                                                                                                        |
| Laneless Parcels        | On a laneless Parcel in an industrial Land Use District, 1 Side Yard shall not be less than 6.0 m (19.69 ft). This does not apply to an Accessory Building where such Building is located to the rear of the Principal Building and maintains a minimum distance of 12.0 m (39.41 ft). |



## 6.16 Public Facility District (PF)

### 6.16.1 Purpose

To provide an area for the Development of public land for multi-use facilities and other uses herein listed, for the benefit and enjoyment of the public.

### 6.16.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Accessory Buildings</li><li>• Accessory Uses</li><li>• Campground</li><li>• Cemetery</li><li>• Community Facility</li><li>• Daycare, Minor as Accessory Use</li><li>• Farmers Market</li><li>• <u>Fascia Sign</u></li><li>• Information Centre</li><li>• Municipal Uses</li><li>• Parks</li><li>• Parking Facility</li><li>• Recreation Facility, Indoor</li><li>• Recreation Facility, Outdoor</li><li>• Religious Assembly</li><li>• School</li><li>• <u>Temporary Sign</u></li><li>• Health Services only on the following<br/>Parcels (Amended, Bylaw 1290.23, 01/09/24):<ul style="list-style-type: none"><li>o Lot 17, Block 7, Plan 052 1126;<br/>and</li><li>o Lot P, Plan 1890MC</li></ul></li></ul> | <ul style="list-style-type: none"><li>• Assisted Living Facility</li><li>• Canvas Covered Structure</li><li>• Daycare, Major as Accessory Use</li><li>• DELETED (Amended, Bylaw 1275.23, 05/23/23)</li><li>• Group Home</li><li>• Moved-in Building</li><li>• Municipal Shop and Storage Facility</li><li>• Office as Accessory Use</li><li>• Recycle Depot</li><li>• Senior Citizen Housing</li><li>• Shipping Container</li><li>• Signs <u>(except Fascia Sign and Temporary Signs)</u></li><li>• Similar Use</li><li>• Temporary Care Facility</li><li>• Solid Waste Transfer Site</li></ul> |

Commented [BS46]: Amendment 2.45

### 6.16.3 Development Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                    |                  |
|--------------------|------------------|
| Minimum Front Yard | 9.0 m (29.53 ft) |
| Minimum Side Yard  |                  |

|                                 |                                                                                                                                                                                                      |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 | 3.0 m (9.84 ft) or as required by the Alberta Building Code, whichever is greater.                                                                                                                   |
| Minimum Rear Yard               | 6.0 m (19.69 ft) except where a Rear Yard abuts a railway where no Rear Yard Setback is required.                                                                                                    |
| Minimum Parcel Width            | 15.0 m (49.21 ft)                                                                                                                                                                                    |
| Maximum Building Height         | <u>Flat Roof Buildings</u> <ul style="list-style-type: none"> <li>• 11.5 m (37.73 ft)</li> </ul> <u>Pitched Roof Buildings</u> <ul style="list-style-type: none"> <li>• 14.0 m (45.93 ft)</li> </ul> |
| Maximum Parcel Coverage         | 70%                                                                                                                                                                                                  |
| Outdoor Storage                 | Shall be screened by white vinyl fencing 1.83 m (6.00 ft) in Height and / or to the satisfaction of the Development Authority.                                                                       |
| Minimum Landscaping Requirement | As determined by the Development Authority                                                                                                                                                           |

## 6.17 Parks and Recreation District (PR)

### 6.17.1 Purpose

To provide land for Parks and recreation areas and facilities for the use and enjoyment of the public.

### 6.17.2 Permitted and Discretionary Uses

| PERMITTED USES                                                          | DISCRETIONARY USES                                                                                                                                                                                                                                                                                |
|-------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Park</li><li>• Trails</li></ul> | <ul style="list-style-type: none"><li>• Accessory Building</li><li>• Accessory Use</li><li>• Community Garden</li><li>• Farmers Market</li><li>• Off-leash Dog Park</li><li>• Parking Facility</li><li>• Public Utility Building</li><li>• Recreation Facility, Outdoor</li><li>• Signs</li></ul> |

### 6.17.3 Development Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                         |                                                                                                                                                                                                  |
|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard      | 9.0 m (29.53 ft)                                                                                                                                                                                 |
| Minimum Side Yard       | 3.0 m (9.84 ft) or as required by the Alberta Building Code, whichever is greater.                                                                                                               |
| Minimum Rear Yard       | 6.0 m (19.69 ft) except where a Rear Yard abuts a railway where no Rear Yard Setback is required.                                                                                                |
| Minimum Parcel Width    | 15.0 m (49.21 ft)                                                                                                                                                                                |
| Maximum Building Height | <u>Flat Roof Buildings</u> <ul style="list-style-type: none"><li>• 11.5 m (37.73 ft)</li></ul> <u>Pitched Roof Buildings</u> <ul style="list-style-type: none"><li>• 14.0 m (45.93 ft)</li></ul> |

|                                 |                                            |
|---------------------------------|--------------------------------------------|
| Maximum Parcel Coverage         | 70%                                        |
| Minimum Landscaping Requirement | As determined by the Development Authority |

## 6.18 Environmental Open Space District (EOS)

### 6.18.1 Purpose

To provide an area for either the preservation of public land in its natural state, or for its Development for benefit and enjoyment of the public.

### 6.18.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                                                                                          | DISCRETIONARY USES                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Campground</li><li>• Community Facility</li><li>• Farmers Market</li><li>• Information Centre</li><li>• Park</li><li>• Public Utility Building</li><li>• Recreation Facility, Outdoor</li></ul> | <ul style="list-style-type: none"><li>• Accessory Use</li><li>• Patio</li><li>• Signs</li><li>• Tree Clearing</li></ul> |

### 6.18.3 Development Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                         |                                                                                                                                                                                                 |
|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard      | 9.0 m (29.53 ft)                                                                                                                                                                                |
| Minimum Side Yard       | 3.0 m (9.84 ft) or as required by the Alberta Building Code, whichever is greater.                                                                                                              |
| Minimum Rear Yard       | 6.0 m (19.69 ft) except where a Rear Yard abuts a railway where no Rear Yard Setback is required.                                                                                               |
| Minimum Parcel Width    | 15.0 m (49.21 ft)                                                                                                                                                                               |
| Maximum Building Height | <u>Flat Roof Buildings</u> <ul style="list-style-type: none"><li>• 9.5 m (31.17 ft)</li></ul> <u>Pitched Roof Buildings</u> <ul style="list-style-type: none"><li>• 12.0 m (39.37 ft)</li></ul> |
| Maximum Parcel Coverage | 70%                                                                                                                                                                                             |
|                         |                                                                                                                                                                                                 |

|                                 |                                                                                                                               |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Outdoor Storage                 | Shall be screened by white vinyl fencing 1.83 m (6.00 ft) in Height and/ or to the satisfaction of the Development Authority. |
| Minimum Landscaping Requirement | As determined by the Development Authority                                                                                    |

## 6.19 Urban Reserve District (UR)

### 6.19.1 Purpose

To allow existing uses to continue until such time as the land is required for urban Development.

### 6.19.2 Permitted and Discretionary Uses

| PERMITTED USES | DISCRETIONARY USES                                                                                                                                                                                               |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                | <ul style="list-style-type: none"><li>• Accessory Buildings to support existing Uses</li><li>• Accessory Uses to support existing Uses</li><li>• Existing Uses</li><li>• Signs</li><li>• Tree Clearing</li></ul> |

### 6.19.3 Development Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                     |                                                                                                                                                                                                                            |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Parcel Area | All the land contained in the existing Certificate of Title, unless otherwise approved by the Municipal Planning Commission, having regard to future use of the Parcel and the form of future subdivision and Development. |
| Outdoor Storage     | Shall be screened with solid fencing, 1.83 m (6.00 ft) in Height to the satisfaction of the Development Authority.                                                                                                         |

## 6.20 Agricultural District (AG)

### 6.20.1 Purpose

To allow existing uses to continue and to support a variety of agricultural operations and reserve land for future subdivision and Development. Uses should not negatively impact or impede future urban subdivision and/or Development.

### 6.20.2 Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                                                                             | DISCRETIONARY USES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Accessory Building</li><li>• Agricultural Building</li><li>• Agriculture</li><li>• Home Based Business 1</li><li>• Home Based Business 2</li></ul> | <ul style="list-style-type: none"><li>• Accessory Use</li><li>• Accessory Suite</li><li>• Animal Boarding or Breeding Facility</li><li>• Auction Facility, Livestock</li><li>• Bed &amp; Breakfast</li><li>• Campground</li><li>• Canvas Covered Structure</li><li>• Detached Dwelling</li><li>• Farmer's Market</li><li>• Food Processing &amp; Manufacturing Facility</li><li>• Greenhouse, Minor</li><li>• Greenhouse, Major</li><li>• Home Based Business 3</li><li>• Industrial Business Service</li><li>• Landscaping Sales</li><li>• Manufactured Home</li><li>• Moved-in Building</li><li>• Moved-in Dwelling</li><li>• Public Utility</li><li>• Public Utility Building</li><li>• Residential Kennel</li><li>• Shipping Container</li><li>• Signs</li><li>• Tree Clearing</li></ul> |



### 6.20.3 Development Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to all Development in this Land Use District:

|                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Parcel Area | All the land contained in the existing Certificate of Title area, unless otherwise approved by the Subdivision Authority.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Setbacks            | <ul style="list-style-type: none"><li>• Setbacks from rights-of-way shall be in accordance with this Bylaw</li><li>• Setback from any Property Line adjoining a Lot located in any other Land Use District in this Bylaw shall be a minimum of 22.86 m (75.00 ft)</li><li>• Setback from the property boundary in the Agricultural District shall be 7.62 m (25.00 ft)</li><li>• Where a Lot adjoins a lake or river, no Building shall be placed in the area outside the Lot Property Lines as shown on the registered plan of subdivision or the original land survey, or on lands claimed by the Crown.</li></ul> |

#### Objects Prohibited or Restricted in Yards

- a) No person shall keep in their yards:
- any unlicensed, dismantled, wrecked, or dilapidated vehicle, unless it is suitably housed or screened from view to the satisfaction of the Development Officer
  - any object or chattel which, in the opinion of the Development Officer, is unsightly or tends to adversely affect the amenities of the area
  - more than 2 Recreational Vehicles on a regular basis, unless otherwise approved by the Development Authority
  - a Recreational Vehicle that is used as permanent residence. However, a Recreational Vehicle may be used for living and sleeping accommodation by visitors on a temporary, short-term basis, no longer than 2 weeks, or as temporary accommodation by the landowner(s) or their building contractor for a period not exceeding 1 year following the issue of a Development Permit for the construction of a Dwelling on the property and where arrangements, satisfactory to the Development Officer, have been made for the disposal of wastewater effluent.

## 6.21 Alderwood Close Overlay District

### 6.21.1 Purpose

The purpose of this overlay District is to allow for a Rear Yard setback relaxation on Alderwood Close within the R-1M District.

### 6.21.2 Application

- a) The regulations in this overlay District apply to the lands legally and municipally described in Table 1:

| Table 1: Alderwood Close Overlay District Application |       |          |                    |
|-------------------------------------------------------|-------|----------|--------------------|
| Lot                                                   | Block | Plan     | Civic Address      |
| 1                                                     | 7     | 082 4628 | 1 Alderwood Close  |
| 2                                                     | 7     | 082 4628 | 5 Alderwood Close  |
| 3                                                     | 7     | 082 4628 | 9 Alderwood Close  |
| 4                                                     | 7     | 082 4628 | 13 Alderwood Close |
| 5                                                     | 7     | 082 4628 | 17 Alderwood Close |
| 6                                                     | 7     | 082 4628 | 21 Alderwood Close |
| 7                                                     | 7     | 082 4628 | 25 Alderwood Close |
| 8                                                     | 7     | 082 4628 | 29 Alderwood Close |
| 9                                                     | 7     | 082 4628 | 33 Alderwood Close |
| 10                                                    | 7     | 082 4628 | 37 Alderwood Close |
| 11                                                    | 7     | 082 4628 | 41 Alderwood Close |

**Legend**

- Affected Properties
- Rear Yard Setback 7.5m

### 6.21.3 Alderwood Close Overlay Development Regulations

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations, Part 5.0 | Signs, and the R-1M District, the minimum Rear Yard Setbacks in the underlying R-1M District are modified as follows:

|                   |                                                                                                        |
|-------------------|--------------------------------------------------------------------------------------------------------|
| Minimum Rear Yard | 7.5 m (24.61 ft) where it abuts a major collector Road as designated in the Municipal Development Plan |
|-------------------|--------------------------------------------------------------------------------------------------------|

## PART 7.0 DIRECT CONTROL DISTRICTS

### 7.1 Purpose

This Land Use District will be for specific uses and regulations as decided by Council to accommodate specific designs for specific Parcels of lands as approved by Council where control by other Land Use Districts would be inadequate. In the creation of a Direct Control District, regard to the surrounding Development, existing or future, and to the interest of the applicant and public are to be considered.

### 7.2 Application

- a) The following criteria shall apply, if in the opinion of Council that:
  - i) the proposed Development, having regard for the policies and objectives of the Municipal Development Plan and other applicable statutory the proposed Development, is considered appropriate for the site
  - ii) using any other Land Use District of the Bylaw would result in a conflict with the character and scale of existing or future surrounding Development when the full Development potential of such a Land Use District would be utilized
  - iii) the complexity, scale and character would require comprehensive planning and implementation; is unique or not contemplated or regulated reasonably by any other Land Use District.
- b) In addition to the requirements of section 2.4, the applicant shall provide supporting rationale explaining why a Direct Control District is appropriate for the site having regard for the conditions of application set out in section 7.2 (a) above and any additional information that may be required by Council.

### 7.3 Uses

- a) Where a Direct Control District is applied, all uses in the Direct Control District shall be specified by Council.

### 7.4 Regulations

- a) Regulations of this Bylaw, as amended, shall apply to all Development within Direct Control sites, unless such regulations are specifically excluded or revised by the Direct Control District.

### 7.5 Interpretation

- a) Direct Control Districts shall be included in DC Schedule "A" of this Bylaw.

## SCHEDULE "A"

| Schedule  | Direct Control District | Affected Lands                                                                      | Referencing Bylaw |
|-----------|-------------------------|-------------------------------------------------------------------------------------|-------------------|
| Part 8 A1 | DC-1                    | Blocks 1 - 24 (Inclusive), Plan 092 3733 (Formerly Lot 97, Block 14, Plan 072 4357) | Bylaw 1072/08     |
| Part 8 A2 | DC-2                    | Lot 1A, Block 1, Plan 162 2461                                                      | Bylaw 1070/08     |
| Part 8 A3 | DC-3                    | Lot 2, Block 1, Plan 122 4194                                                       | Bylaw 1177/14     |
| Part 8 A4 |                         | Parking Pads                                                                        |                   |
| Part 8 A5 | DC-4                    | Lots 38-57, Block 14, Plan 162 0173                                                 | Bylaw 1302.24     |
| Part 8 A6 | DC-5                    | Lot 3, Block 1, Plan 102 2233                                                       | Bylaw 1325.25     |

### Direct Control District #3 (DC-3)

- a) All Signs to be applied for under separate Development applications and Council hereby authorizes the Development Officer as the approving authority for the Signs.
- b) All construction to be in accordance with all provincial regulations including the *Safety Codes of Alberta*.
- c) In accordance with sections 2.7 and 3.15 of this Bylaw that a Letter of Credit be submitted to cover 100% of the cost of Landscaping and paving until such time as the work is completed.
- d) That the storm water, sewer, water, and grading plan be followed as per approvals given by the Director of Infrastructure and Property Services.

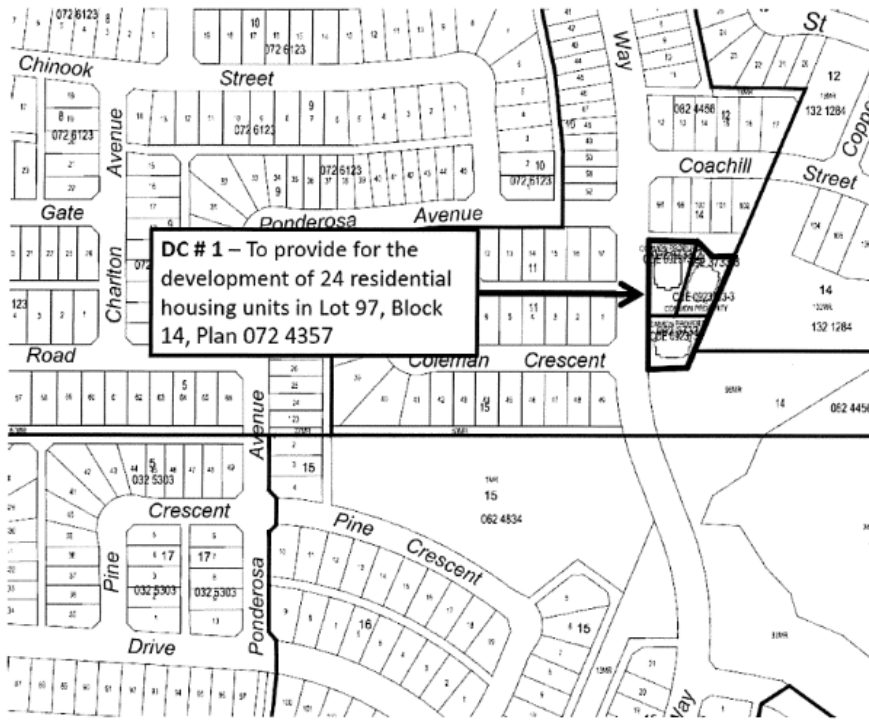
## PART 8.0 SCHEDULES

### Schedule A1 – Direct Control District #1 (DC-1)

Commented [BS47]: Amendment 2.46

Commented [BS48]: Amendment 2.47

#### DIRECT CONTROL DISTRICT #1 (DC-1) MAP



## Schedule A2 – Direct Control District #2 (DC-2)

### Purpose

To provide for the Development of a 35-unit Apartment Building on a Lot known as *Lot 1A, Block 1, Plan 162 2461* located east of the Parkwood Road and west of the Highway 2A Storm Pond.

### Permitted Uses

- Accessory Uses
- Apartment
- Home Base Business 1
- Public Utility Buildings
- Any use that, in the opinion of Council, is similar or complementary to the Use listed above.

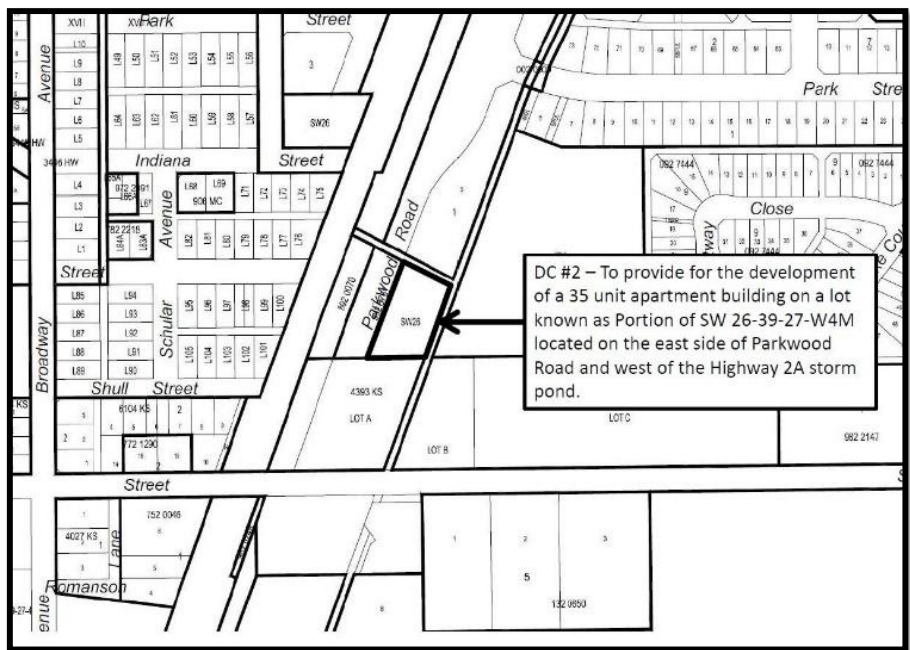
Commented [BS49]: Amendment 2.48

### Development Criteria

- a) The land and Buildings in this Land Use District shall be developed to the satisfaction of Council and shall be developed in a manner that is sensitive to the surrounding neighbourhood taking into account the potential impacts on the neighbourhood, including visual impact, sight lines, sunlight, parking, and privacy.

### Development Standards

- a) Yard fronting Parkwood Road shall be a minimum of 3.0 m (9.84 ft) landscaped area with parking after.
- b) All yards shall be landscaped except for Walkways, Driveways, and parking areas.
- c) Density shall be 35 units for the project. Parking shall be 1.5 stalls per unit or 53 stalls and additionally a minimum of 7 stalls for visitor parking be provided and that the Building shall not exceed 4 storeys in Height.



## Schedule A3 – Direct Control District #3 (DC-3)

### Purpose

To provide for the Development of a commercial Building on a Lot known as ~~Lot 2, Block 1, Plan 122 4194 Lot 6, Block 1, Plan 202 0374~~ located south of Womacks Road and west of Leung Road – South of the Abbey Centre north of the Iron Ridge Junior Campus.

Commented [B550]: Amendment 2.49

### Permitted Uses

- Accessory Uses
- Offices
- Personal Service Uses
- Public and Quasi Public Uses
- Retail, General
- Food Service, Restaurant
- Signs
- Any use that, in the opinion of the Development Officer (as authorized by Council) is similar or complementary to the use listed above.

### Development Criteria

- a) The land and Buildings within this Land Use District shall be developed in accordance with the plans attached forming part of this Direct Control District.

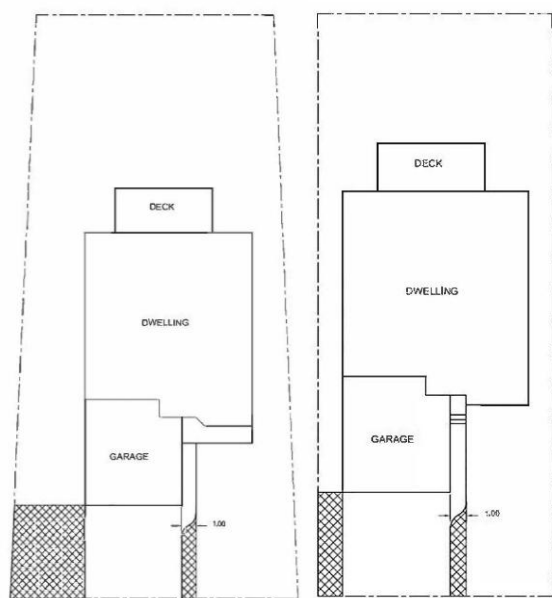
### Development Standards

- a) All Landscaping to be as per the plans submitted.
- b) No access is to be allowed off Leung Road.
- c) Future Development area for Phase 2 is to be landscaped until such time as it is constructed.



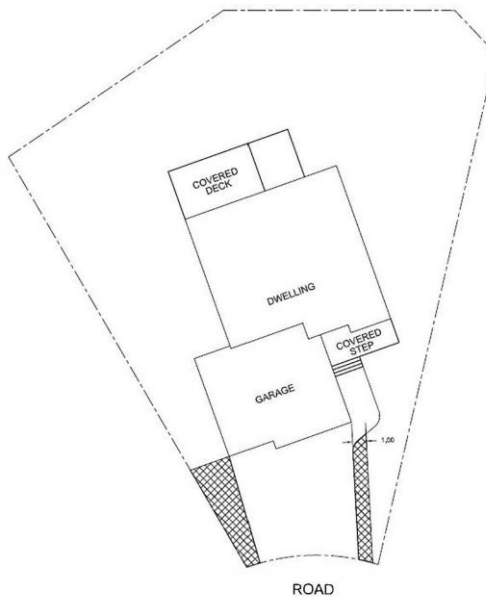


## Schedule A4 – Parking Pads



ROAD  
 ALLOWABLE LEGAL PARKING PAD AREA  
 ALLOWABLE LEGAL PARKING PAD  
 EXAMPLE DRAWING 1

ROAD  
 ALLOWABLE LEGAL PARKING PAD AREA  
 ALLOWABLE LEGAL PARKING PAD  
 EXAMPLE DRAWING 2



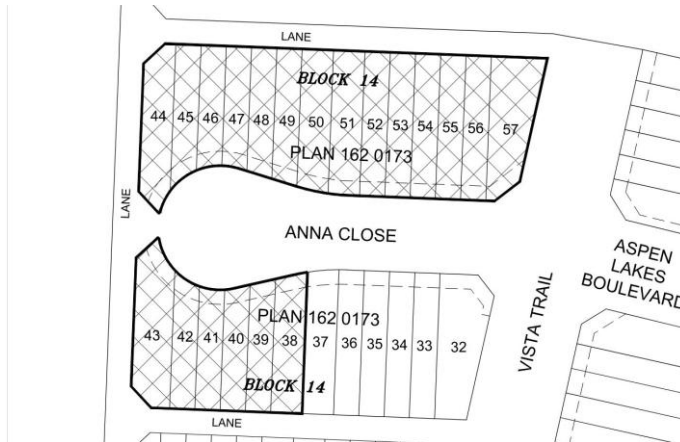
ROAD  
 ALLOWABLE LEGAL PARKING PAD AREA  
 ALLOWABLE LEGAL PARKING PAD  
 EXAMPLE DRAWING 3



## Schedule A5 – Direct Control District #4 (DC-4) (Amended, Bylaw 1302.24, 03/26/24)

### Purpose

The purpose of Direct Control District #4 is to allow for Accessory Suites in Row Housing on Lots 38 to 57 inclusive, Block 14, Plan 162 0173.



### Permitted Uses

- Accessory Uses
- Row Housing
- Accessory Suite
- Home Based Business 1

### Development Criteria

- a) The land and Buildings within this Land Use District shall be developed in accordance with the Residential Multi-Dwelling District (R-2) in addition to the Development Standards noted below.
- b) The Development Officer shall review and approved the Development Permit application based on its compliance with the Development Standards noted below.
- c) No variances or relaxations will be granted for parking stall width or number of parking stalls required.

### Accessory Suite Development Standards

Accessory Suites:

- a) Must be located on an individual dwelling lot located on its own titled lot.
- b) Shall only be within an end or corner unit, with lane access.
- c) Shall have a floor area that does not exceed the ground floor are of the principal building.

- d) Contain a maximum of one bedroom.
- e) Have a separate entrance from the principal dwelling, either from a common indoor landing or directly from the side or rear of the building.
- f) Comply with the Province of Alberta's Building Code and Fire Code.
- g) Provide on additional parking stall for each bedroom.
- h) Have parking stalls be a minimum width of 2.5m.
- i) Parking stalls shall be hard surfaced.
- j) Tandem parking shall not be permitted as a method for meeting the parking requirements for an accessory suite.

Schedule A6 – Direct Control District #5 (DC-5) (Amended, Bylaw 1325.25, 05/13/25)

Purpose

To provide an area for multi-unit residential Development located at Lot 3 Block 1 Plan 102 2233 at a higher Density and any other uses, herein listed, all of which are connected to municipal services.

Permitted and Discretionary Uses

| PERMITTED USES                                                                                                                    | DISCRETIONARY USES                                    |
|-----------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| <ul style="list-style-type: none"><li>Apartment</li><li>Row Housing</li><li>Accessory Use</li><li>Home Based Business 1</li></ul> | <ul style="list-style-type: none"><li>Signs</li></ul> |

District Regulations

The Development Officer will be the Development Authority for all uses. Any variances will require Council Approval.

In addition to the Regulations contained in Part 3.0 | General Regulations, Part 4.0 | Specific Use Regulations and Part 5.0 | Signs, the following regulations shall apply to All Development in this Land Use District:

|                    |                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Front Yard | 7.5 m (24.61 ft)                                                                                                                                                                                                                                                                                                                                                                     |
| Minimum Side Yard  | Apartment: 4.0 m (9.84 ft) or as required in the Alberta Building Code, whichever is greater.<br><br>Row Housing: 1.5 m (4.92 ft) or as required in the Alberta Building Code, whichever is greater.                                                                                                                                                                                 |
| Minimum Rear Yard  | 7.5 m (24.61 ft)                                                                                                                                                                                                                                                                                                                                                                     |
| Parking            | Apartment: 1.0 per one bedroom unit; 1.5 per two bedroom unit; 2.0 per three bedroom unit, plus 1.0 additional space for every 5.0 unit which must be clearly identified as guest parking. Stalls sized 2.7 m x 5.5 m.<br><br>Row Housing: 1.5 per unit plus 1.0 additional space for every 5.0 unit, which must be clearly identified as guest parking. Stalls sized 2.7 m x 5.5 m. |

|                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Landscaping Area        | Minimum 30%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Dwelling Density        | 150 units/ha or 60 units/ac                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Maximum Building Height | Apartment: 17.0 Meters (55.77 Feet)<br>Row Housing: 10.5 Meters (34.50 Feet)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Amenity Space           | <p>An Amenity Space for the enjoyment of residents of the Development including hard and soft landscaped areas and recreational areas in a suitable location shall be incorporated into the plans.</p> <p>Amenity Spaces may consist of a single area or be divided into multiple areas. The Amenity Space shall include outdoor Open Space that provides an area for unstructured passive or active recreation to the satisfaction of the Development Authority and includes 2 or more of the following:</p> <ul style="list-style-type: none"> <li>• Playground equipment</li> <li>• Benches, picnic tables, or other form of seating</li> <li>• Gazebo or other shelter</li> <li>• Patio</li> <li>• Courtyards</li> <li>• Gardens</li> </ul> <p>Other recreational or amenity uses that would satisfy the needs of the residents for the Development.</p> <p>Each Apartment unit shall provide a private outdoor Amenity Space of not less than 4.5 m<sup>2</sup> (48.44 ft<sup>2</sup>) in area.</p> |



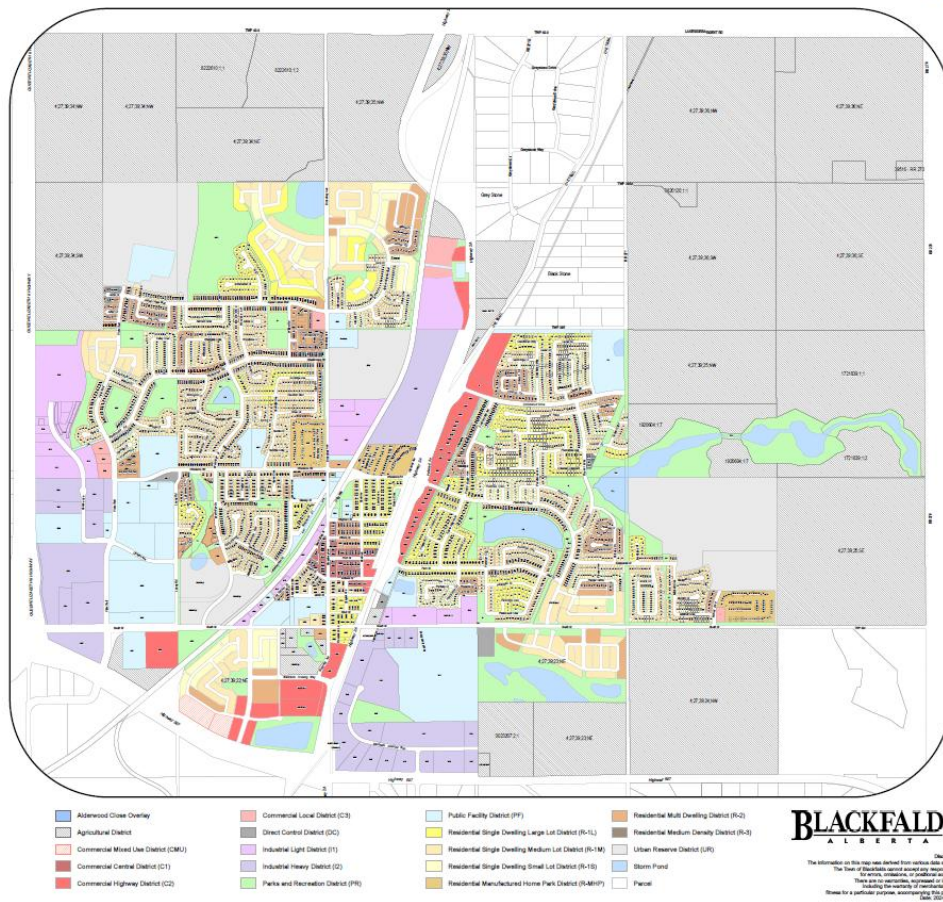
## PART 9.0 LAND USE DISTRICT MAP

**Commented [BS51]:** Amendment 2.51

**Commented [JT52R51]:**

**Commented [JT53R51]:** Map to be updated once Third Reading has been granted to Bylaw 1336.25

### Town of Blackfalds: Land Use Districts



(Amended, Bylaws 1325.25/1328.25, 05/13/25)

(Amended, Bylaw 1303.24, 04/09/24)

(Amended, Bylaw 1302.24, 03/26/24)

(Amended, Bylaw 1275.23, 05/23/23)



**MEETING DATE:** July 22, 2025

**PREPARED BY:** Jolene Tejkl, Planning & Development Manager

**PRESENTED BY:** Jolene Tejkl, Planning & Development Manager

**SUBJECT:** **Proposed Subdivision S-04-25  
Valley Ridge Estates Phase 6B, Pt. NW 27-39-27-W4M**

## BACKGROUND

The landowner has applied to subdivide out three (3) parcels of land on the west side of Vista Trail:

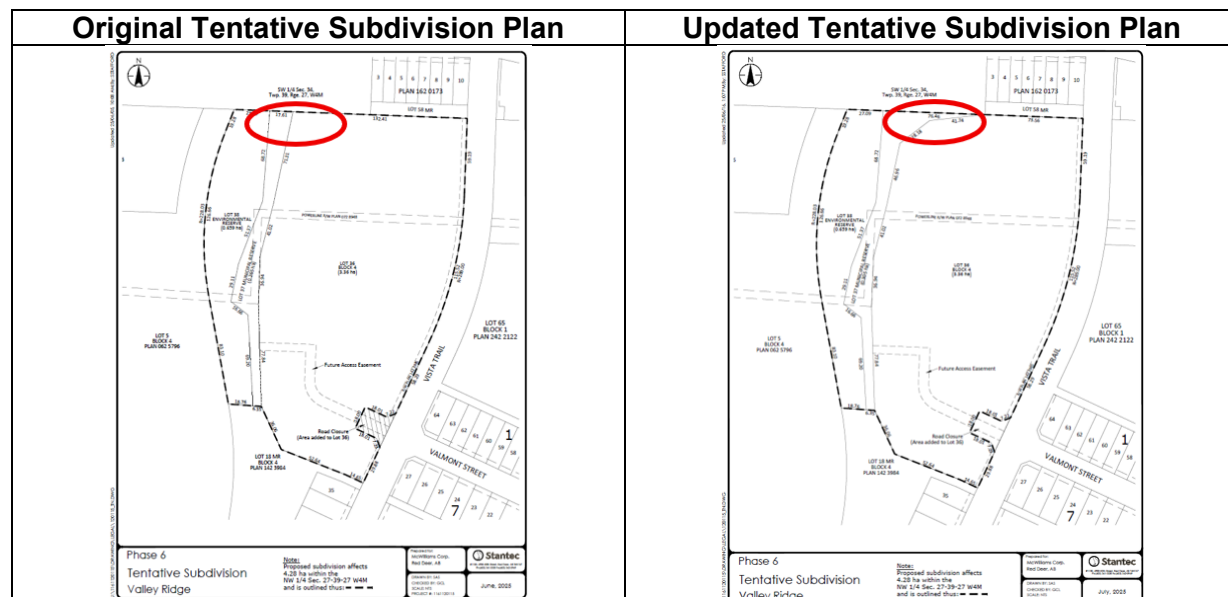
1. One (1) 0.659 hectare (1.628 acre) Environmental Reserve (ER) parcel to protect the steep slopes on the western limit of the parcel,
2. One (1) 0.305 hectare (0.753 acre) Municipal Reserve (MR) parcel proposed to abut the ER to accommodate a future trail link and provide adequate development setbacks from the ER, and
3. One (1) 3.36 hectare (8.302 acre) parcel proposed to be redistricted to Residential High Density District (R-4). The intention of this parcel is to accommodate a comprehensive townhouse development under single ownership.

A copy of the Subdivision Application and updated Tentative Subdivision Plan are included in Attachment 1 of this report.

## DISCUSSION

The Tentative Subdivision Plan the Subdivision Authority we will be considering tonight differs slightly from what was originally applied for and referred out to local authorities and agencies and adjacent landowners. The difference being the proposed MR parcel has been slightly increased to accommodate a future trail link onto Lot 58 MR immediately north of the subject lands. This change was necessary due to the contours of the land.

Administration did not re-refer the updated plan because the change is very minor and does not impact the overall intent of the subdivision application.



Section 654(1) of the *Municipal Government Act* 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 is intended to accommodate a future residential development and parkland, which is consistent with the direction of the updated Valley Ridge Estates Area Structure Plan (ASP) Council approved on June 11, 2024.

The ER and MR parcels are both anticipated to be redistricted to Parks & Recreation District (PR) prior to considering this application. The PR District prescribes a minimum parcel width of 15 m (49.21 ft); the proposed ER parcel exceeds this minimum; however a segment of the proposed MR parcel is 6.35 m (20.83 ft.) which is below the minimum. The Subdivision Authority may approve an application that does not comply with the LUB insofar, in the Authority's opinion, the proposed subdivision will not unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment, or value of neighbouring parcels of land [S. 654(2)]. Administration is satisfied that the segment that is less than the prescribed minimum width is sufficient to accommodate a trail, and that the test prescribed in S. 654(2) is satisfactorily met.

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, except for the lands proposed to be subdivided out as ER under this application, and all municipal infrastructure is available to service the future residential development.

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

An updated Slope Assessment was submitted in support of this subdivision application. The proposed 0.659 hectare (1.628 acre) ER parcel to protect the steep slopes on the western limit of the parcel is consistent with the recommendations of the updated Assessment.

The proposed 0.305 hectare (0.753 acre) Municipal Reserve (MR) parcel is planned to abut the ER to accommodate a future trail link and provide adequate development setbacks from the ER.

### Subdivision Notification and Responses

Notification was sent to adjacent landowners and to all required local authorities and agencies listed below; responses are provided in Attachment 2 of this report:

- Alberta Environment and Protected Areas,
- 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,
- Red Deer Catholic Separate School Division,
- Rogers Communications,
- Shaw Communications,
- TELUS,
- Wolf Creek School Division, and
- Town of Blackfalds Departments.

Canada Post, TELUS, Lacombe County, Rogers Communications, and Alberta Health Services have no concerns or objections with the application.

Fortis Alberta advised no easement is required, and ATCO Gas provided a list of conditions to pass along to the developer.

Alberta Transportation & Economic Corridors confirmed they grant approval for the Subdivision Authority to vary the requirements of Section 18 of the Regulation and that the requirements of Section 19 are met.

### **FINANCIAL IMPLICATIONS**

None for this subdivision application. However, the future Development Agreement for this site will involve negotiations to determine cost sharing agreement for the future trail planned along the eastern boundary of the site.

### **ADMINISTRATIVE RECOMMENDATION**

That Council consider the following motion:

That Council, being the Subdivision Authority for the Town of Blackfalds, is satisfied that the proposed subdivision meets the relevant considerations, and move to APPROVE the subdivision of a 0.659 hectare (1.628 acre) Environmental Reserve lot, a 0.305 hectare (0.753 acre) Municipal Reserve lot, and a 3.36 hectare (8.302 acre) lot out of Part of NW 27-39-27-W4M subject to the following conditions:

1. That pursuant to Section 84 of the *Land Titles Act*, the subdivision, as shown on the attached sketch, is registered by Plan of Survey.
2. 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.
3. That pursuant to Section 655(1)(b) of the *Municipal Government Act*, the developer enters into a Development Agreement with the Town concerning the servicing and development of the subdivision and payment of off-site levies.
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 subdivision's 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 with updated Tentative Subdivision Plan*
- *Referral Responses*

**APPROVALS**

Rick Kreklewich,  
Acting Chief Administrative Officer



Department Director/Author

File No #: \_\_\_\_\_

Application Date: \_\_\_\_\_

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

Landowner Name(s): McWilliams Corp.

Mailing Address: 7610 Edgar Industrial Court

City: Red Deer Prov: Alberta Postal Code: T4P 4E2

Phone: \_\_\_\_\_ Alt Phone: \_\_\_\_\_

Email Address: \_\_\_\_\_

☐ (Same as Landowner)

Contractor Name(s): Shane Stafford / Stantec Consulting

Mailing Address: 1100 - 4900 50 Street

City: Red Deer Prov: Alberta Postal Code: T4N 1X7

Phone: 403.392.0170 Alt Phone: -

Email Address: shane.stafford@stantec.com

**LEGAL DESCRIPTION AND AREA OF LAND TO BE SUBDIVIDED**

All/Part of the NW  $\frac{1}{4}$  sec. 27 range 27 west of the fourth meridian,  
being all/part of:

Lot: - Block: - Plan: -

Certificate of Title No.: 242 261 107 +1

Area of the parcel of land to be subdivided: 4.28 hectares.

**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 – What is the adjoining municipality? \_\_\_\_\_
- b) Is the land situated within 1.6 kilometers of the centre line of a highway?  
☐ No ☒ Yes – What Highway No. is this? QE2
- 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 – State the name: \_\_\_\_\_
- d) Is the parcel within 1.5 kilometers of a sour gas facility?  
☒ No ☐ Yes

**EXISTING AND PROPOSED USE OF LAND TO BE SUBDIVIDED**

- a) Describe the existing use of the land: Vacant
- b) Describe the proposed use of the land: Residential
- c) The land designation, as classified under the Land Use Bylaw is: R4

**PHYSICAL CHARACTERISTICS OF LAND TO BE SUBDIVIDED**

- a) Describe the nature of the land's topography (flat, rolling, steep, mixed): Mixed
- b) Describe the nature of the vegetation and water on the land (brush, shrubs, tree stands, wood lots, etc.):  
tree stand (to remain)

File No #: \_\_\_\_\_

Application Date: \_\_\_\_\_

c) Describe the kind of soil on the land (sandy, loam, clay, etc.): sandy

**EXISTING BUILDINGS ON THE LAND TO BE SUBDIVIDED**

Describe any buildings and 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:

N/A

Is the property the subject of a license, permit, approval, or other authorization granted by the Natural Resources Conservation Board, Energy Resources Conservation Board, Alberta Energy Regulator, Alberta Energy and Utilities Board or Alberta Utilities Commission? ☐ Yes ☒ No

If yes, please describe: \_\_\_\_\_

Is the property the subject of the application the subject of a license, permit, approval, or other authorization granted by the Minister or granted under any Act the Minister is responsible for under s.16 of the Government Organization Act\*? ☐ Yes ☒ No

If yes, please describe: \_\_\_\_\_

Is the subject property immediately adjacent to the County boundary? ☐ Yes ☒ No

If yes, please describe: \_\_\_\_\_

*\*The Minister is responsible for the following acts: AB Land Stewardship Act, Environmental Protection Act, Public Lands Act, Surveys Act, Water Act.*

**RESOURCES:**

Water Act & Environmental Protection and Enhancement Act Approvals - **Alberta Energy Regulator:** <https://avw.alberta.ca/ApprovalViewer.aspx>

Historic Sites/Resources (requires an account) – **Online Permitting and Clearance (OPAC):** <https://www.opac.alberta.ca/Login.aspx>

Abandoned Wells – **Abandoned Well Map Viewer:** <https://extmapviewer.aer.ca/AERAbandonedWells/Index.html>

Pipeline/Well Locations – **Regulatory Assurance:** <https://regulatoryassurance.alberta.ca/dras?id=public-notice>

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

I/We, Shane Stafford / Stantec Consulting, hereby certify that  
(please print full name(s))

☐ 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: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: [Signature] Date: JUNE 12, 2025

**AGENT AUTHORIZATION (WHEN APPLICABLE)**

I/We, ROD McWILLIAMS, being the registered  
(please print full name(s))

owner(s) of the land being subdivided do hereby authorize Shane Stafford / Stantec Consulting  
(individual or firm seeking application)

to make application for subdivision affecting the above noted property.

Signature: [Signature] Date: JUNE 11, 2025

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

File No #: \_\_\_\_\_

Application Date: \_\_\_\_\_

**RIGHT TO ENTRY**

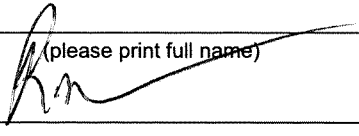
Pursuant to Sections 653(2) of the Municipal Government Act, I hereby ☒ do, or ☐ do not grant consent for a designated officer of the Town of Blackfalds to enter upon the land described above, which is subject to an application for subdivision, for the purpose of a site inspection.

Name: \_\_\_\_\_  
(please print full name)

Date: \_\_\_\_\_

Name: \_\_\_\_\_  
(please print full name)

Date: \_\_\_\_\_

Signature: 

Date: JUNE 11, 2025

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**COMMENTS (FURTHER INFORMATION MAY BE PROVIDED ON A SEPARATE SHEET AND INCLUDED WITH THIS APPLICATION)**

**BELOW FOR OFFICE USE ONLY**

|                                               |    |
|-----------------------------------------------|----|
| Subdivision Application Fee:<br>(1-61-00-526) | \$ |
| <b>TOTAL:</b>                                 | \$ |

Receipt #: \_\_\_\_\_

Date Paid: \_\_\_\_\_



LAND TITLE CERTIFICATE

S

LINC

SHORT LEGAL

TITLE NUMBER

0040 056 814

4;27;39;27;NW

242 261 107 +1

LEGAL DESCRIPTION

MERIDIAN 4 RANGE 27 TOWNSHIP 39

SECTION 27

QUARTER NORTH WEST

CONTAINING 64.7 HECTARES (160 ACRES) MORE OR LESS

EXCEPTING THEREOUT:

|    |                          | HECTARES | (ACRES) | MORE OR LESS |
|----|--------------------------|----------|---------|--------------|
| A) | PLAN 2058LZ ROAD         | 2.77     | 6.83    |              |
| B) | PLAN 6147NY FILED        | 4.86     | 12.00   |              |
| C) | PLAN 0625796 SUBDIVISION | 20.90    | 51.65   |              |
| D) | PLAN 0723302 SUBDIVISION | 6.89     | 17.03   |              |
| E) | PLAN 0740219 SUBDIVISION | 7.08     | 17.49   |              |
| F) | PLAN 1223896 SUBDIVISION | 4.68     | 11.56   |              |
| G) | PLAN 1224515 SUBDIVISION | 0.002    | 0.005   | (ROAD ONLY)  |
| H) | PLAN 1423984 SUBDIVISION | 10.12    | 25.01   |              |
| I) | PLAN 1722897 SUBDIVISION | 1.58     | 3.90    |              |
| J) | PLAN 2422122 SUBDIVISION | 2.13     | 5.26    |              |

EXCEPTING THEREOUT ALL MINES AND MINERALS

ESTATE: FEE SIMPLE

MUNICIPALITY: TOWN OF BLACKFALDS

REFERENCE NUMBER: 172 261 201 +3

| REGISTERED OWNER(S) |           |               |       |               |
|---------------------|-----------|---------------|-------|---------------|
| REGISTRATION        | DATE(DMY) | DOCUMENT TYPE | VALUE | CONSIDERATION |

242 261 107 19/10/2024 SUBDIVISION PLAN

OWNERS

MCWILLIAMS CORP.

OF 7610 EDGAR INDUSTRIAL COURT

RED DEER

ALBERTA T4P 4E2

(DATA UPDATED BY: CHANGE OF ADDRESS 252111576)



-----  
ENCUMBRANCES, LIENS & INTERESTS

PAGE 2

# 242 261 107 +1

REGISTRATION

| NUMBER      | DATE (D/M/Y) | PARTICULARS                                                                                                                 |
|-------------|--------------|-----------------------------------------------------------------------------------------------------------------------------|
| 072 607 916 | 11/10/2007   | UTILITY RIGHT OF WAY<br>GRANTEE - FORTISALBERTA INC.<br>AS TO PORTION OR PLAN:0728948                                       |
| 142 291 100 | 04/09/2014   | UTILITY RIGHT OF WAY<br>GRANTEE - THE TOWN OF BLACKFALDS.<br>AS TO PORTION OR PLAN:1423985                                  |
| 162 210 792 | 04/08/2016   | CAVEAT<br>RE : UTILITY RIGHT OF WAY<br>CAVEATOR - ATCO GAS AND PIPELINES LTD.<br>10035-105 ST<br>EDMONTON<br>ALBERTA T5J2V6 |
| 242 261 110 | 19/10/2024   | UTILITY RIGHT OF WAY<br>GRANTEE - THE TOWN OF BLACKFALDS.<br>AS TO PORTION OR PLAN:2422123<br>AS TO AREA 'A'                |
| 252 061 044 | 06/03/2025   | UTILITY RIGHT OF WAY<br>GRANTEE - FORTISALBERTA INC.                                                                        |

TOTAL INSTRUMENTS: 005

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN  
ACCURATE REPRODUCTION OF THE CERTIFICATE OF  
TITLE REPRESENTED HEREIN THIS 30 DAY OF MAY,  
2025 AT 02:58 P.M.

ORDER NUMBER: 53868210

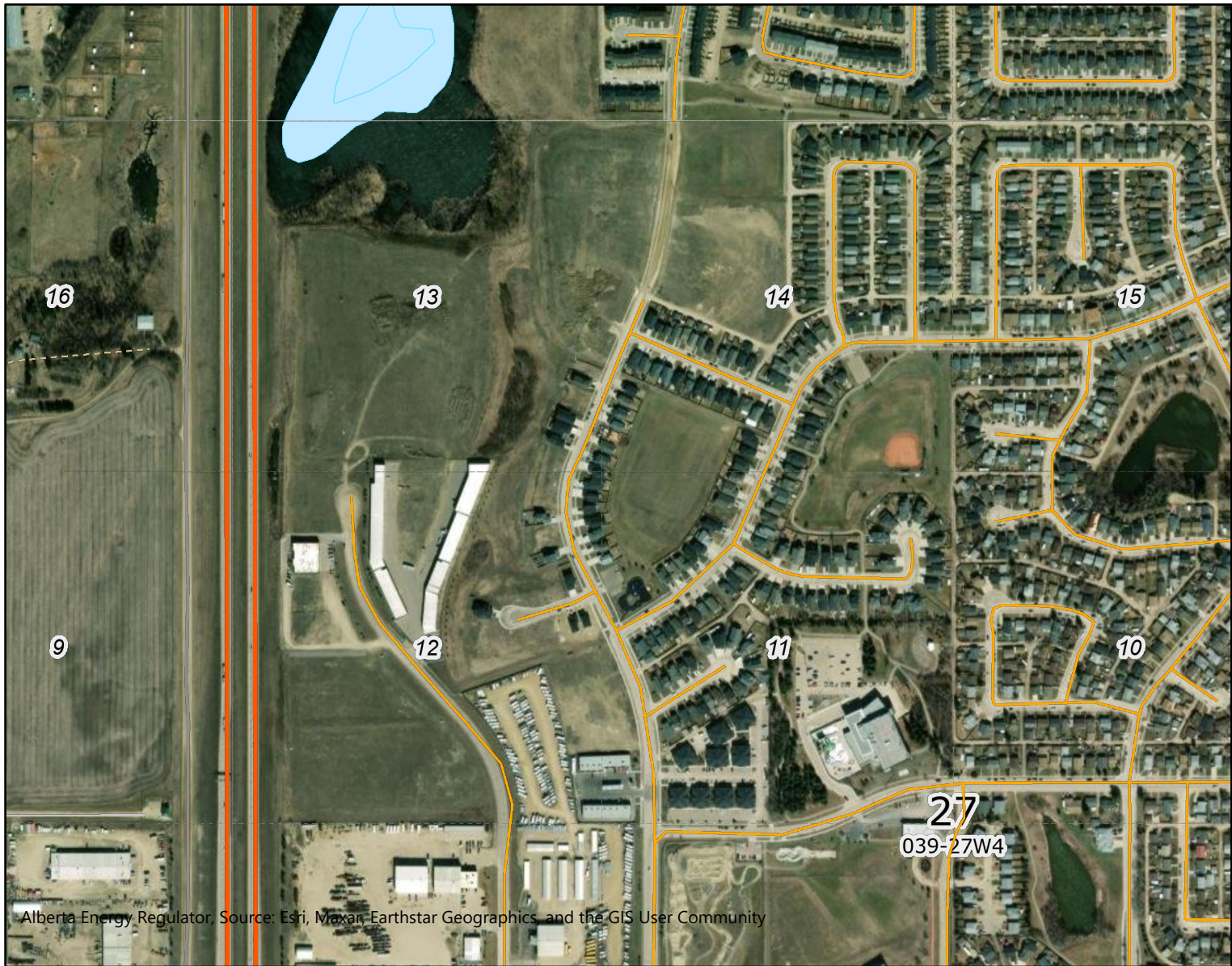
CUSTOMER FILE NUMBER: 116199000



\*END OF CERTIFICATE\*

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED  
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OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



Alberta Energy Regulator, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

# Valley Ridge

Base Data provided by: Government of Alberta

Author:

YYY

Print Date:

5/30/2025

## Legend

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>Abandoned Wells</li><li>Revised Location</li><li>Revised Location Pointer</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Roads - Other</b> <ul style="list-style-type: none"><li>Unimproved</li><li>Unclassified</li><li>Truck Trail</li><li>Winter</li><li>Ford Winter Crossing</li><li>Ferry Route</li></ul>                                                                                                                         | <ul style="list-style-type: none"><li>ATS LSD with Road</li><li>ATS Section label (large)</li><li>ATS Section with Road</li><li>ATS Township (large scale)</li><li>Provincial Boundary</li><li>Lake Label (20K)</li><li>River Label (20K)</li></ul> |
| <b>Paved Road (20K)</b> <ul style="list-style-type: none"><li>Primary Divided</li><li>Primary Divided</li><li>Primary Undivided 4L</li><li>Primary Undivided 4L</li><li>Primary Undivided 2L</li><li>Primary Undivided 1L</li><li>Primary Undivided 1L</li><li>Interchange Ramp</li><li>Interchange Ramp</li><li>Interchange Ramp</li><li>Secondary Divided</li><li>Secondary Divided</li><li>Secondary Undivided 4L</li><li>Secondary Undivided 4L</li><li>Secondary Undivided 2L</li><li>Secondary Undivided 2L</li><li>Secondary Undivided 2L</li><li>Secondary Undivided 2L</li><li>Secondary Undivided 1L</li><li>Secondary Undivided 1L</li></ul> | <b>Gravel Road (20K)</b> <ul style="list-style-type: none"><li>Primary Undivided 2L</li><li>Primary Undivided 1L</li><li>Primary Undivided 1L</li><li>Primary Undivided 1L</li><li>Secondary Undivided 2L</li><li>Secondary Undivided 2L</li><li>Secondary Undivided 1L</li><li>Secondary Undivided 1L</li></ul> | <b>Lake/River (20K)</b> <ul style="list-style-type: none"><li>Lake or River</li><li>Lake or River</li><li>Reservoir</li><li>Icefield</li><li>Major Canal</li><li>Oxbow</li><li>Quarry</li><li>Dugout</li></ul>                                      |
| <b>Railway (20K Large Scale)</b> <ul style="list-style-type: none"><li>Single Line</li><li>Double Line</li><li>Multiple Line</li><li>Spur Line</li><li>Abandoned</li><li>ATS LSD label</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Intermittent Lake</b> <ul style="list-style-type: none"><li>Intermittent Lake</li><li>Intermittent Oxbow</li></ul>                                                                                                                                                                                            | <b>Sandbar / Wetland /</b> <ul style="list-style-type: none"><li>Sandbar</li><li>Sandbar</li><li>Sandbar</li></ul>                                                                                                                                  |

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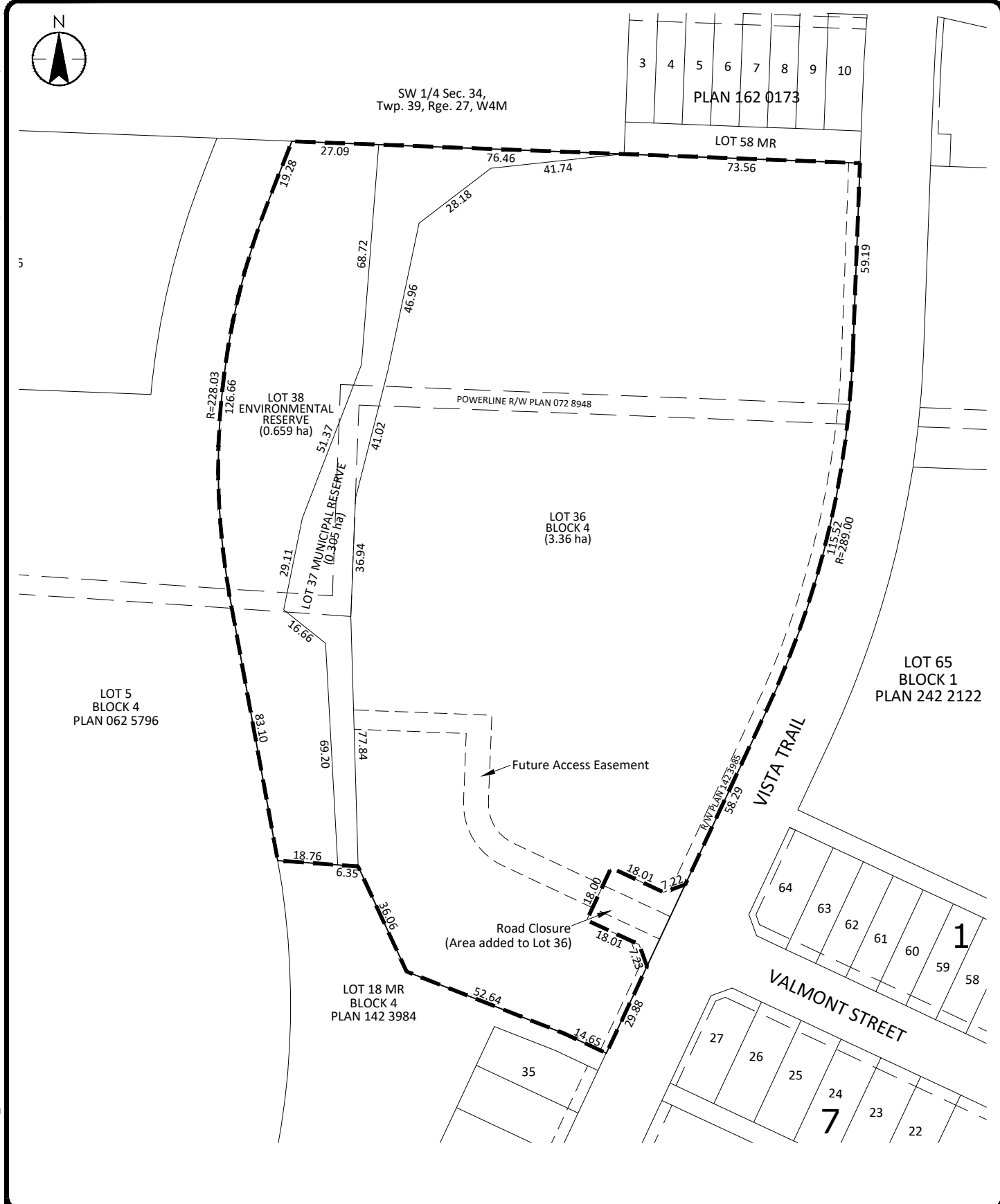


Projection and Datum  
WGS 1984 Web Mercator Auxiliary Sphere

Scale 1:11,512



**Alberta  
Energy  
Regulator**



Phase 6  
Tentative Subdivision  
Valley Ridge

Note:  
Proposed subdivision affects  
4.28 ha within the  
NW 1/4 Sec. 27-39-27 W4M  
and is outlined thus: **— — —**

Prepared for:  
McWilliams Corp.  
Red Deer, AB

**Stantec**  
#1100, 4900-50th Street, Red Deer, AB T4N1X7  
Ph: (403) 341-3320 Fax: (403) 342-0969

DRAWN BY: SAS  
CHECKED BY: GCL  
SCALE: NTS  
PROJECT #: 1161120115

July, 2025

---

**From:** KALAN, Chad <Mark.Kalan@canadapost.postescanada.ca>  
**Sent:** June 20, 2025 7:13 AM  
**To:** Jolene Tejkl  
**Subject:** Re: Notice of Subdivision Application S-04-25 - Valley Ridge Phase 6B

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

No issues with Canada Post.

**Mark Kalan (Chad)**  
Delivery Service Officer  
6010 67 A ST  
(C) 587-447-1521



*From anywhere... to anyone*



A Stronger Canada-Delivered

---

**From:** Candice Hilgersom <CHilgersom@blackfalds.ca>  
**Sent:** Thursday, June 19, 2025 2:19 PM  
**To:** waterapprovals.reddeer (waterapprovals.reddeer@gov.ab.ca) <waterapprovals.reddeer@gov.ab.ca>; CentralZone.EnvironmentalHealth@ahs.ca <centralzone.environmentalhealth@ahs.ca>; land.admin@atco.com <land.admin@atco.com>; Robert Cote <RCote@blackfalds.ca>; KALAN, Chad <Mark.Kalan@canadapost.postescanada.ca>; Preston Weran <pweran@blackfalds.ca>; landserv@fortisalberta.com <landserv@fortisalberta.com>; Eric Collins <ECollins@blackfalds.ca>; planning@lacombecounty.com <planning@lacombecounty.com>; JThompson@lacombe.ca <jthompson@lacombe.ca>; ryan.ledene@rdcrs.ca <ryan.ledene@rdcrs.ca>; projectmanagernorthernalberta@rci.rogers.com <projectmanagernorthernalberta@rci.rogers.com>; projectmanagernorthernalberta@sjrb.ca <projectmanagernorthernalberta@sjrb.ca>; circulations@telus.com <circulations@telus.com>; info@wolfcreek.ab.ca <info@wolfcreek.ab.ca>  
**Cc:** Jolene Tejkl <JTejkl@blackfalds.ca>  
**Subject:** Notice of Subdivision Application S-04-25 - Valley Ridge Phase 6B

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Report Suspicious

Good afternoon,  
Please review the Notice of Subdivision Application for Valley Ridge Phase 6B.



A response is needed by **Thursday, July 10, 2025**. If we do not receive a written reply by this date, it will be assumed that you have no objections or requirements relative to the subdivision.

Please email any comments directly to [jtejkl@blackfalds.ca](mailto:jtejkl@blackfalds.ca).

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

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**From:** [circulations.](#)  
**To:** [Candice Hilgersom](#)  
**Subject:** Re: Notice of Subdivision Application S-04-25 - Valley Ridge Phase 6B  
**Date:** June 20, 2025 2:26:08 PM

---

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Good Day,

Thank you for including TELUS in your circulation. At this time, TELUS has no concerns with the proposed activities.

Thank you,

**Tanya Roberts**

**Sr. Real Estate Specialist | TELUS Land Solutions Team**  
**Customer Network Planning (CNP)**

2930 Centre Avenue NE, Calgary, AB T2A 4Y2

The future is friendly®

[circulations@telus.com](mailto:circulations@telus.com)

On Thu, Jun 19, 2025 at 2:19 PM Candice Hilgersom <[CHilgersom@blackfalds.ca](mailto:CHilgersom@blackfalds.ca)> wrote:

Good afternoon,

Please review the Notice of Subdivision Application for Valley Ridge Phase 6B.

A response is needed by **Thursday, July 10, 2025**. If we do not receive a written reply by this date, it will be assumed that you have no objections or requirements relative to the subdivision.

Please email any comments directly to [jtejkl@blackfalds.ca](mailto:jtejkl@blackfalds.ca).

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

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June 24, 2025

**Town of Blackfalds**

Attn: Jolene Tejkl  
Box 220, 5108 Waghorn St.  
Blackfalds, AB T0M 0J0

*\*sent by email to [jtejkl@blackfalds.ca](mailto:jtejkl@blackfalds.ca)  
original to follow in mail*

Dear Jolene:

**RE: Proposed Subdivision Application  
Rezoning Lands to R-4 and PR Districts (S-04-25)  
Part of NW 27-39-27-W4M**

Thank you for the opportunity to comment on the above noted subdivision application.

Lacombe County has no concerns with the application.

Should you require further information, please contact our office.

Sincerely,  
LACOMBE COUNTY

A handwritten signature in black ink, appearing to read "Will Cebuliak".

Will Cebuliak  
Planning Intern



**From:** [Hussain Mahmood](#)  
**To:** [Candice Hilgersom](#)  
**Cc:** [Project Manager - Northern Alberta](#); [NABtransmittals](#); [Mohammad Amin](#)  
**Subject:** RE: Notice of Subdivision Application S-04-25 - Valley Ridge Phase 6B  
**Date:** June 26, 2025 9:28:22 AM  
**Attachments:** [image001.png](#)

---

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Good Morning!

On behalf of Rogers Communications Canada Inc. We have reviewed the Valley Ridge Phase 6B and have no objections with the proposal.

Thank you!

**Hussain Mahmood**

Project Coordinator – Design

**LEGACY**<sup>o</sup>

---

M: 780-919-4043

E: [hmahmood@legacydesigntech.com](mailto:hmahmood@legacydesigntech.com)

A: 26875 Acheson Rd, Acheson, AB, T7X6B2

W: [www.legacydesigntech.com](http://www.legacydesigntech.com)

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---

**From:** Candice Hilgersom <[CHilgersom@blackfalds.ca](mailto:CHilgersom@blackfalds.ca)>

**Sent:** Thursday, June 19, 2025 8:19 PM

**To:** [waterapprovals.reddeer@gov.ab.ca](mailto:waterapprovals.reddeer@gov.ab.ca)

<[waterapprovals.reddeer@gov.ab.ca](mailto:waterapprovals.reddeer@gov.ab.ca)>; [CentralZone.EnvironmentalHealth@ahs.ca](mailto:CentralZone.EnvironmentalHealth@ahs.ca)

<[centralzone.environmentalhealth@ahs.ca](mailto:centralzone.environmentalhealth@ahs.ca)>; [land.admin@atco.com](mailto:land.admin@atco.com) <[land.admin@atco.com](mailto:land.admin@atco.com)>;

Robert Cote <[RCote@blackfalds.ca](mailto:RCote@blackfalds.ca)>; [mark.kalan@canadapost.ca](mailto:mark.kalan@canadapost.ca) <[mark.kalan@canadapost.ca](mailto:mark.kalan@canadapost.ca)>;

Preston Weran <[pweran@blackfalds.ca](mailto:pweran@blackfalds.ca)>; [landserv@fortisalberta.com](mailto:landserv@fortisalberta.com)

<[landserv@fortisalberta.com](mailto:landserv@fortisalberta.com)>; Eric Collins <[ECollins@blackfalds.ca](mailto:ECollins@blackfalds.ca)>; [planning@lacombecounty.com](mailto:planning@lacombecounty.com)

<[planning@lacombecounty.com](mailto:planning@lacombecounty.com)>; [JThompson@lacombe.ca](mailto:JThompson@lacombe.ca) <[jthompson@lacombe.ca](mailto:jthompson@lacombe.ca)>;

[ryan.ledene@rdcrs.ca](mailto:ryan.ledene@rdcrs.ca) <[ryan.ledene@rdcrs.ca](mailto:ryan.ledene@rdcrs.ca)>; [projectmanagernorthernalberta@rci.rogers.com](mailto:projectmanagernorthernalberta@rci.rogers.com)

<[projectmanagernorthernalberta@rci.rogers.com](mailto:projectmanagernorthernalberta@rci.rogers.com)>; [projectmanagernorthernalberta@sjrb.ca](mailto:projectmanagernorthernalberta@sjrb.ca)

<[projectmanagernorthernalberta@sjrb.ca](mailto:projectmanagernorthernalberta@sjrb.ca)>; [circulations@telus.com](mailto:circulations@telus.com) <[circulations@telus.com](mailto:circulations@telus.com)>;

[info@wolfcreek.ab.ca](mailto:info@wolfcreek.ab.ca) <[info@wolfcreek.ab.ca](mailto:info@wolfcreek.ab.ca)>

**Cc:** Jolene Tejkl <[JTejkl@blackfalds.ca](mailto:JTejkl@blackfalds.ca)>

**Subject:** Notice of Subdivision Application S-04-25 - Valley Ridge Phase 6B

Good afternoon,

Please review the Notice of Subdivision Application for Valley Ridge Phase 6B.

A response is needed by **Thursday, July 10, 2025**. If we do not receive a written reply by this date, it will be assumed that you have no objections or requirements relative to the subdivision.

Please email any comments directly to [jtejkl@blackfalds.ca](mailto:jtejkl@blackfalds.ca).

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

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**From:** Quentin Schatz <Quentin.Schatz@albertahealthservices.ca>  
**Sent:** June 24, 2025 9:13 AM  
**To:** Candice Hilgersom  
**Subject:** RE: Notice of Subdivision Application S-04-25 - Valley Ridge Phase 6B

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Thanks.  
No concerns then

---

**From:** Candice Hilgersom <CHilgersom@blackfalds.ca>  
**Sent:** Tuesday, June 24, 2025 9:11 AM  
**To:** Quentin Schatz <Quentin.Schatz@albertahealthservices.ca>  
**Cc:** Jolene Tejkl <JTejkl@blackfalds.ca>  
**Subject:** RE: Notice of Subdivision Application S-04-25 - Valley Ridge Phase 6B

Good morning, Quentin,

The setback distance from the QEII right of way is approximately 247.0 m.

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

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**From:** Quentin Schatz <Quentin.Schatz@albertahealthservices.ca>  
**Sent:** June 23, 2025 11:12 AM  
**To:** Candice Hilgersom <CHilgersom@blackfalds.ca>  
**Subject:** FW: Notice of Subdivision Application S-04-25 - Valley Ridge Phase 6B

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Good morning Candice,

S-04-25 has been reviewed.

It is unclear if the subdivision application is within 150m of Highway 2.

Environmental Public Health recommends a 150m setback distance from high volume traffic to help protect ambient air quality at the proposed development site.

Recommend establishing a 150m setback distance from residential to the highway or implementing mitigation such a vegetation, berming and/or screening if within that setback distance.

Thanks,  
Quentin Schatz  
Public Health Inspector

---

**From:** CentralZone EnvironmentalHealth <[CentralZone.EnvironmentalHealth@albertahealthservices.ca](mailto:CentralZone.EnvironmentalHealth@albertahealthservices.ca)>  
**Sent:** Thursday, June 19, 2025 2:26 PM  
**To:** Quentin Schatz <[Quentin.Schatz@albertahealthservices.ca](mailto:Quentin.Schatz@albertahealthservices.ca)>  
**Subject:** FW: Notice of Subdivision Application S-04-25 - Valley Ridge Phase 6B

I've created an application for this:

[https://ephisahs.crm3.dynamics.com/main.aspx?appid=3307b82b-af45-42d9-a9e6-ec58795a0c01&forceUCI=1&pagetype=entityrecord&etn=fs\\_application&id=c7ad5e7c-4b4d-f011-877a-000d3ae9528e&data=%257B%257D&lid=1750364714711](https://ephisahs.crm3.dynamics.com/main.aspx?appid=3307b82b-af45-42d9-a9e6-ec58795a0c01&forceUCI=1&pagetype=entityrecord&etn=fs_application&id=c7ad5e7c-4b4d-f011-877a-000d3ae9528e&data=%257B%257D&lid=1750364714711)

Thank you,

*Lindsey Phillips*

Administrative Assistant IV  
Safe Healthy Environments  
Central Zone Environmental Public Health  
Johnstone Crossing Community Health Centre  
300 Jordan Parkway, Red Deer, AB T4P 0G8

**Tel:** 403-356-6382 **Fax:** 403-356-6431  
**Email:** [lindsey.phillips@albertahealthservices.ca](mailto:lindsey.phillips@albertahealthservices.ca)  
[www.albertahealthservices.ca/eph](http://www.albertahealthservices.ca/eph)



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---

**From:** Candice Hilgersom <[CHilgersom@blackfalds.ca](mailto:CHilgersom@blackfalds.ca)>  
**Sent:** Thursday, June 19, 2025 2:19 PM  
**To:** waterapprovals.reddeer ([waterapprovals.reddeer@gov.ab.ca](mailto:waterapprovals.reddeer@gov.ab.ca)) <[waterapprovals.reddeer@gov.ab.ca](mailto:waterapprovals.reddeer@gov.ab.ca)>; CentralZone EnvironmentalHealth <[centralzone.environmentalhealth@ahs.ca](mailto:centralzone.environmentalhealth@ahs.ca)>; [land.admin@atco.com](mailto:land.admin@atco.com); Robert Cote <[RCote@blackfalds.ca](mailto:RCote@blackfalds.ca)>; [mark.kalan@canadapost.ca](mailto:mark.kalan@canadapost.ca); Preston Weran <[pweran@blackfalds.ca](mailto:pweran@blackfalds.ca)>; [landserv@fortisalberta.com](mailto:landserv@fortisalberta.com); Eric Collins <[ECollins@blackfalds.ca](mailto:ECollins@blackfalds.ca)>; [planning@lacombecounty.com](mailto:planning@lacombecounty.com); [JThompson@lacombe.ca](mailto:JThompson@lacombe.ca); [ryan.ledene@rdcrs.ca](mailto:ryan.ledene@rdcrs.ca); [projectmanagernorthernalberta@rci.rogers.com](mailto:projectmanagernorthernalberta@rci.rogers.com); [projectmanagernorthernalberta@sjrb.ca](mailto:projectmanagernorthernalberta@sjrb.ca); [circulations@telus.com](mailto:circulations@telus.com); [info@wolfcreek.ab.ca](mailto:info@wolfcreek.ab.ca)  
**Cc:** Jolene Tejkl <[JTejkl@blackfalds.ca](mailto:JTejkl@blackfalds.ca)>  
**Subject:** Notice of Subdivision Application S-04-25 - Valley Ridge Phase 6B

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Good afternoon,

Please review the Notice of Subdivision Application for Valley Ridge Phase 6B.

A response is needed by **Thursday, July 10, 2025**. If we do not receive a written reply by this date, it will be assumed that you have no objections or requirements relative to the subdivision.

Please email any comments directly to [jtejkl@blackfalds.ca](mailto:jtejkl@blackfalds.ca).

Thank you,

**Candice Hilgersom**  
**Development Officer I**

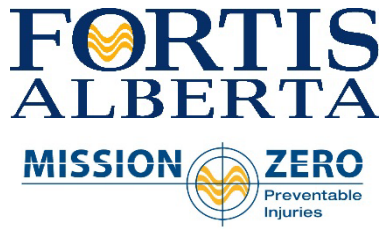
**Town of Blackfalds**  
Box 220, 5018 Waghorn St  
Blackfalds, AB T0M 0J0  
T: 403.885.9679  
D: 403.885.6258

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---



Diana Pounall  
Land Department

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

July 3, 2025

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

**Attention:** Jolene Tejkl

**RE: FortisAlberta Condition for Subdivision Approval**

**FortisAlberta Reference No.:** 320160067

**MD File No.:** S-04-25

**Location/Legal Description:** NW 27-39-27 W4

**Customer Name:** MCWILLIAMS CORP.

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](mailto:landserv@fortisalberta.com) or by calling (403) 514-4783 for any questions.

Sincerely,

*D. Pounall*

Diana Pounall

RE: 320160067

**From:** [Eileen, Fecho](#)  
**To:** [Candice Hilgersom](#)  
**Subject:** ATCO Distribution - RESPONSE RE: Notice of Subdivision Application S-04-25 - Valley Ridge Phase 6B  
**Date:** June 23, 2025 2:45:59 PM  
**Attachments:** [image001.png](#)  
[ATTACHED Drawing.pdf](#)

---

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Upon review of the Subdivision Referral, ATCO Gas provides the following conditions:

- **If right of way is required**

The owner/developer shall contact ATCO Gas Distribution Engineer **Lennae Wong (Lennae.Wong@atco.com) (587-679-0497)** to determine and comply with ATCO Gas right-of-way and road alignment requirements prior to the registration of this subdivision. Please note, all cost associated with obtaining the right-of-way will be borne by the developer/owner.

- **For existing rights-of-way in proposed area**

ATCO Gas existing right-of-way or other land rights shall be carried forward and registered on any newly created lots. Any work of any nature whatsoever (i.e. paving, stockpiling, landscaping, berms, etc.) affecting the surface of ATCO Gas right-of-way must first receive prior written consent from **ATCO Gas Land Administration Department** by email [crossings@atco.com](mailto:crossings@atco.com).

- **For existing mains, services, reg boxes, valves, etc. in vicinity of proposed area.**

There are existing ATCO Gas facilities in the area. Drainage for any of ATCO Gas above ground appurtenances must be maintained. If it should be necessary to lower, relocate or make any alterations to the existing facilities and/or appurtenances due to this project, please contact ATCO Gas Distribution Engineer Abhinav Badoni(Abhinav.Badoni@ATCO.com, 587-598-1360) to enable an adequate and timely response by ATCO Gas. Note all alteration costs will be borne by the developer / owner.

- **It WILL require a main installation - front lot easements required**

A gas main installation will be required. ATCO Gas requires front lot rights-of-way to serve the newly created lots. It is recommended that the owner / developer contact ATCO Gas Distribution Engineer **Lennae Wong (Lennae.Wong@atco.com) (587-679-0497)** prior to approval of the subdivision if there's any question regarding the right-of-way requirements. ATCO Gas's Distribution Engineer may require plans suitable for registration showing the rights-of-way before the design work can begin from which it may take a minimum 4 months to design and obtain the necessary approvals for the gas main installation. All surveyor costs will be borne by the developer/owner.

- **If requesting a gas sleeve in advance**

To avoid open cutting of road and conflicts with other utilities during construction, ATCO Gas requires that a PVC sleeve be provided by the developer / owner at the proposed road crossing locations. The locations will be confirmed at the same time any right-of-way requirements are identified. To ensure proper depth of cover, ATCO Gas cannot begin

construction until the site is within 150mm of final grade along its alignments.

- **For new services only, residential or commercial**

If gas service is required, to avoid delays, the owner / developer should contact an **ATCO Gas Service Admin Coordinator** at **780-420-7514**, or their local ATCO Gas agency office at their earliest convenience to discuss the service contract, gas load requirements, timing details and any associated costs. To avoid delays a minimum notice of 4 months is recommended. Note, each lot / unit is to have a separate service line.

- **For Projects in the Area**

ATCO Gas has valves in the area circled in **Blue** on the attached drawing. 1.0m clearance must be maintained at all times, and above ground access must be maintained during and after construction.

- **Contact Utility Safety Partners where there's any excavation**

Please contact Utility Safety Partners at 1-800-242-3447 to have the gas lines located at least 48 hours prior to excavation.

-

Thank you for allowing ATCO Gas the opportunity to review and provide comments on future developments with respect to ATCO Gas facilities.

**Eileen Fecho CONTRACTOR**

Administrative Coordinator | Land | Gas Transmission  
ATCO Pipelines & Liquids Global Business Unit

E: [fecho.eileen@atco.com](mailto:fecho.eileen@atco.com)

A. 14<sup>th</sup> Floor ACE, 10035-105 St NW, Edmonton AB Canada T5J 1C8



[ATCO.com](https://atco.com) [Facebook](#) [Twitter](#) [LinkedIn](#)

---

**From:** Candice Hilgersom <CHilgersom@blackfalds.ca>

**Sent:** Thursday, June 19, 2025 2:19 PM

**To:** waterapprovals.reddeer (waterapprovals.reddeer@gov.ab.ca)

<waterapprovals.reddeer@gov.ab.ca>; CentralZone.EnvironmentalHealth@ahs.ca; Gas Land Department <land.admin@atco.com>; Robert Cote <RCote@blackfalds.ca>; mark.kalan@canadapost.ca; Preston Weran <pweran@blackfalds.ca>; landserv@fortisalberta.com; Eric Collins <ECollins@blackfalds.ca>; planning@lacombecounty.com; JThompson@lacombe.ca; ryan.ledene@rdcrs.ca; projectmanagernorthernalberta@rci.rogers.com; projectmanagernorthernalberta@sjrb.ca; circulations@telus.com; info@wolfcreek.ab.ca

**Cc:** Jolene Tejkl <JTejkl@blackfalds.ca>

**Subject:** Notice of Subdivision Application S-04-25 - Valley Ridge Phase 6B



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Good afternoon,

Please review the Notice of Subdivision Application for Valley Ridge Phase 6B.

A response is needed by **Thursday, July 10, 2025**. If we do not receive a written reply by this date, it will be assumed that you have no objections or requirements relative to the subdivision.

Please email any comments directly to [jtejkl@blackfalds.ca](mailto:jtejkl@blackfalds.ca).

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

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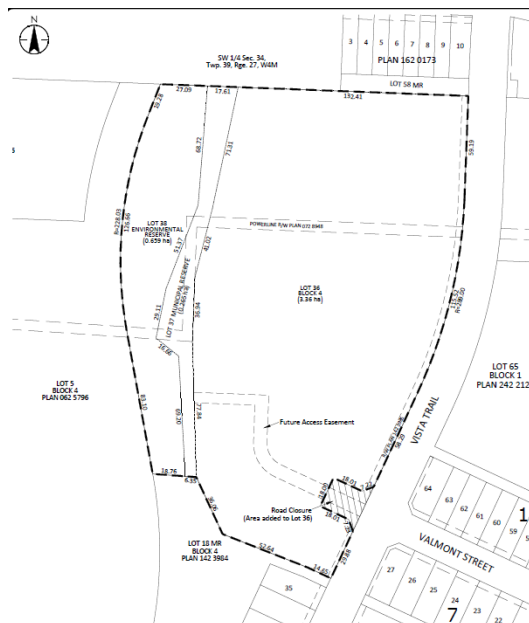




# Transportation and Economic Corridors Notification of Referral Decision

## Subdivision in Proximity of a Provincial Highway

|                                    |                                      |                          |                                             |
|------------------------------------|--------------------------------------|--------------------------|---------------------------------------------|
| <b>Municipality File Number:</b>   | S-04-25                              | <b>Highway(s):</b>       | 2A, 597                                     |
| <b>Legal Land Location:</b>        | QS-NW SEC-27 TWP-039<br>RGE-27 MER-4 | <b>Municipality:</b>     | Blackfalds                                  |
| <b>Decision By:</b>                | Cheryl Marcynuik                     | <b>Issuing Office:</b>   | Central Region / Red Deer                   |
| <b>Issued Date:</b>                | 2025-06-26                           | <b>Appeal Authority:</b> | Subdivision and Development<br>Appeal Board |
| <b>RPATH Number:</b>               | RPATH0052000                         |                          |                                             |
| <b>Description of Development:</b> | S-04-25 Valley Ridge Phase 6B        |                          |                                             |



This will acknowledge receipt of your circulation regarding the above noted proposal. The subsequent subdivision application would be subject to the requirements of Sections 18 and 19 of the Matters Related to Subdivision and Development Regulation (The Regulation), due to the proximity of Highway(s) 2A, 597.

**Transportation and Economic Corridors offers the following comments with respect to this application:**

The requirements of Section 18 of the Regulation are not met. The department anticipates minimal impact on the highway from this proposal. Pursuant to Section 20(1) of the Regulation, Transportation and Economic Corridors grants approval for the subdivision authority to vary the requirements of Section 18 of the Regulation.

The requirements of Section 19 are met, therefore no variance is required.

**Transportation and Economic Corridors has the following additional comments and/or requirements with respect to this proposal:**

1. 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, pursuant to Policy 7 of the Provincial Land Use Policies and Section 618.4 of the Municipal Government Act.
2. Transportation and Economic Corridors accepts no responsibility for the noise impacts or other impacts of highway traffic upon any development or occupants thereof. The subdivision design should include adequate physical features to ensure that the proposed use of land is compatible with the adjacent provincial highway system. Some of these features might, for example, include landscaping and/or berming, to provide noise attenuation and visual screening from the highway. Implementation of these features is the responsibility of the owner/municipality.
3. The subject land is within the permit area of a highway as outlined in the Highways Development and Protection Regulation. Proposed development on the subject will require the benefit of a Roadside Development Permit from Transportation and Economic Corridors.

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



Issued by **Cheryl Marcynuik, Development and Planning Technologist**, on 2025-06-26 on behalf of the Minister of Transportation and Economic Corridors pursuant to *Ministerial Order 52/20* –  
*Department of*

Date: June 19, 2025

## NOTICE OF SUBDIVISION APPLICATION

Alberta Environment and Protected Areas ([waterapprovals.reddeer@gov.ab.ca](mailto:waterapprovals.reddeer@gov.ab.ca))  
Alberta Health Services – Central Zone ([centralzone.environmentalhealth@ahs.ca](mailto:centralzone.environmentalhealth@ahs.ca))  
Alberta Transportation and Economic Corridors – Sent Via RPATH Online Portal  
(<https://roadsideplanning.alberta.ca/rpath>)  
ATCO ([land.admin@atco.com](mailto:land.admin@atco.com))  
Blackfalds Fire Chief ([rcote@blackfalds.ca](mailto:rcote@blackfalds.ca))  
Canada Post ([mark.kalan@canadapost.ca](mailto:mark.kalan@canadapost.ca))  
Director of Infrastructure and Planning Services ([pweran@blackfalds.ca](mailto:pweran@blackfalds.ca))  
Fortis Alberta Inc. ([landserv@fortisalberta.com](mailto:landserv@fortisalberta.com))  
GIS Technologist ([ecollins@blackfalds.ca](mailto:ecollins@blackfalds.ca))  
Lacombe County ([planning@lacombecounty.com](mailto:planning@lacombecounty.com))  
North Red Deer Regional Wastewater Services Commission ([jthompson@lacombe.ca](mailto:jthompson@lacombe.ca))  
North Red Deer River Water Services Commission ([jthompson@lacombe.ca](mailto:jthompson@lacombe.ca))  
Red Deer Catholic Separate School Division ([ryan.ledene@rdcrs.ca](mailto:ryan.ledene@rdcrs.ca))  
Rogers ([ProjectManagerNorthernAlberta@rci.rogers.com](mailto:ProjectManagerNorthernAlberta@rci.rogers.com))  
Shaw Communications ([projectmanagernorthernalberta@sjrb.ca](mailto:projectmanagernorthernalberta@sjrb.ca))  
Telus ([circulations@telus.com](mailto:circulations@telus.com))  
Wolf Creek School Division ([info@wolfcreek.ab.ca](mailto:info@wolfcreek.ab.ca))

Please advise this office of any comments and/or concerns that you have with respect to the following application for subdivision:

|                                |                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Subdivision File No.:</b>   | S-04-25                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Civic Address:</b>          | N/A                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Legal Land Description:</b> | Part of NW 27-39-27-W4M                                                                                                                                                                                                                                                                                                                                                        |
| <b>Land Use District:</b>      | Residential Single Dwelling Medium Lot District (R-1M) and Public Facility District (PF)<br><i>[An application to rezone the subject lands to Residential High-Density District (R-4) and Parks and Recreation District (PR) is currently being processed]</i>                                                                                                                 |
| <b>Landowners:</b>             | McWilliams Corp.                                                                                                                                                                                                                                                                                                                                                               |
| <b>Proposed Subdivision:</b>   | To subdivide: <ul style="list-style-type: none"><li>• One (1) 3.36 hectare (8.30 acre) Residential High-Density District (R-4) lot,</li><li>• One (1) 0.265 hectare (0.655 acre) Parks and Recreation District (PR) lot as a Municipal Reserve, and</li><li>• One (1) 0.659 hectare (1.628 acre) Parks and Recreation District (PR) lot as an Environmental Reserve.</li></ul> |

---

A response is needed by **Thursday, July 10, 2025**. If we do not receive a written reply by this date, it will be assumed that you have no objections or requirements relative to the subdivision. To avoid delays by ordinary mail, responses should be emailed to the undersigned.

Regards,



Jolene Tejkl, RPP MCIP  
Planning & Development Manager  
Email: [jtejkl@blackfalds.ca](mailto:jtejkl@blackfalds.ca)

Enclosure:      Subdivision Application (S-04-25)  
                     Tentative Subdivision Plan  
                     Certificate of Title  
                     Abandoned Well Map

File No #: \_\_\_\_\_

Application Date: \_\_\_\_\_

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

Landowner Name(s): McWilliams Corp.

Mailing Address: 7610 Edgar Industrial Court

City: Red Deer Prov: Alberta Postal Code: T4P 4E2

Phone: \_\_\_\_\_ Alt Phone: \_\_\_\_\_

Email Address: \_\_\_\_\_

☐ (Same as Landowner)

Contractor Name(s): Shane Stafford / Stantec Consulting

Mailing Address: 1100 - 4900 50 Street

City: Red Deer Prov: Alberta Postal Code: T4N 1X7

Phone: 403.392.0170 Alt Phone: -

Email Address: shane.stafford@stantec.com

**LEGAL DESCRIPTION AND AREA OF LAND TO BE SUBDIVIDED**

All/Part of the NW  $\frac{1}{4}$  sec. 27 range 27 west of the fourth meridian,  
being all/part of:

Lot: - Block: - Plan: -

Certificate of Title No.: 242 261 107 +1

Area of the parcel of land to be subdivided: 4.28 hectares.

**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 – What is the adjoining municipality? \_\_\_\_\_
- b) Is the land situated within 1.6 kilometers of the centre line of a highway?  
☐ No ☒ Yes – What Highway No. is this? QE2
- 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 – State the name: \_\_\_\_\_
- d) Is the parcel within 1.5 kilometers of a sour gas facility?  
☒ No ☐ Yes

**EXISTING AND PROPOSED USE OF LAND TO BE SUBDIVIDED**

- a) Describe the existing use of the land: Vacant
- b) Describe the proposed use of the land: Residential
- c) The land designation, as classified under the Land Use Bylaw is: R4

**PHYSICAL CHARACTERISTICS OF LAND TO BE SUBDIVIDED**

- a) Describe the nature of the land's topography (flat, rolling, steep, mixed): Mixed
- b) Describe the nature of the vegetation and water on the land (brush, shrubs, tree stands, wood lots, etc.):  
tree stand (to remain)

File No #: \_\_\_\_\_

Application Date: \_\_\_\_\_

c) Describe the kind of soil on the land (sandy, loam, clay, etc.): sandy

**EXISTING BUILDINGS ON THE LAND TO BE SUBDIVIDED**

Describe any buildings and 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:

N/A

Is the property the subject of a license, permit, approval, or other authorization granted by the Natural Resources Conservation Board, Energy Resources Conservation Board, Alberta Energy Regulator, Alberta Energy and Utilities Board or Alberta Utilities Commission? ☐ Yes ☒ No

If yes, please describe: \_\_\_\_\_

Is the property the subject of the application the subject of a license, permit, approval, or other authorization granted by the Minister or granted under any Act the Minister is responsible for under s.16 of the Government Organization Act\*? ☐ Yes ☒ No

If yes, please describe: \_\_\_\_\_

Is the subject property immediately adjacent to the County boundary? ☐ Yes ☒ No

If yes, please describe: \_\_\_\_\_

*\*The Minister is responsible for the following acts: AB Land Stewardship Act, Environmental Protection Act, Public Lands Act, Surveys Act, Water Act.*

**RESOURCES:**

Water Act & Environmental Protection and Enhancement Act Approvals - **Alberta Energy Regulator:** <https://avw.alberta.ca/ApprovalViewer.aspx>

Historic Sites/Resources (requires an account) – **Online Permitting and Clearance (OPAC):** <https://www.opac.alberta.ca/Login.aspx>

Abandoned Wells – **Abandoned Well Map Viewer:** <https://extmapviewer.aer.ca/AERAbandonedWells/Index.html>

Pipeline/Well Locations – **Regulatory Assurance:** <https://regulatoryassurance.alberta.ca/dras?id=public-notice>

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

I/We, Shane Stafford / Stantec Consulting, hereby certify that  
(please print full name(s))

☐ 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: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: [Signature] Date: JUNE 12, 2025

**AGENT AUTHORIZATION (WHEN APPLICABLE)**

I/We, ROD McWILLIAMS, being the registered  
(please print full name(s))

owner(s) of the land being subdivided do hereby authorize Shane Stafford / Stantec Consulting  
(individual or firm seeking application)

to make application for subdivision affecting the above noted property.

Signature: [Signature] Date: JUNE 11, 2025

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



File No #: \_\_\_\_\_

Application Date: \_\_\_\_\_

**RIGHT TO ENTRY**

Pursuant to Sections 653(2) 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: \_\_\_\_\_ Date: \_\_\_\_\_  
(please print full name)

Name: \_\_\_\_\_ Date: \_\_\_\_\_  
(please print full name)

Signature: \_\_\_\_\_ Date: JUNE 11, 2025

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**COMMENTS (FURTHER INFORMATION MAY BE PROVIDED ON A SEPARATE SHEET AND INCLUDED WITH THIS APPLICATION)**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

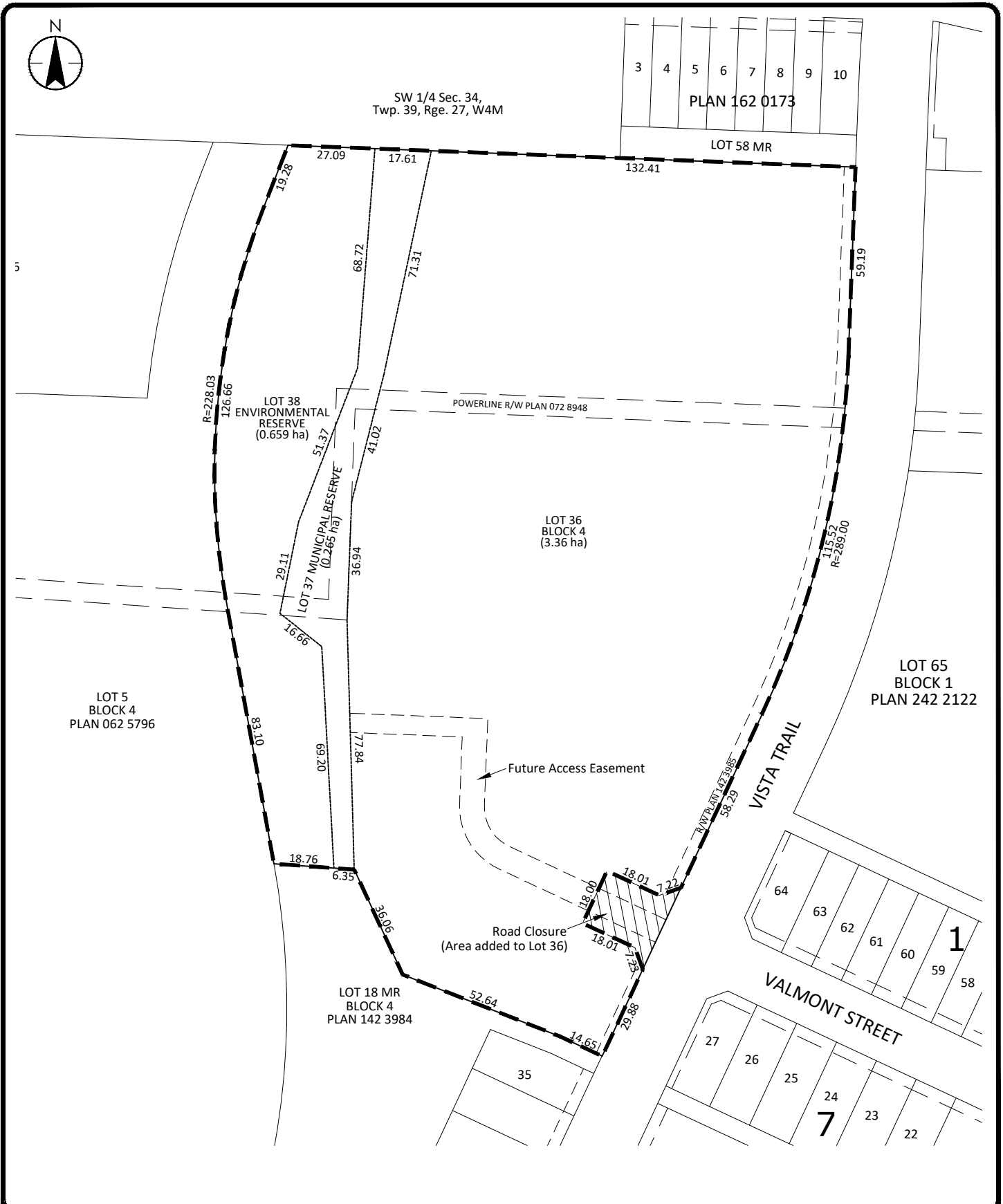
**BELOW FOR OFFICE USE ONLY**

|                                               |    |
|-----------------------------------------------|----|
| Subdivision Application Fee:<br>(1-61-00-526) | \$ |
| <b>TOTAL:</b>                                 | \$ |

Receipt #: \_\_\_\_\_

Date Paid: \_\_\_\_\_

Personal information collected on this form will be used in the evaluation of proposed subdivisions and to facilitate contact with referral agencies and adjacent landowners. This information is collected under the authority of the *Municipal Government Act* and the Land Use Bylaw in force, as well as Section 33(c) of the *Freedom of Information and Protection of Privacy Act* and will be protected under Part 2 of the Act. Questions regarding the collection and/or use of this information may be directed to the Records Management & FOIP Coordinator at [foip@blackfalds.com](mailto:foip@blackfalds.com) or by phone at 403.885.6370.



# Phase 6 Tentative Subdivision Valley Ridge

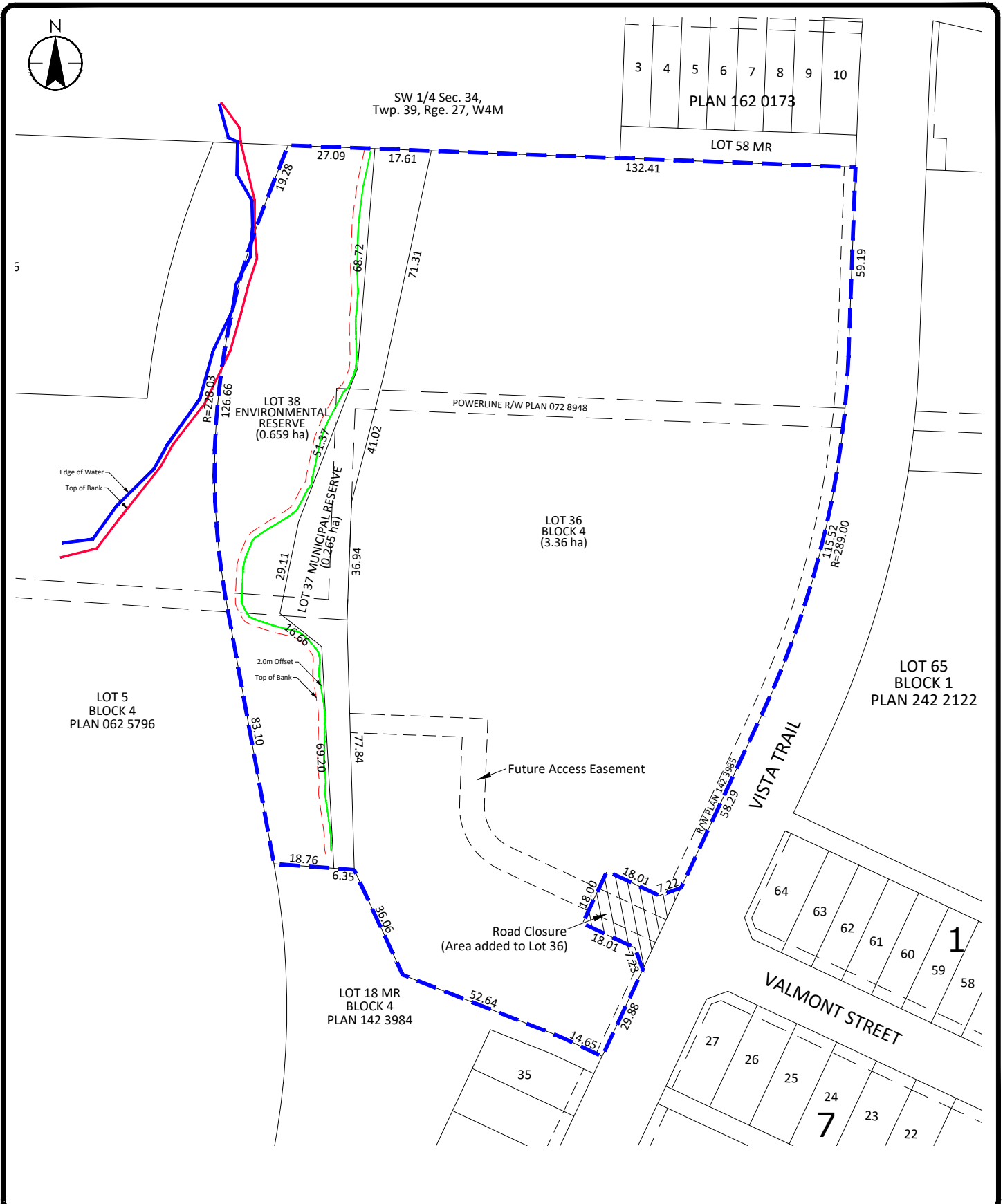
**Note:**  
Proposed subdivision affects  
4.28 ha within the  
NW 1/4 Sec. 27-39-27 W4M  
and is outlined thus: **---**

Prepared for:  
McWilliams Corp.  
Red Deer, AB

**Stantec**  
#1100, 4900-50th Street, Red Deer, AB T4N1X7  
Ph: (403) 341-3320 Fax: (403) 342-0969

DRAWN BY: SAS  
CHECKED BY: GCL  
SCALE: NTS  
PROJECT #: 1161120115

June, 2025



# Phase 6 Tentative Subdivision Valley Ridge

**Note:**  
Proposed subdivision affects  
4.28 ha within the  
NW 1/4 Sec. 27-39-27 W4M  
and is outlined thus: ---

Prepared for:  
McWilliams Corp.  
Red Deer, AB

**Stantec**  
#1100, 4900-50th Street, Red Deer, AB T4N1X7  
Ph: (403) 341-3320 Fax: (403) 342-0969

DRAWN BY: SAS  
CHECKED BY: GCL  
SCALE: NTS  
PROJECT #: 1161120115

June, 2025



LAND TITLE CERTIFICATE

S

LINC

SHORT LEGAL

TITLE NUMBER

0040 056 814

4;27;39;27;NW

242 261 107 +1

LEGAL DESCRIPTION

MERIDIAN 4 RANGE 27 TOWNSHIP 39

SECTION 27

QUARTER NORTH WEST

CONTAINING 64.7 HECTARES (160 ACRES) MORE OR LESS

EXCEPTING THEREOUT:

|    |                          | HECTARES | (ACRES) | MORE OR LESS |
|----|--------------------------|----------|---------|--------------|
| A) | PLAN 2058LZ ROAD         | 2.77     | 6.83    |              |
| B) | PLAN 6147NY FILED        | 4.86     | 12.00   |              |
| C) | PLAN 0625796 SUBDIVISION | 20.90    | 51.65   |              |
| D) | PLAN 0723302 SUBDIVISION | 6.89     | 17.03   |              |
| E) | PLAN 0740219 SUBDIVISION | 7.08     | 17.49   |              |
| F) | PLAN 1223896 SUBDIVISION | 4.68     | 11.56   |              |
| G) | PLAN 1224515 SUBDIVISION | 0.002    | 0.005   | (ROAD ONLY)  |
| H) | PLAN 1423984 SUBDIVISION | 10.12    | 25.01   |              |
| I) | PLAN 1722897 SUBDIVISION | 1.58     | 3.90    |              |
| J) | PLAN 2422122 SUBDIVISION | 2.13     | 5.26    |              |

EXCEPTING THEREOUT ALL MINES AND MINERALS

ESTATE: FEE SIMPLE

MUNICIPALITY: TOWN OF BLACKFALDS

REFERENCE NUMBER: 172 261 201 +3

| REGISTERED OWNER(S) |           |               |       |               |
|---------------------|-----------|---------------|-------|---------------|
| REGISTRATION        | DATE(DMY) | DOCUMENT TYPE | VALUE | CONSIDERATION |

242 261 107 19/10/2024 SUBDIVISION PLAN

OWNERS

MCWILLIAMS CORP.

OF 7610 EDGAR INDUSTRIAL COURT

RED DEER

ALBERTA T4P 4E2

(DATA UPDATED BY: CHANGE OF ADDRESS 252111576)

-----  
ENCUMBRANCES, LIENS & INTERESTS

PAGE 2

# 242 261 107 +1

REGISTRATION

| NUMBER      | DATE (D/M/Y) | PARTICULARS                                                                                                                 |
|-------------|--------------|-----------------------------------------------------------------------------------------------------------------------------|
| 072 607 916 | 11/10/2007   | UTILITY RIGHT OF WAY<br>GRANTEE - FORTISALBERTA INC.<br>AS TO PORTION OR PLAN:0728948                                       |
| 142 291 100 | 04/09/2014   | UTILITY RIGHT OF WAY<br>GRANTEE - THE TOWN OF BLACKFALDS.<br>AS TO PORTION OR PLAN:1423985                                  |
| 162 210 792 | 04/08/2016   | CAVEAT<br>RE : UTILITY RIGHT OF WAY<br>CAVEATOR - ATCO GAS AND PIPELINES LTD.<br>10035-105 ST<br>EDMONTON<br>ALBERTA T5J2V6 |
| 242 261 110 | 19/10/2024   | UTILITY RIGHT OF WAY<br>GRANTEE - THE TOWN OF BLACKFALDS.<br>AS TO PORTION OR PLAN:2422123<br>AS TO AREA 'A'                |
| 252 061 044 | 06/03/2025   | UTILITY RIGHT OF WAY<br>GRANTEE - FORTISALBERTA INC.                                                                        |

TOTAL INSTRUMENTS: 005

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN  
ACCURATE REPRODUCTION OF THE CERTIFICATE OF  
TITLE REPRESENTED HEREIN THIS 30 DAY OF MAY,  
2025 AT 02:58 P.M.

ORDER NUMBER: 53868210

CUSTOMER FILE NUMBER: 116199000

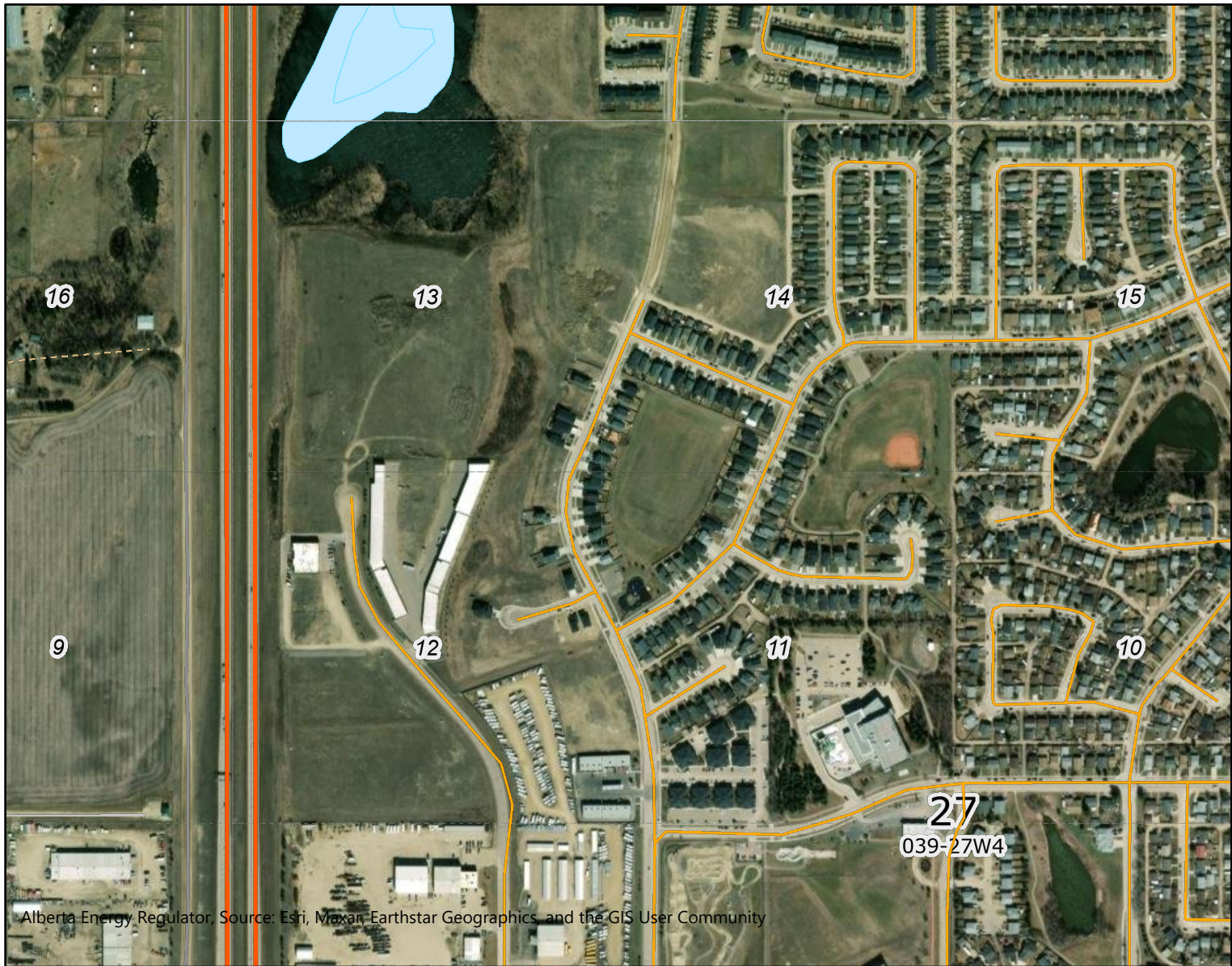


\*END OF CERTIFICATE\*

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED  
FOR THE SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER,  
SUBJECT TO WHAT IS SET OUT IN THE PARAGRAPH BELOW.

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APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS  
PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING  
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).





Alberta Energy Regulator, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

# Valley Ridge

Base Data provided by: Government of Alberta

Author:

YYY

Print Date:

5/30/2025

## Legend

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>Abandoned Wells</li><li>Revised Location</li><li>Revised Location Pointer</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Roads - Other</b> <ul style="list-style-type: none"><li>Unimproved</li><li>Unclassified</li><li>Truck Trail</li><li>Winter</li><li>Ford Winter Crossing</li><li>Ferry Route</li></ul>                                                                                                                         | <ul style="list-style-type: none"><li>ATS LSD with Road</li><li>ATS Section label (large)</li><li>ATS Section with Road</li><li>ATS Township (large scale)</li><li>Provincial Boundary</li><li>Lake Label (20K)</li><li>River Label (20K)</li></ul> |
| <b>Paved Road (20K)</b> <ul style="list-style-type: none"><li>Primary Divided</li><li>Primary Divided</li><li>Primary Undivided 4L</li><li>Primary Undivided 4L</li><li>Primary Undivided 2L</li><li>Primary Undivided 1L</li><li>Primary Undivided 1L</li><li>Interchange Ramp</li><li>Interchange Ramp</li><li>Interchange Ramp</li><li>Secondary Divided</li><li>Secondary Divided</li><li>Secondary Undivided 4L</li><li>Secondary Undivided 4L</li><li>Secondary Undivided 2L</li><li>Secondary Undivided 2L</li><li>Secondary Undivided 2L</li><li>Secondary Undivided 2L</li><li>Secondary Undivided 1L</li><li>Secondary Undivided 1L</li></ul> | <b>Gravel Road (20K)</b> <ul style="list-style-type: none"><li>Primary Undivided 2L</li><li>Primary Undivided 1L</li><li>Primary Undivided 1L</li><li>Primary Undivided 1L</li><li>Secondary Undivided 2L</li><li>Secondary Undivided 2L</li><li>Secondary Undivided 1L</li><li>Secondary Undivided 1L</li></ul> | <b>Lake/River (20K)</b> <ul style="list-style-type: none"><li>Lake or River</li><li>Lake or River</li><li>Reservoir</li><li>Icefield</li><li>Major Canal</li><li>Oxbow</li><li>Quarry</li><li>Dugout</li></ul>                                      |
| <b>Railway (20K Large Scale)</b> <ul style="list-style-type: none"><li>Single Line</li><li>Double Line</li><li>Multiple Line</li><li>Spur Line</li><li>Abandoned</li><li>ATS LSD label</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Intermittent Lake</b> <ul style="list-style-type: none"><li>Intermittent Lake</li><li>Intermittent Oxbow</li></ul>                                                                                                                                                                                            | <b>Sandbar / Wetland /</b> <ul style="list-style-type: none"><li>Sandbar</li><li>Sandbar</li><li>Sandbar</li></ul>                                                                                                                                  |

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Projection and Datum  
WGS 1984 Web Mercator Auxiliary Sphere

Scale 1:11,512



**Alberta  
Energy  
Regulator**

---

**MEETING DATE:** July 22, 2025

**PREPARED BY:** Peter McGee, Economic Development Officer and  
Jolene Tejkl, Planning & Development Manager

**PRESENTED BY:** Peter McGee, Economic Development Officer

**SUBJECT:** **Baseball Freestanding Mural**

---

## **BACKGROUND**

The proposed baseball mural has been commissioned by the Blackfalds and Area Historical Society. It will celebrate our baseball history with images of real baseball teams from Blackfalds past. The mural's location has been chosen as a great spot for team photos, and its proximity to the Trans Canada Trail.

On December 10, 2024, Council approved pursuing more murals and establishing additional murals along highway 2A. This mural is the start of many more. Due to current policies, approval from Council is required for the size and location of any mural.

## **DISCUSSION**

The Town's Land Use Bylaw (LUB) does not contain any development standards for Murals and states that the size and location of a Mural is subject to the approval of Council [Section 5.6.4b)]. Murals are defined in the LUB as "*...an artistic rendering or drawing that is painted or otherwise applied to the exterior wall or other integral parts of a Building which is intended for public display but does not include any advertising. A Mural is not considered a Sign.*"

The current definition of a Mural does not consider a freestanding mural as a "Mural". However, Administration recognizes that a mural can also be a freestanding artistic rendering; therefore, amendments to the definition are being contemplated by Council under Bylaw 1336.25, which is being presented for First Reading at this evening's Council meeting. That said, because the LUB delegates the decision making authority on the size and location of a proposed Mural to Council, Administration is comfortable recommending Council approve the proposed freestanding baseball mural subject to the conditions listed below in the recommendation.

The Planning & Development Department has reviewed the proposed site plan and is satisfied that the proposed Mural exceeds development setbacks prescribed in the Public Facility District (PF).

## **FINANCIAL IMPLICATIONS**

Installed by Public Works at a cost of approximately \$1,000.

**ADMINISTRATIVE RECOMMENDATION**

That Council considers the following motion:

That Council approve the Freestanding Baseball Mural at 4800 Leung Road (Lot 1 Block 1 Plan 932 1630), subject to the following conditions:

1. The Mural shall be undertaken and completed in accordance with the approved Freestanding Baseball Mural Site Plan.
2. The Freestanding Baseball Mural shall not be closer than 0.5 m (1.64 ft.) to a registered easement or right of way and shall not be constructed within, or encroach upon, a registered right of way.
3. The applicant shall repair or reinstate, or pay for the repair or reinstatement, to original condition, any public property, street furniture, curbing, boulevard landscaping and tree plating or any other property owned by the Town, which is damaged, destroyed or otherwise harmed by the installation of the Freestanding Baseball Mural.
4. Any changes to the size or location of the Freestanding Baseball Mural requires prior authorization from the Town.

**ALTERNATIVES**

- a) That Council refuses the location and size of the Baseball Freestanding Mural.
- b) That Council refers Baseball Freestanding Mural back to Administration for more information or amendments.

**ATTACHMENTS**

- *Freestanding Baseball Mural Site Plan*
- *Baseball Freestanding Mural Image*

**APPROVALS**

Rick Kreklewich,  
Acting Chief Administrative Officer



Department Director/Author



## Baseball Mural

Nearest property  
line and  
intersection 400+  
feet away

Other signs – N/A

100+ ft to  
hydrant

42 ft to Curb and  
road access

21 ft to  
path  
(not  
shown)

Sterling Industries  
Sports Park





1918



1956



1906



---

**MEETING DATE:** July 22, 2025

**PREPARED BY:** Jordan Bauman, Financial Analyst

**PRESENTED BY:** Darolee Bouteiller, Financial Services Manager

**SUBJECT:** **Quarterly Financial Reports for the Period Ending June 30, 2025**

---

## **BACKGROUND**

The Quarterly Financial Reports for the period ending June 30, 2025 are attached. Together, these reports represent the municipality's financial activities year to date.

The Operating Statement of Revenue & Expenditures (Appendix A) provides a high-level overview of revenues and expenditures incurred to date, the variance between the annual budget and the actual as a percentage of the budget. These main indicators will identify variances and areas of concern.

The Divisional Statement and Variance Analysis (Appendix B) displays revenue and expenses in each department and gives a brief explanation for significant variances.

Capital Projects are reported for the period ending June 30, 2025 (Appendix C). The report displays the prior years' approvals, approved budget from the capital plan, additional funding approvals, expenditures to date and a brief update on the status of the projects.

Included in the financial reporting is the Council Expenditure report (Appendix D). This report displays the budget, year-to-date expenses, variance and percentage of budget by Councillor.

## **DISCUSSION**

The operating revenues recognized for the period ending June 30, 2025, are at \$13.8M, which is 52% of the budgeted revenues. The Operating Expenditures are \$11.0M, which equals 45% of the annual budgeted expenditures and is slightly below the quarterly budgeted amount. The Town is currently operating in a surplus position, \$2.7M before transfers to reserves. Due to the cyclical nature of the operations, most of the surplus will be absorbed in the future as seasonal activities occur.

Environmental Services revenue for the first half of the year is \$4.4M or 44% of the annual budget. Expenses are \$3.6M or 40% of the budgeted amount, creating a surplus of \$842k through to the end of Q2. The surplus at the end of the year is transferred into the Utility Reserves to support utility maintenance projects. The Environmental Services activity is considered reasonable for this time of the year. Usage tends to increase in the summer months, and results are expected to be closer to the budget in future reporting periods.

Appendix B provides a Divisional Variance Analysis to compare revenue, expenses, and surplus/deficit to the annual budget. Many of the department activities are on track with expectations for the first half of 2025. Those that are below expectations mostly relate to the seasonality of those departments where more activity is experienced in the summer months.

**Revenues:**

- General Revenue is right on track with continued strong investment returns
- Administration Revenue is only slightly higher than expected, which relates to Tax Certificates & Searches revenue
- Protective Services Division revenue is on track overall, with Fire Services revenue carrying a favourable variance overall.
- Infrastructure Services and Social Services remain right in line with expectations for the midpoint in the year
- Development Services continues to outperform expectations. Total revenue is already 116% of the total annual budget, as the department continues to see many applications
- Recreation revenue is slightly below the quarterly budget, as the end of Q2 is when the seasonal activities, including day camps, swimming lessons, ball diamond rentals, special events, and camping, begin. More activities will get underway throughout the summer, resulting in increased revenues.
- Environmental Services Revenue is slightly below the quarterly average budget. This revenue is based on consumption volume that will increase in the summer months

**Expenses:**

- Administration expenses are lower than the YTD budget. This is mainly due to the timing of expenses such as contracted general services and major system maintenance that tend to happen later in the year. Also, minor staffing vacancies have contributed to the variance.
- Protective Services expenses are lower due to K-Div invoice projections coming in lower than expected. Also, similar to other divisions, contracted general services tend to be expended more in the last half of the year.
- Infrastructure Services expenses are lower as many projects commence after Q2, such as spray patching, gravel road maintenance, line painting, etc.
- Social Services expenses remain lower than anticipated for Q2. Goods/supplies expenses are starting to increase as programming gets underway for the summer.
- Development Services expenses are on track with expectations for the midway point.
- Recreation and Parks costs are slightly below the benchmark but are relative to the revenue generated. Seasonal activities commenced at the end of Q2, and the expenses will continue to increase throughout the summer.
- Environmental Services expenses remain slightly less than budget but are in line with the revenue activity for the first half of the year. Some contracted general services and projects/initiatives are just getting started in Q3.

Currently, the Town of Blackfalds operations are on track for 2025. Administration will continue to closely monitor and assess financial results as they arise.

**Capital Projects:**

The Capital Budget consists of items that provide the Town with long-term benefits and tie directly into the long-term capital plan. This includes projects that are continuing from prior years and not yet completed of \$20.2M plus new funding approved in the 2025 capital budget of \$3.9M. The impact of additional capital funding approved throughout the year is also taken into consideration. The total capital funding available is \$24.9M of which \$2.3M has been spent year-to-date.

Appendix C - Capital Projects provides details of each capital project, including prior year approvals, additional approved budget amounts for 2025, amount spent to date, the amount of funds remaining, along with a simple update on the project status.

Projects that were carried over from prior years and are in progress include the North West Storm System, Sanitary Trunk Upsizing, Leung Road - Phase 2, Aspen Lakes West School Site Project, and Water Reservoir Expansion. Enterprise Fleet replacements have commenced, with one truck already received. The T15 Tandem Truck has also been ordered. At the Abbey Centre, the Chemical Storage, Field House Curtain, Fire Panel, and HVAC Software projects were all completed during the second quarter.

The Town Capital Budget progress is closely monitored by Administration. If capital projects should require modifications in either scope or capital spending, the items will be brought forward to Council for approval and guidance.

**Council Expenditure:**

The report on Council expenditures is included in Appendix D. This report shows the year-to-date actual expenses, the annual budget, and the variance as a dollar amount spent to date and as a percentage of the budget. Being the second quarter of the fiscal year, the expectation would be for expenses to be approximately 50% of the annual budget. All elected officials' honorariums are on track for the year. Many Councillors' per diems and travel expenses are lower than the year-to-date budget. It is anticipated that these expenses will occur later in the year.

These reports have been brought forward to Council as information and are intended to provide an overview of the progress year-to-date.

**ADMINISTRATIVE RECOMMENDATION**

That Council considers the following motions:

1. That Council accept the Operating Statement and Variance report for the period ending June 30, 2025, as information.
2. That Council accept, the Capital Project Report for the period ending June 30, 2025, as information.
3. That Council accept the Council Expenditure report for the period ending June 30, 2025, as information.

**ALTERNATIVES**

- a) That Council refers the Quarterly Financial Reports for the Period Ending June 30, 2025, back to Administration for review.

**ATTACHMENTS**

- *Appendix A – June 30, 2025 Operating Statement of Revenue & Expenditure*
- *Appendix B – June 30, 2025 Division Statement & Variance Analysis*
- *Appendix C – June 30, 2025 Capital Project Report*
- *Appendix D – June 30, 2025 Council Expenditure Report*

**APPROVALS**

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Rick Kreklewich,  
Acting Chief Administrative Officer



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Director/Author

*Jordan Bauman*

# BUDGET



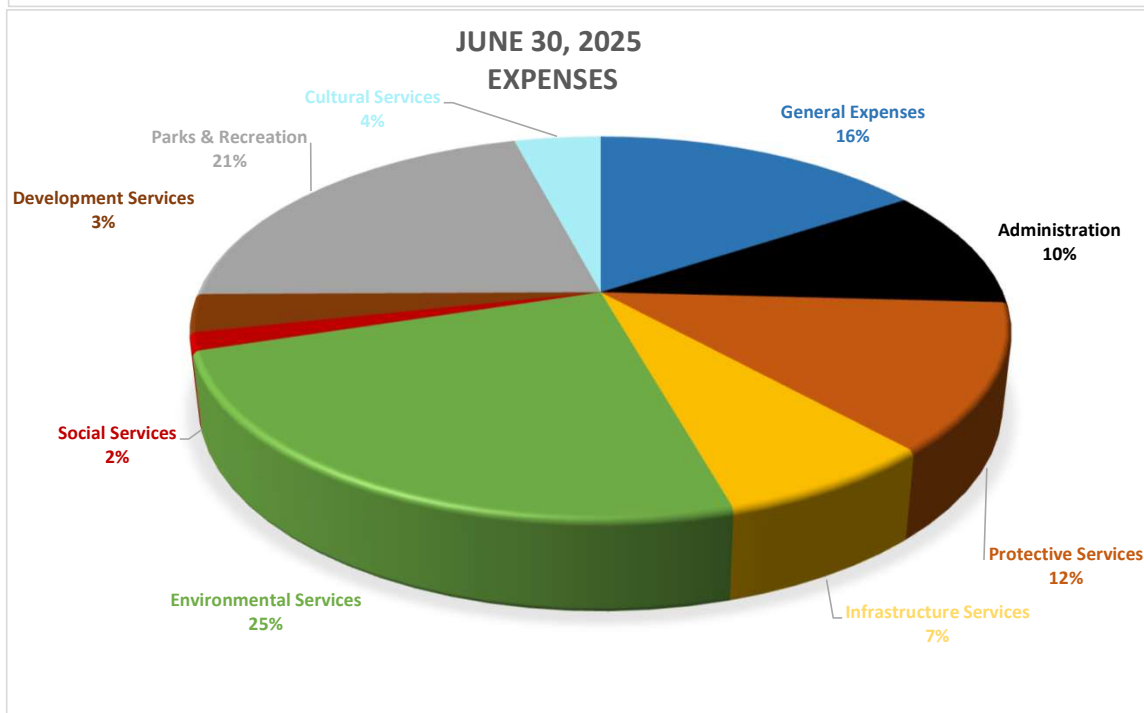
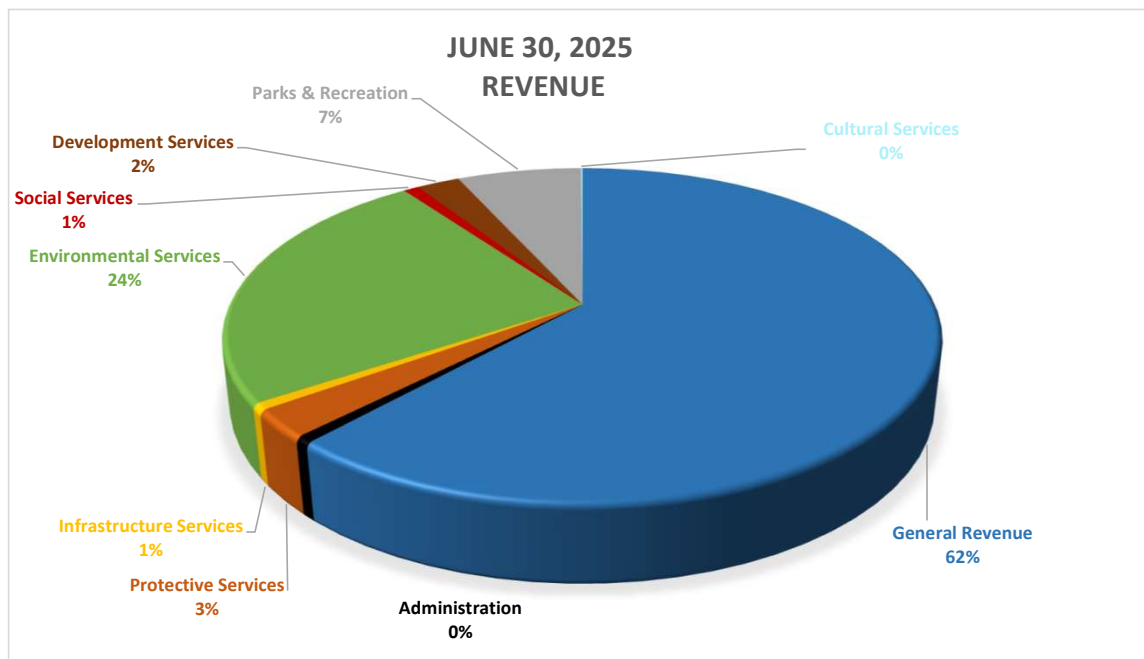
## Town of Blackfalds Operating Statement of Revenue & Expenditure For the Quarter Ending June 30, 2025

|                                             | 2025 Actual        | 2025 Budget        | Variance          | % of Budget        |
|---------------------------------------------|--------------------|--------------------|-------------------|--------------------|
| <b>Revenues</b>                             |                    |                    |                   |                    |
| Property Taxes                              | 7,053,290          | 14,106,580         | 7,053,290         | 50.00%             |
| Requisition (Education, Seniors Foundation) | 2,267,736          | 4,535,471          | 2,267,736         | 50.00%             |
| <b>Total Taxation</b>                       | <b>9,321,026</b>   | <b>18,642,051</b>  | <b>9,321,026</b>  | <b>50.00%</b>      |
| General Revenue                             | 1,908,092          | 3,246,857          | 1,338,765         | 58.77%             |
| Administration                              | 116,732            | 209,722            | 92,990            | 55.66%             |
| Protective Services                         | 490,619            | 944,520            | 453,901           | 51.94%             |
| Infrastructure Services                     | 117,477            | 229,789            | 112,312           | 51.12%             |
| Social Services                             | 150,777            | 294,944            | 144,167           | 51.12%             |
| Development Services                        | 419,829            | 361,055            | -58,774           | 116.28%            |
| Parks & Recreation                          | 1,219,650          | 2,719,678          | 1,500,028         | 44.85%             |
| Cultural Services                           | 15,000             | 15,000             | 0                 | 100.00%            |
| <b>Total Other Revenue</b>                  | <b>4,438,176</b>   | <b>8,021,565</b>   | <b>3,583,389</b>  | <b>55.33%</b>      |
| <b>Total Revenue</b>                        | <b>13,759,202</b>  | <b>26,663,616</b>  | <b>12,904,414</b> | <b>51.60%</b>      |
| <b>Expenditures</b>                         |                    |                    |                   |                    |
| General Expenses                            | 2,299,464          | 4,561,728          | 2,262,264         | 50.41%             |
| Administration                              | 1,482,249          | 3,824,788          | 2,342,539         | 38.75%             |
| Protective Services                         | 1,821,169          | 4,039,664          | 2,218,495         | 45.08%             |
| Infrastructure Services                     | 1,069,896          | 2,488,978          | 1,419,082         | 42.99%             |
| Social Services                             | 219,381            | 594,976            | 375,595           | 36.87%             |
| Development Services                        | 468,898            | 960,634            | 491,736           | 48.81%             |
| Parks & Recreation                          | 3,082,808          | 6,851,923          | 3,769,115         | 44.99%             |
| Cultural Services                           | 596,928            | 1,250,858          | 653,930           | 47.72%             |
| <b>Total Expenditures</b>                   | <b>11,040,794</b>  | <b>24,573,549</b>  | <b>13,532,755</b> | <b>44.93%</b>      |
| <b>Net Surplus/(Deficit) To Date</b>        | <b>2,718,408</b>   | <b>2,090,067</b>   | <b>628,341</b>    |                    |
| <b>Environmental Services</b>               | <b>2025 Actual</b> | <b>2025 Budget</b> | <b>Variance</b>   | <b>% of Budget</b> |
| (Self Supported Utilities*)                 |                    |                    |                   |                    |
| Water                                       | 1,957,087          | 4,512,425          | 2,555,338         | 43.37%             |
| Wastewater                                  | 1,583,395          | 3,813,223          | 2,229,828         | 41.52%             |
| Solid Waste                                 | 886,493            | 1,800,272          | 913,779           | 49.24%             |
| <b>Environmental Services Revenue</b>       | <b>4,426,975</b>   | <b>10,125,920</b>  | <b>5,698,945</b>  | <b>43.72%</b>      |
| Water                                       | 1,635,297          | 4,029,857          | 2,394,560         | 40.58%             |
| Wastewater                                  | 1,262,844          | 3,082,018          | 1,819,174         | 40.97%             |
| Solid Waste                                 | 686,373            | 1,783,095          | 1,096,722         | 38.49%             |
| <b>Environmental Services Expenditures</b>  | <b>3,584,514</b>   | <b>8,894,970</b>   | <b>5,310,456</b>  | <b>40.30%</b>      |
| <b>Net Surplus/(Deficit) To Date</b>        | <b>842,461</b>     | <b>1,230,950</b>   | <b>-388,489</b>   |                    |

# BUDGET

**BLACKFALDS**  
ALBERTA

**Town of Blackfalds**  
**Operating Statement of Revenue & Expenditure**  
**For the Quarter Ending June 30, 2025**







# BUDGET

## Town of Blackfalds Divisional Statement & Variance Analysis For the Quarter Ending June 30, 2025

|                                                 | 2025 Actual       | 2025 Budget       | Variance          | % of Budget   | Explanation                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------|-------------------|-------------------|-------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>General</b>                                  |                   |                   |                   |               |                                                                                                                                                                                                                                                                                                                 |
| Taxation                                        | 9,321,026         | 18,642,051        | 9,321,026         | 50.00%        | Represents 50% of tax revenue YTD. Property Taxes are invoiced in the second quarter but earned evenly throughout the year.                                                                                                                                                                                     |
| General Revenue                                 | 1,908,092         | 3,246,857         | 1,338,765         | 58.77%        | Higher than the quarterly budget due to strong investment returns.                                                                                                                                                                                                                                              |
| <b>Total General Revenue</b>                    | <b>11,229,117</b> | <b>21,888,908</b> | <b>10,659,791</b> | <b>51.30%</b> |                                                                                                                                                                                                                                                                                                                 |
| General Expenses                                | 2,299,464         | 4,561,728         | 2,262,264         | 50.41%        | On track                                                                                                                                                                                                                                                                                                        |
| <b>Net General</b>                              | <b>8,929,653</b>  | <b>17,327,180</b> | <b>8,397,527</b>  | <b>51.54%</b> |                                                                                                                                                                                                                                                                                                                 |
| <b>Legislation &amp; Administration</b>         |                   |                   |                   |               |                                                                                                                                                                                                                                                                                                                 |
| Revenue                                         | 116,732           | 209,722           | 92,990            | 55.66%        | Tax Certificates & Searches revenue is slightly higher than budget. Business License Fees are on track.                                                                                                                                                                                                         |
| Expenses                                        | 1,482,249         | 3,824,788         | 2,342,539         | 38.75%        | Trending under budget for the year. Various factors are contributing to the variance, including minor staffing vacancies and contracted services expected to happen in the last half of the year. Also under on IT Hardware purchases and General Goods & Supplies that tend to be purchased later in the year. |
| <b>Net Legislation &amp; Admin</b>              | <b>-1,365,518</b> | <b>-3,615,066</b> | <b>-2,249,548</b> | <b>37.77%</b> |                                                                                                                                                                                                                                                                                                                 |
| <b>Protective Services</b>                      |                   |                   |                   |               |                                                                                                                                                                                                                                                                                                                 |
| Revenue                                         | 490,619           | 944,520           | 453,901           | 51.94%        | Fire services revenue continues to track higher than budgeted. Policing and Municipal Enforcement Fines revenue remain slightly below 50% of the annual budget. Overall on track.                                                                                                                               |
| Expenses                                        | 1,821,169         | 4,039,664         | 2,218,495         | 45.08%        | Slightly below expected due to Q1 K- Div estimate being lower than budget. Lower than expected Contracted & General Services are also contributing to the favourable variance. Materials & Supplies purchases are on track with budget.                                                                         |
| <b>Net Protective Services</b>                  | <b>-1,330,550</b> | <b>-3,095,144</b> | <b>-1,764,594</b> | <b>42.99%</b> |                                                                                                                                                                                                                                                                                                                 |
| <b>Infrastructure - Services</b>                |                   |                   |                   |               |                                                                                                                                                                                                                                                                                                                 |
| Revenue                                         | 117,477           | 229,789           | 112,312           | 51.12%        | On track.                                                                                                                                                                                                                                                                                                       |
| Expenses                                        | 1,069,896         | 2,488,978         | 1,419,082         | 42.99%        | Less than budget as many larger projects such as spray patching, gravel road maintenance, line painting, etc. are expected in Q3.                                                                                                                                                                               |
| <b>Net Operations - Infrastructure Services</b> | <b>-952,419</b>   | <b>-2,259,189</b> | <b>-1,306,770</b> | <b>42.16%</b> |                                                                                                                                                                                                                                                                                                                 |
| <b>Social Services</b>                          |                   |                   |                   |               |                                                                                                                                                                                                                                                                                                                 |
| Revenue                                         | 150,777           | 294,944           | 144,167           | 51.12%        | On track. Consists of grants, donations and cemetery fees.                                                                                                                                                                                                                                                      |
| Expenses                                        | 219,381           | 594,976           | 375,595           | 36.87%        | Goods/supplies expenses are starting to increase as programming gets underway for the summer.                                                                                                                                                                                                                   |
| <b>Net Social Services</b>                      | <b>-68,604</b>    | <b>-300,032</b>   | <b>-231,428</b>   | <b>22.87%</b> |                                                                                                                                                                                                                                                                                                                 |



# BUDGET

## Town of Blackfalds Divisional Statement & Variance Analysis For the Quarter Ending June 30, 2025

|                                                 | 2025 Actual       | 2025 Budget       | Variance          | % of Budget   | Explanation                                                                                                                                                                                                                                                            |
|-------------------------------------------------|-------------------|-------------------|-------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Development Services</b>                     |                   |                   |                   |               |                                                                                                                                                                                                                                                                        |
| Revenue                                         | 419,829           | 361,055           | -58,774           | 116.28%       | Permit Fee, Subdivision Fee and Development Agreement Admin Fees revenue have all surpassed the 2025 annual budget amounts.                                                                                                                                            |
| Expenses                                        | 468,898           | 960,634           | 491,736           | 48.81%        | Overall, continues to remain on track through Q2.                                                                                                                                                                                                                      |
| <b>Net Planning &amp; Development</b>           | <b>-49,068</b>    | <b>-599,579</b>   | <b>-550,511</b>   | <b>8.18%</b>  |                                                                                                                                                                                                                                                                        |
| <b>Parks &amp; Recreation</b>                   |                   |                   |                   |               |                                                                                                                                                                                                                                                                        |
| Revenue                                         | 1,219,650         | 2,719,678         | 1,500,028         | 44.85%        | On track overall. EBC Rental revenue is sitting at 42% of budget. Athletic Park rentals and camping revenue is under budget at the end of Q2 with July and August expected to bring in more. Abbey user fees are on track at 47% of budget with busy Q3 still to come. |
| Expenses                                        | 3,082,808         | 6,851,923         | 3,769,115         | 44.99%        | In line with expectations for Q2. Seasonal activities have commenced this quarter and the expenses will be more on track throughout the summer.                                                                                                                        |
| <b>Net Parks &amp; Recreation</b>               | <b>-1,863,158</b> | <b>-4,132,245</b> | <b>-2,269,087</b> | <b>45.09%</b> |                                                                                                                                                                                                                                                                        |
| <b>Cultural Services</b>                        |                   |                   |                   |               |                                                                                                                                                                                                                                                                        |
| Revenue                                         | 15,000            | 15,000            | 0                 | 100.00%       | Sponsorship recognized for the year.                                                                                                                                                                                                                                   |
| Expenses                                        | 596,928           | 1,250,858         | 653,930           | 47.72%        | On Track                                                                                                                                                                                                                                                               |
| <b>Net Library</b>                              | <b>-581,928</b>   | <b>-1,235,858</b> | <b>-653,930</b>   | <b>47.09%</b> |                                                                                                                                                                                                                                                                        |
| <b>Total Operation</b>                          |                   |                   |                   |               |                                                                                                                                                                                                                                                                        |
| Revenue                                         | 13,759,202        | 26,663,616        | 12,904,414        | 51.60%        |                                                                                                                                                                                                                                                                        |
| Expenses                                        | 11,040,794        | 24,573,549        | 13,532,755        | 44.93%        |                                                                                                                                                                                                                                                                        |
| <b>Surplus/(Deficit) before Transfers - YTD</b> | <b>2,718,408</b>  | <b>2,090,067</b>  | <b>-628,341</b>   |               |                                                                                                                                                                                                                                                                        |
| <b>Environmental Services</b>                   |                   |                   |                   |               |                                                                                                                                                                                                                                                                        |
| Revenue                                         | 4,426,975         | 10,125,920        | 5,698,945         | 43.72%        | On Track for this period to date. Invoicing is based on usage with higher volumes expected for Q3.                                                                                                                                                                     |
| Expenses                                        | 3,584,514         | 8,894,970         | 5,310,456         | 40.30%        | Slightly lower than YTD budget, but in line with revenue amounts. Some contracted general services and projects/initiatives are just getting started in Q3.                                                                                                            |
| <b>Net Environmental Services</b>               | <b>842,461</b>    | <b>1,230,950</b>  | <b>388,489</b>    |               |                                                                                                                                                                                                                                                                        |

# BUDGET



## Town of Blackfalds Capital Projects - Current and Carry forwards as at June 30, 2025

| Project #                                             | Project Description                                      | Prior Years Approval | Roll Over Reserve/ Funds available from PY | 2025 Capital Budget Approved | 2025 Funding Approvals | Total Funding Available | Expenditures Year to Date | Funds remaining  | Status                                                                                |
|-------------------------------------------------------|----------------------------------------------------------|----------------------|--------------------------------------------|------------------------------|------------------------|-------------------------|---------------------------|------------------|---------------------------------------------------------------------------------------|
| <b>Administration &amp; Protective Services</b>       |                                                          |                      |                                            |                              |                        |                         |                           |                  |                                                                                       |
| 24-2601                                               | Ford Explorer (Enforcement)                              | 90,000               | 90,000                                     | -                            | -                      | 90,000                  | 93,939                    | - 3,939          | Complete                                                                              |
| 24-2602                                               | In Car Camera System                                     | 70,000               | 70,000                                     | -                            | -                      | 70,000                  | 63,842                    | 6,158            | Complete                                                                              |
| 25-1211                                               | Security Camera Upgrades                                 | -                    | -                                          | 29,000                       | -                      | 29,000                  | -                         | 29,000           | Not yet started                                                                       |
| 25-1212                                               | Postage Machine                                          | -                    | -                                          | -                            | 10,500                 | 10,500                  | 9,556                     | 944              | Complete                                                                              |
| 25-1213                                               | Folding Machine                                          | -                    | -                                          | -                            | 12,000                 | 12,000                  | 11,884                    | 116              | Complete                                                                              |
| 25-2310                                               | Brush Truck - 1 Ton                                      | -                    | -                                          | -                            | 200,000                | 200,000                 | 185,618                   | 14,382           | Complete                                                                              |
| 25-2312                                               | SCBA Bottles Replacement                                 | -                    | -                                          | 50,000                       | -                      | 50,000                  | 48,060                    | 1,940            | Complete                                                                              |
| 25-2313                                               | AFRACS Radio Upgrades                                    | -                    | -                                          | 30,000                       | -                      | 30,000                  | 41,239                    | - 11,239         | Complete - tariffs and cost increases pushed project over budget                      |
| 25-2315                                               | Command Truck - C3                                       | -                    | -                                          | -                            | 90,000                 | 90,000                  | 57,490                    | 32,510           | In progress                                                                           |
| 25-2316                                               | Fire Software - First DUE                                | -                    | -                                          | -                            | 20,000                 | 20,000                  | 16,000                    | 4,000            | Complete                                                                              |
| <b>Total Administration &amp; Protective Services</b> |                                                          | <b>160,000</b>       | <b>160,000</b>                             | <b>109,000</b>               | <b>332,500</b>         | <b>601,500</b>          | <b>527,627</b>            | <b>73,873</b>    |                                                                                       |
| <b>Infrastructure</b>                                 |                                                          |                      |                                            |                              |                        |                         |                           |                  |                                                                                       |
| 23-3221                                               | 2023 Annual Pavement Improvements                        | 300,000              | 1,546                                      | -                            | -                      | 1,546                   | -                         | 1,546            | Completed                                                                             |
| 24-3221                                               | 2024 Annual Pavement Replacement                         | 847,556              | 292,064                                    | -                            | -                      | 292,064                 | 15,866                    | 276,198          | Nearing completion - deficiency work underway                                         |
| 24-3230                                               | Leung Road - Phase 2                                     | 2,540,207            | 886,368                                    | -                            | -                      | 886,368                 | 308,368                   | 578,000          | Nearing completion - second lift of asphalt, paint lines and deficiency work underway |
| 24-3232                                               | John Deere 544H Wheel Loader                             | 340,000              | 13,850                                     | -                            | -                      | 13,850                  | 10,304                    | 3,546            | Complete                                                                              |
| 24-3257                                               | Snow Storage Facility - Planning                         | 20,000               | 5,251                                      | -                            | -                      | 5,251                   | -                         | 5,251            | In progress                                                                           |
| 24-3259                                               | Womacks Road & Broadway Avenue Intersection Improvements | 200,000              | 193,252                                    | -                            | -                      | 193,252                 | 21,815                    | 171,437          | In progress                                                                           |
| 25-3257                                               | Snow Storage Facility - Siting & Land purchase           | -                    | -                                          | 500,000                      | -                      | 500,000                 | -                         | 500,000          | In planning stage                                                                     |
| 25-3258                                               | Radio Upgrades (CSD & PW)                                | -                    | -                                          | 70,000                       | -                      | 70,000                  | 67,600                    | 2,400            | Complete                                                                              |
| 25-3243                                               | T15 Tandem Truck Replacement                             | -                    | -                                          | -                            | 340,000                | 340,000                 | -                         | 340,000          | Truck has been ordered                                                                |
| <b>Total Infrastructure</b>                           |                                                          | <b>4,247,763</b>     | <b>1,392,331</b>                           | <b>570,000</b>               | <b>340,000</b>         | <b>2,302,331</b>        | <b>423,954</b>            | <b>1,878,377</b> |                                                                                       |
| <b>Recreation</b>                                     |                                                          |                      |                                            |                              |                        |                         |                           |                  |                                                                                       |
| 18-7207                                               | Wayfinding Signage Phase 3                               | 293,400              | 48,394                                     | -                            | -                      | 48,394                  | 100                       | 48,294           | In progress                                                                           |
| 19-7221                                               | Emergency Generator - Community Hall                     | 80,000               | 62,173                                     | -                            | -                      | 62,173                  | -                         | 62,173           | On hold                                                                               |
| 24-7251                                               | Brine Pump Replacement                                   | 41,000               | 41,000                                     | -                            | -                      | 41,000                  | -                         | 41,000           | On hold                                                                               |
| 24-7255                                               | Football Field                                           | 500,000              | 76,218                                     | -                            | -                      | 76,218                  | -                         | 76,218           | In progress as part of 24-3221                                                        |
| 24-7276                                               | Sterling Industries Sports Park Campground               | 40,000               | 40,000                                     | -                            | -                      | 40,000                  | -                         | 40,000           | On hold                                                                               |
| 25-5602                                               | Cemetery Expansion - Initial Planning                    | -                    | -                                          | 15,000                       | -                      | 15,000                  | -                         | 15,000           | In progress                                                                           |
| 25-7254                                               | Toro Ground master 4WD 5910-D Mower (CSD)                | -                    | -                                          | 220,000                      | -                      | 220,000                 | -                         | 220,000          | Not yet started                                                                       |
| 25-7255                                               | Football Field Upgrades                                  | -                    | -                                          | 60,000                       | -                      | 60,000                  | 13,438                    | 46,563           | In progress                                                                           |
| 25-7277                                               | Snow Wing (CSD)                                          | -                    | -                                          | 15,000                       | -                      | 15,000                  | 15,850                    | - 850            | Complete                                                                              |
| 25-7278                                               | Bobcat Articulated Loader (CSD)                          | -                    | -                                          | 80,000                       | 42,500                 | 122,500                 | 122,500                   | -                | Complete                                                                              |
| 25-7279                                               | Diamond 6 Fence Extension                                | -                    | -                                          | 10,000                       | -                      | 10,000                  | -                         | 10,000           | Recently completed, invoice to come.                                                  |



# BUDGET

Town of Blackfalds  
Capital Projects - Current and Carry forwards as at June 30, 2025

| Project #                                     | Project Description                           | Prior Years Approval | Roll Over Reserve/ Funds available from PY | 2025 Capital Budget Approved | 2025 Funding Approvals | Total Funding Available | Expenditures Year to Date | Funds remaining   | Status                                                                                                                                                                                                                       |
|-----------------------------------------------|-----------------------------------------------|----------------------|--------------------------------------------|------------------------------|------------------------|-------------------------|---------------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 25-7280                                       | Food Bank Roof Repair                         | -                    | -                                          | 40,000                       | -                      | 40,000                  | 11,800                    | 28,200            | Not yet started - deposit paid                                                                                                                                                                                               |
| 25-7281                                       | Auto-scrubber - Walk behind                   | -                    | -                                          | 14,000                       | -                      | 14,000                  | 10,557                    | 3,443             | Complete                                                                                                                                                                                                                     |
| 25-7282                                       | Abbey Centre Front Desk                       | -                    | -                                          | 23,000                       | -                      | 23,000                  | -                         | 23,000            | In progress - will be a fall project                                                                                                                                                                                         |
| 25-7283                                       | Abbey Centre Chemical Storage                 | -                    | -                                          | 14,000                       | -                      | 14,000                  | 11,048                    | 2,952             | Complete                                                                                                                                                                                                                     |
| 25-7284                                       | Field House Curtain                           | -                    | -                                          | 12,000                       | -                      | 12,000                  | 13,115                    | 1,115             | Complete                                                                                                                                                                                                                     |
| 25-7285                                       | Abbey Centre Fire Panel                       | -                    | -                                          | 35,000                       | -                      | 35,000                  | 33,226                    | 1,774             | Complete                                                                                                                                                                                                                     |
| 25-7286                                       | Abbey Centre HVAC Software                    | -                    | -                                          | 30,000                       | -                      | 30,000                  | 18,924                    | 11,076            | Complete                                                                                                                                                                                                                     |
| 25-0099                                       | Enterprise Fleet Purchases                    | -                    | -                                          | 175,000                      | 25,000                 | 200,000                 | -                         | 200,000           | In progress - first truck received. Invoiced in July.                                                                                                                                                                        |
| <b>Total Recreation</b>                       |                                               | <b>954,400</b>       | <b>267,785</b>                             | <b>743,000</b>               | <b>67,500</b>          | <b>1,078,285</b>        | <b>250,557</b>            | <b>827,728</b>    |                                                                                                                                                                                                                              |
| <b>Total Capital Projects &amp; Funding</b>   |                                               | <b>5,362,163</b>     | <b>1,820,116</b>                           | <b>1,422,000</b>             | <b>740,000</b>         | <b>3,982,116</b>        | <b>1,202,138</b>          | <b>2,779,978</b>  |                                                                                                                                                                                                                              |
| <b>Utilities/ Development</b>                 |                                               |                      |                                            |                              |                        |                         |                           |                   |                                                                                                                                                                                                                              |
| 13-4200                                       | PW-STM-01 East Area Storm System and Wetlands | 9,756,221            | 1,574,326                                  | -                            | -                      | 1,574,326               | 3,778                     | 1,570,549         | Nearing completion - legal and deficiency review underway                                                                                                                                                                    |
| 14-4203                                       | Lift Station - McKay Ranch                    | 4,492,122            | 4,164,653                                  | -                            | -                      | 4,164,653               | -                         | 4,164,653         | On hold                                                                                                                                                                                                                      |
| 17-3702                                       | North West Storm System                       | 4,485,458            | 3,703,826                                  | 2,500,000                    | -                      | 6,203,826               | 535,320                   | 5,668,505         | Major Construction planned to start in August                                                                                                                                                                                |
| 23-4204                                       | NE-22-39-27-W4 Sanitary Trunk                 | 2,753,511            | 155,819                                    | -                            | -                      | 155,819                 | 56,643                    | 99,176            | Nearing completion - deficiency work underway                                                                                                                                                                                |
| 24-4102                                       | Aspen Lakes West School Site Project          | 3,000,000            | 1,633,953                                  | -                            | -                      | 1,633,953               | 435,141                   | 1,198,812         | Nearing completion - shallow utility work underway. Invoices to come.                                                                                                                                                        |
| 24-4301                                       | Phase 2 Transfer Site Upgrade                 | 439,421              | 344,074                                    | -                            | -                      | 344,074                 | 15,247                    | 328,827           | Major Construction planned to start in October                                                                                                                                                                               |
| 24-4103                                       | Water Reservoir Expansion                     | 6,800,000            | 6,800,000                                  | -                            | -                      | 6,800,000               | 95,456                    | 6,704,544         | Contract 1 work underway, Contract 2 design underway (Total cost is now est. @ \$7,786,000 as per last council meeting, but budget adjustment approval has not happened yet as we are awaiting tender prices for contract 2) |
| <b>Total Utilities / Development Projects</b> |                                               | <b>31,726,733</b>    | <b>18,376,652</b>                          | <b>2,500,000</b>             | <b>-</b>               | <b>20,876,652</b>       | <b>1,141,585</b>          | <b>19,735,066</b> |                                                                                                                                                                                                                              |
| <b>Total Capital Projects</b>                 |                                               | <b>37,088,896</b>    | <b>20,196,768</b>                          | <b>3,922,000</b>             | <b>740,000</b>         | <b>24,858,768</b>       | <b>2,343,724</b>          | <b>22,515,044</b> |                                                                                                                                                                                                                              |

## Town of Blackfalds

### Council Expenditures For the Period Ending June 30, 2025

|                                | Budget | YTD Actual Cost | Variance<br>Over/Under | Percentage<br>Variance |
|--------------------------------|--------|-----------------|------------------------|------------------------|
| <b>Mayor - Hoover</b>          |        |                 |                        |                        |
| Honorarium                     | 62,796 | 31,776          | (31,020)               | 50.60%                 |
| Per Diem                       | 10,965 | 7,200           | (3,765)                | 65.66%                 |
| <b>Salaries &amp; Benefits</b> | 73,761 | 38,976          | (34,785)               | 52.84%                 |
| Conference & Travel            | 13,584 | 4,958           | (8,626)                | 36.50%                 |
| <b>TOTAL EXPENSES</b>          | 87,345 | 43,935          | (43,410)               | 50.30%                 |
| <b>Councillor - Appel</b>      |        |                 |                        |                        |
| Honorarium                     | 29,872 | 14,936          | (14,936)               | 50.00%                 |
| Per Diem                       | 7,522  | 1,875           | (5,647)                | 24.93%                 |
| <b>Salaries &amp; Benefits</b> | 37,394 | 16,811          | (20,583)               | 44.96%                 |
| Conference & Travel            | 5,200  | -               | (5,200)                | 0.00%                  |
| <b>TOTAL EXPENSES</b>          | 42,594 | 16,811          | (25,783)               | 39.47%                 |
| <b>Councillor - Coulter</b>    |        |                 |                        |                        |
| Honorarium                     | 29,872 | 14,936          | (14,936)               | 50.00%                 |
| Per Diem                       | 7,522  | 2,190           | (5,332)                | 29.11%                 |
| <b>Salaries &amp; Benefits</b> | 37,394 | 17,126          | (20,268)               | 45.80%                 |
| Conference & Travel            | 8,933  | 1,998           | (6,935)                | 22.36%                 |
| <b>TOTAL EXPENSES</b>          | 46,327 | 19,124          | (27,203)               | 41.28%                 |
| <b>Councillor - Dennis</b>     |        |                 |                        |                        |
| Honorarium                     | 29,872 | 14,936          | (14,936)               | 50.00%                 |
| Per Diem                       | 7,522  | 675             | (6,847)                | 8.97%                  |
| <b>Salaries &amp; Benefits</b> | 37,394 | 15,611          | (21,783)               | 41.75%                 |
| Conference & Travel            | 5,200  | 125             | (5,075)                | 2.40%                  |
| <b>TOTAL EXPENSES</b>          | 42,594 | 15,736          | (26,858)               | 36.94%                 |
| <b>Councillor - Sands</b>      |        |                 |                        |                        |
| Honorarium                     | 29,872 | 14,936          | (14,936)               | 50.00%                 |
| Per Diem                       | 7,522  | 1,215           | (6,307)                | 16.15%                 |
| <b>Salaries &amp; Benefits</b> | 37,394 | 16,151          | (21,243)               | 43.19%                 |
| Conference & Travel            | 5,200  | -               | (5,200)                | 0.00%                  |
| <b>TOTAL EXPENSES</b>          | 42,594 | 16,151          | (26,443)               | 37.92%                 |
| <b>Councillor - Svab</b>       |        |                 |                        |                        |
| Honorarium                     | 29,872 | 14,936          | (14,936)               | 50.00%                 |
| Per Diem                       | 7,522  | 2,325           | (5,197)                | 30.91%                 |
| <b>Salaries &amp; Benefits</b> | 37,394 | 17,261          | (20,133)               | 46.16%                 |
| Conference & Travel            | 8,933  | 2,042           | (6,891)                | 22.86%                 |
| <b>TOTAL EXPENSES</b>          | 46,327 | 19,303          | (27,024)               | 41.67%                 |
| <b>Councillor - Vacant</b>     |        |                 |                        |                        |
| Honorarium                     | 29,872 | -               | (29,872)               | 0.00%                  |
| Per Diem                       | 7,522  | -               | (7,522)                | 0.00%                  |
| <b>Salaries &amp; Benefits</b> | 37,394 | -               | (37,394)               | 0.00%                  |
| Conference & Travel            | -      | -               | -                      | 0.00%                  |
| <b>TOTAL EXPENSES</b>          | 37,394 | -               | (37,394)               | 0.00%                  |

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**MEETING DATE:** July 22, 2025

**PREPARED BY:** Sean Barnes, Sports & Events Manager

**PRESENTED BY:** Rick Kreklewich, Director of Community Services

**SUBJECT:** **Letter of Support for Red Deer Ladies Fastball Association**

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## **BACKGROUND**

The Red Deer Ladies Fastball Association recently hosted the 2024 Canadian Women's Fastpitch Championships at Sterling Industries Sports Park from August 7 to 11, 2024, which was extremely successful. They also won the bid to host the 2026 Canadian Women's Fastpitch Championship back in early 2025. Now Softball Canada has come back to the Red Deer Ladies Fastball Association to put in another bid for the 2026 U19 Canadian Women's Fast Pitch Championship. That will make two Canadian Championships back-to-back in August next year, making it a weeklong event.

## **DISCUSSION**

The Red Deer Ladies Fastball Association is interested in submitting a bid to host the 2026 U-19 Canadian Women's Fast Pitch Championships once again at Sterling Industries Sports Park. The date for the event would likely be August 3 to 7, 2026, and if successful, it will coincide with the other Ladies Championship August 7 to 9, 2026. The diamonds are currently available for that weekend.

The Red Deer Ladies Fastball Association is asking for the Town's support in hosting another prestige sporting event at Sterling Industries Sports Park and is hoping that the Town would waive the rental fee as they did for the other Canadian Championship.

## **FINANCIAL IMPLICATIONS**

By providing free usage of the ball diamonds, the Town will not receive any facility rental revenues for the event. The rental fees for this event would be \$1,920.

## **ADMINISTRATIVE RECOMMENDATION**

That Council consider the following motion:

1. That Council authorize the Mayor to sign a letter of support for the Red Deer Ladies Fastball Association to host the 2026 U19 Canadian Women's Fast Pitch Championship and to waive rental fees for the event.

## **ALTERNATIVES**

- a) That Council refer the Letter of Support for Red Deer Ladies Fastball Association back to Administration for additional information.

**ATTACHMENTS**

- *Email from Trudy Haraldson, Red Deer Ladies Fastball Association*

**APPROVALS**



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Kim Isaak,  
Chief Administrative Officer



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Department Director/Author

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**From:** Trudy Haraldson **ATIA 20(1)**  
**Sent:** July 21, 2025 2:28 PM  
**To:** Sean Barnes <[sbarnes@blackfalds.ca](mailto:sbarnes@blackfalds.ca)>  
**Cc:** Kurt Jensen <[KJensen@blackfalds.ca](mailto:KJensen@blackfalds.ca)>  
**Subject:** Re: 2026 U19 Nationals

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report any suspicious activities using the Report Phishing Email Button above.

Hey Sean,

Can I please get a letter of support from the Town? Just like I got for putting the women's bid in. Roughly 16-24 U19A teams. Aug 3-7

Thanks, Trudy

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



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**MEETING DATE:** July 22, 2025

**PREPARED BY:** Danielle Nealon, Executive & Legislative Coordinator

**PRESENTED BY:** Danielle Nealon, Executive & Legislative Coordinator

**SUBJECT:** **Regular Council Meeting Cancellation Request**

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**BACKGROUND**

The Town of Blackfalds' 2025 Council Meeting Schedule includes a Regular Council Meeting scheduled for Tuesday, August 12, 2025. Upon review of the upcoming agenda and consultation with Administration, it has been determined that there are no pressing items requiring Council's attention.

**DISCUSSION**

In accordance with the *Municipal Government Act* and the Town's Procedural Bylaw, Council may cancel a scheduled meeting if there is insufficient business to warrant convening. Administration has confirmed that no time-sensitive items are pending for the August 12<sup>th</sup> Regular Council Meeting.

Administration is recommending that the August 12, 2025, Regular Council Meeting be cancelled. Cancelling this meeting will allow Administration to focus on preparation for upcoming items.

**FINANCIAL IMPLICATIONS**

None

**ADMINISTRATIVE RECOMMENDATION**

That Council consider the following motion:

1. That Council formally cancel the August 12, 2025, Regular Council Meeting and direct Administration to post notice of the cancellation.

**ALTERNATIVES**

- a) That Council refer the Regular Council Meeting Cancellation Request back to Administration for more information.

**ATTACHMENTS**

- *Town of Blackfalds' 2025 Council Meeting Schedule*

**APPROVALS**

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Kim Issak,  
Chief Administrative Officer



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Department Director/Author

The public is invited to attend all Regular Council, Standing Committee of Council Meetings and Public Hearings

## Regular Council Meeting Schedule

Second and Fourth Tuesday  
Regularly Commencing at 7:00 pm

|             |           |                           |
|-------------|-----------|---------------------------|
| <b>2024</b> | November  | 12, 26                    |
|             | December  | 10, 24 (Cancelled)        |
| <b>2025</b> | January   | 14, 28                    |
|             | February  | 11, 25                    |
|             | March     | 11, 25                    |
|             | April     | 8, 22                     |
|             | May       | 13, 27                    |
|             | June      | 10, 24                    |
|             | July      | 8, 22                     |
|             | August    | 12, 26                    |
|             | September | 9, 23                     |
|             | October   | 14                        |
|             | October   | 30 Organizational Meeting |

## Standing Committee of Council Meeting Schedule

Regularly Commencing at 7:00 pm

|             |           |                                             |
|-------------|-----------|---------------------------------------------|
| <b>2024</b> | November  | 18                                          |
|             | December  | 16                                          |
| <b>2025</b> | January   | 20                                          |
|             | February  | 18                                          |
|             | March     | 17                                          |
|             | April     | 14                                          |
|             | May       | 20                                          |
|             | June      | 16                                          |
|             | July      | 14                                          |
|             | August    | 18                                          |
|             | September | 15                                          |
|             | October   | 20 (cancelled – General Municipal Election) |

Meeting dates and times are subject to change. Public notification of any variance to the approved schedule will be conducted in accordance with the MGA and Town of Blackfalds Bylaws and Policies.