AGENDA
REGULAR COUNCIL MEETING
August 11, 2025 @ 5:00 p.m.
IN THE TOWN OF VALLEYVIEW
COUNCIL CHAMBERS

A small town with big economic opportunities, Valleyview is on the way up!

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1. CALL TO ORDER

2. ACCEPTANCE OF AGENDA (adds & deletes)

3. ADOPTION OF MINUTES

3.1 Minutes 25-15 from the Regular Meeting of Council held on Monday, July 21, 2025.

3.2 Business arising from Minutes

4. PUBLIC HEARINGS

4.1 There are no Public Hearings

5. PRESENTATIONS & DELEGATIONS

5.1 There are no Presentations & Delegations

6. TOWN OPERATIONAL REPORTS

6.1 Utilities Report submitted by Carol McCallum.
6.2 Public Works Report Submitted by Dave Descheneaux.
6.3 Community Services Report submitted by Tracey Stewart.
6.4 Bank Reconciliation for month ending July 31, 2025:

COMMITTEE REPORTS (Boards, Commissions & Committee Minutes)

7.1 There are no Committee Reports

8. OLD BUSINESS

8.1 There is no Old Business

9. NEW BUSINESS

9.1 RFD – Utility Cost Recovery – Cost recovery options in water, wastewater, solid waste and recycling services
9.2 RFD – Utility Infrastructure Fees – Implement a phased monthly infrastructure replacement fee for water, sewer, and drainage utilities
9.3 RFD – Results of Public Participation Plan – Summary of the results from the recent Community Engagement Survey
9.4 RFD – Rear Access Road for New School – Explore a gravel access road from Range Road (50 Street) to the school's parking lot to alleviate potential traffic congestion in front of the school.
9.5 RFD – CAO Performance Evaluation
9.6 RFD – Establish Reserve Bids and Conditions of Sale for Tax Recovery on DMH's.
9.7 RFD – Contracted By-Law Enforcement Services
9.8 RFD – Street Sweeping Policy

10. BYLAWS

10.1 There are no Bylaws

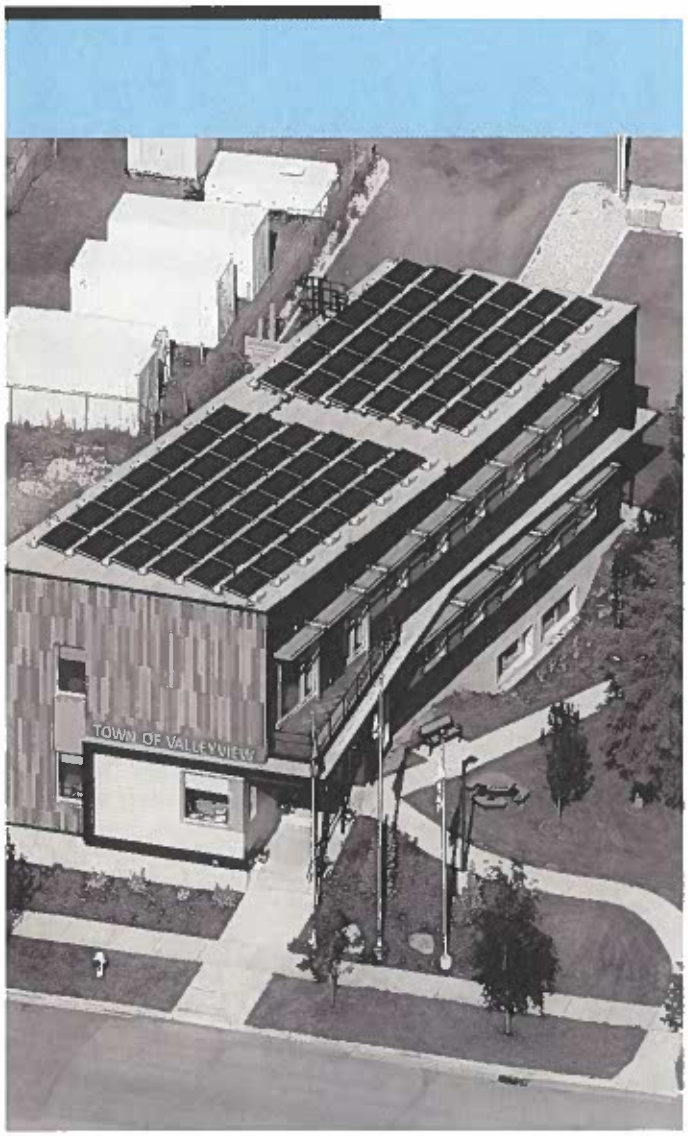
11. CORRESPONDENCE

11.1 Elected Officials Orientation Seminar – October 29, 2025, St. Isadore Cultural Centre

12. CLOSED SESSION

12.1 There is no Closed Session

13. ADJOURNMENT



MINUTES

MINUTES

REGULAR COUNCIL MEETING

COUNCIL CHAMBERS

TOWN ADMINISTRATION OFFICE

TOWN OF VALLEYVIEW
REGULAR COUNCIL MEETING MINUTES
MINUTES 25-15
Monday July 21, 2025
5:00 PM IN THE TOWN OF VALLEYVIEW
COUNCIL CHAMBERS

PRESENT

Mayor	Vern Lymburner
Councilors:	Delwin Slemp
	Ken Wittig
	Samantha Steinke
	Tanya Boman via Teams
	Danny McCallum via Teams

REGRETS

Councillor:	Delwin Slemp

ADMINISTRATION

Chief Administrative Officer	Jim Fedyk
Director of Corporate Services:	Kathy McCallum
Director of Utilities & Asset Management	Carol McCallum
Director of Community Services:	Tracy Stewart
Director of Public Works:	Dave Descheneaux
Administrative Officer/Recording Secretary:	Karen Staples

1. CALL TO ORDER

Call to Order

Mayor Lymburner called the Regular Council Meeting to order at 5:00pm

2. ACCEPTANCE OF AGENDA (adds & deletes)

Agenda Acceptance
Resolution #25-15-204

2.1 Councillor Steinke moved that Town Council adopt the July 21, 2025, Regular Council Meeting Agenda as presented.

CARRIED

3. ADOPTION OF MINUTES

3.1 Regular Council Meeting Minutes 25-14 June 23, 2025.

RCM Minutes
Resolution #25-15-205

Councillor Steinke moved that Town Council approve the Regular Town Council Meeting Minutes 25-14 dated Monday June 23, 2025, as amended.

CARRIED

3.2 Business arising from Minutes

No Business arising from the minutes

4. PUBLIC HEARINGS

4.1 There are no Public Hearings

5. PRESENTATIONS & DELEGATIONS

5.1 BJ Rohloff 5:00pm – Re: Increased presence of unhoused individuals in the community.

Presentations & Delegations Resolution #25-15-206

Councillor Steinke moved that Town Council accept as information.

CARRIED

Councillor Ken Wittig stepped out at 5:14pm, returned at 5:15pm

Presentations & Delegations Resolution #25-15-207

Councillor Steinke moved that Town Council have administration draw up a letter to the Crown Prosecutor in efforts to help remove the homeless/offenders from town.

CARRIED

5.2 Janitha Patel 5:20pm – Re: Request for property tax forgiveness

Presentations & Delegations Resolution #25-15-208

Councillor Wittig moved that Town Council accept as information

CARRIED

6. TOWN OPERATIONAL REPORTS

6.1 Utilities Report submitted by Carol McCallum;
6.2 Public Works Report submitted by Dave Descheneaux;
6.3 Community Services Report submitted by Tracey Stewart;
6.4 Bank Reconciliation for month ending June 30, 2025

Town Operational Reports Resolution #25-15-209

Councillor Steinke moved that Town Council accept the Town Operational Reports as presented.

CARRIED

7. COMMITTEE REPORTS (Boards, Commissions & Committee Minutes)

7.1 Green View Family and Community Support Services Board Monthly Report

Committee Reports
Resolution #25-15-210

Councillor Steinke moved that Town Council accept the Green View Family and Community Support Services Board Monthly Report as information.

CARRIED

7.2 Valleyview & Districts Recreation Board Meeting Minutes June 10, 2025.

Committee Reports
Resolution #25-15-211

Councillor Steinke moved that Town Council accept the Valleyview & Districts Recreation Board Meeting Minutes June 10, 2025 as information.

CARRIED

7.3 Heart River Housing meeting minutes from May 22, 2025.

Committee Reports
Resolution #25-15-212

Councillor Steinke moved that Town Council accept the Heart River Housing meeting minutes from May 22, 2025 as information.

CARRIED

8. OLD BUSINESS

8.1 RFD – Hold one Regular Council Meeting in August

Old Business
Resolution #25-15-213

Councillor Boman moved that Town Council hold one Regular Council Meeting on August 11, 2025 at 5:00pm in Council Chambers.

CARRIED

9. NEW BUSINESS

9.1 RFD – Transfer of Proceeds from Sale of Surplus Public Works Assets to Reserve

New Business
Resolution #25-15-214

Councillor McCallum moved that Town Council approve the transfer of funds from the sale of surplus equipment from GL 1-32-00-590 to GL 4-32-00-763 Public Works Reserve.

CARRIED

9.2 RFD – Authorization for sale of Community Peace Officer (CPO) unit.

New Business
Resolution #25-15-215

Councillor Boman moved that Town Council approves and authorizes the sale of the CPO unit to the Town of Peace River for $53,000 with revenue directed to capital reserve 4-32-00-763 Public Works Equipment Reserve.

3 FOR, 2 APPOSED

New Business
Resolution #25-15-216

9.3 RFD – Transfer of reserve Funds

Councillor Wittig moved that Council approves the transfer of the remaining funds from the Playground Equipment Reserve ($406,800.19) to the Water Supply Upgrade Reserve.

4 FOR, 1 APPOSED

9.4 RFD – 2026 Budget Deliberation & Schedule

New Business
Resolution #25-15-217

Councillor Steinke moved that Town Council approves the budget schedule and advises administration to schedule a budget deliberation meeting for September 9th, 2025 at 5:00pm.

CARRIED

9.5 RFD – Airport Lease

New Business
Resolution #25-15-218

Councillor Wittig moved that Town Council approve the airport lease terms, as presented, with leases to be signed by all airport tenants prior to September 1st to ensure continued tenancy.

CARRIED

10. BYLAW

10.1 There are no Bylaws

11.CORRESPONDENCE

11.1 Albera Affordability and Utilities – reply to letter concerning the direct sale of natural gas to several high volume consumers in central Alberta.

Correspondence
Resolution #25-15-219

Councillor McCallum moved that Town Council accept the Alberta Affordability and Utilities letter as information.

CARRIED

11.2 Counselling Alberta – invite community to proclaim October 9, 2025 as National Depression Screening Day.

Correspondence
Resolution #25-15-220

Councillor Steinke moved that Town Council accept as information.

CARRIED

11.3 Alberta Care Conference 2025 – September 10-12, 2025

Correspondence
Resolution #25-15-221

Councillor Steinke moved that Town Council send Mayor Lymburner to the Alberta Care Conference 2025 being held September 10-12, 2025

CARRIED

11.4 Royal Canadian Mounted Police – Introduction of new Commanding Officer, Trevor Daroux.

Correspondence Resolution #25-15-222

Councillor McCallum moved to accept the Royal Canadian Mounted Police letter as information.

CARRIED

12. CLOSED SESSION

12.1 There is no Closed Session

13. ADJOURNMENT

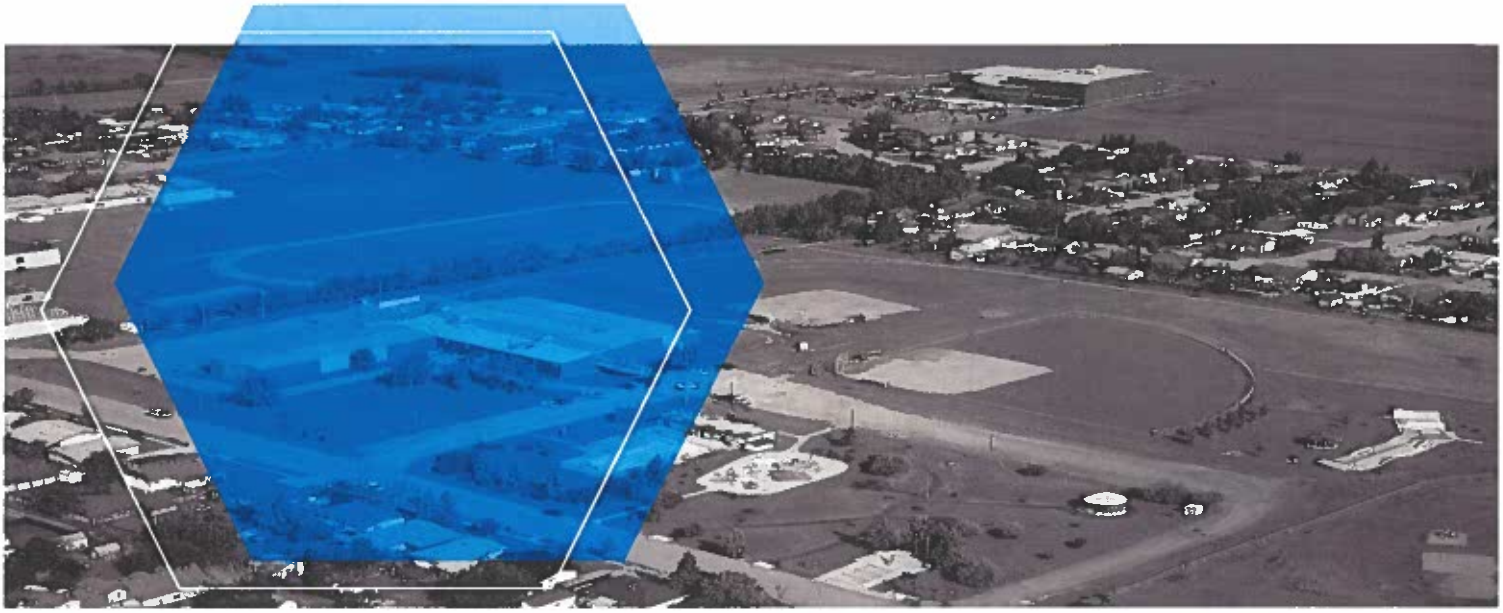
Adjournment Resolution #25-15-223

Councillor Steinke moved the Monday, July 21, 2025, Regular Council Meeting adjourned at 7:14pm.

CARRIED

Mayor, Vern Lymburner

CAO, Jim Fedyk



REPORTS

TOWN OPERATIONAL & COMMITEE REPORTS

REGULAR COUNCIL MEETING

COUNCIL CHAMBERS

TOWN ADMINISTRATION OFFICE

Directors Operational Report

Date:	**August 11, 2025**
From:	**Carol McCallum, Director of Utilities & Asset Management**
Department:	**Utilities & Asset Management**

Utilities – Gas Department

Service Calls/Changes in Service:

- Ongoing meter replacements and line locates.

System Maintenance:

- Vegetation cleared at block valve sites.

Regulator & Compliance Updates:

- Annual insurance survey and renewal with AON completed.
- ATCO crossing agreement fully executed.
- Letter submitted to Alberta Energy Regulator (AER) regarding the use of trust account funds to meet addition site reclamation requirements.

Utilities – Water/Wastewater Department

Service Calls/Changes in Service:

- Ongoing meter replacements and line locates.

Raw Water:

- River pumping resumed to replenish raw water reservoir levels.

Water Distribution System:

- Backup generator operated for 4 hours during power outages on August 1 & 6, impacting the Water Treatment Plant.
- Exhaust fan at Water Treatment Plant replaced.
- Two hydrant internals replaced; excavation pending to locate leak source, with water lines flushed post-repair to meet regulator standards.

Wastewater System:

- Power restored same day after a 16.5-hour outage caused by transformer pole caught fire; ATCO restored power with new installation.
- Overflowing manhole at 4005 45 Street; non-compliance letter submitted to AEPA.

Utilities – Administration

- "Click Before You Dig" campaign updated with active webpage and social media promotion.
- Participated in Rodeo Fair Parade.
- Facebook post issued addressing recent concerns regarding water taste, odor, and appearance concerns.
- Ongoing review and modernization of utility bylaws; Water Conservation Bylaw currently under internal review

Directors Operational Report

Date:	**August 11, 2025**
From:	**Dave Descheneaux, Director of Public Works**
Department:	**Public Works**

Road and Sidewalk Maintenance:

- An agreement has been finalized with a contractor for sidewalk repairs and replacements and we are awaiting scheduling.
- A culvert washout occurred on 50th Street near 53rd Avenue; repairs are scheduled and may be completed at the time of this report.
- Crack sealing has begun; crews started on Main Street and will continue in the school zones as time and manpower allow.
- We will be completing crosswalk painting in school zones; followed by curbs on Main Street.
- Pothole repairs continue to be addressed on a priority basis and as manpower allows.
- Road grading continues as conditions require.
- Operators continue to smooth and maintain dig ups throughout town.

Waste Management:

- Operators are hauling accumulated soil from the 39th Avenue compost site to the landfill.

Vegetation Management:

- Grass mowing and weed trimming continue.

Underground Infrastructure:

- Crews and equipment assisted in clearing a sewer back up on Highway Street West.
- Storms drains and culverts continue to be cleared periodically.

Airport:

- We have implemented auditory deterrents for wildlife hazard mitigation.

Other:

- Public Works filled two full-time labourer positions.

Directors Operational Report

Date:	**August 11, 2025**
From:	**Archie Stewart, Director of Community Services**
Department:	**Community Services**

Recreation:

- Park Pop-Ups program is running well. There are six in total, and they will finish up at the end of August. They have been a big draw so far with as many as 100 people showing up. These are funded by the AB Blue Cross Community Well Being Grant.
- Annual corn boils will begin this month. They will be held from August 18-21.
- School supply drop box program has begun. We have boxes situated at different businesses around town to collect donations for kids/families that may need extra help.
- Community information night is being held at the Memorial Hall in early September.
- We are starting to prepare for our annual Fall Festival that is scheduled for September 12
- Once again this year, we are putting in a float for the Rodeo Parade.

Facilities:

- Minor Ball and Adult Slo-Pitch have finished up their respective seasons. Girls' fastball was the last to end in mid-July with their Provincial tournaments
- The spray park has proven to be a well-used facility so far this spring/summer. It's been a popular place for families, especially with the hot dry weather we have had.
- Memorial Hall door replacement project has been completed, and public feedback has been very positive.
- Annual arena maintenance is ongoing and will be finished before fall/winter season arrives.
- We've been in contact with some arena users already and are in the process of finalizing an arena start-up date.

Streets, Parks & Cemetery:

- Grass cutting has slowed significantly with the hot, dry weather.
- We have removed dead trees from the boulevards on main street. In the process of finding a company to replace these as our usual landscaping company is unable to commit to planting currently.
- The Community Garden is flourishing, just need more people to come pick the vegetables that are ready.

Community Peace Officer/ Bylaw:

- For July, there were 21 total occurrences/complaints. 6 involved traffic control , 2 animal control complaints,12 Community Standards occurrences, and one Land Use Bylaw.

TOWN OF VALLEYVIEW

BANK RECONCILIATION STATEMENT

GENERAL ACCOUNT FOR THE MONTH ENDING July-31 2025

Net Balance at End of the Previous Month	$	**4,062,196.14**
Receipts for the Month	$	302,481.19
Direct Deposits	$	1,579,756.42
Void/Cancelled Cheque: chq# 41970, 41994, 4211, 42785	$	765.69
Interest on Account	$	11,788.42
Credit Memo		
GST Refund		
Monthly Taxes	$	56,368.63
Misc Credit		
SUB-TOTAL	$	**6,013,356.49**
LESS:		
Disbursements for the Month (A/P)	$	351,888.37
Disbursements for the Month (Payroll)	$	185,549.51
Lease payments	$	3,922.02
Federal Fuel Charge		
Gas Alberta Invoice	$	15,254.40
Bill Payments on line (Visa, Bell & Telus Bills)	$	10,432.39
Bill Payments on line (Receiver General)	$	81,975.34
School Requisition pymt		
Debenture Payments		
Employee RRSP's	$	125.00
Chargebacks		
Debit Machine Service Charges	$	3,310.36
Debit Memo Xerox		
Debit Memo		
NET BALANCE AT MONTH END	$	**5,360,899.10**
Balance on Bank Statement	$	5,304,155.73
Deposits by Month End not Included on Statement	$	167,974.67
LESS:		
Outstanding Cheques	$	111,231.30
NET BALANCE AT MONTH END	$	**5,360,899.10**

This statement submitted to Council this 1th day of August 2025.

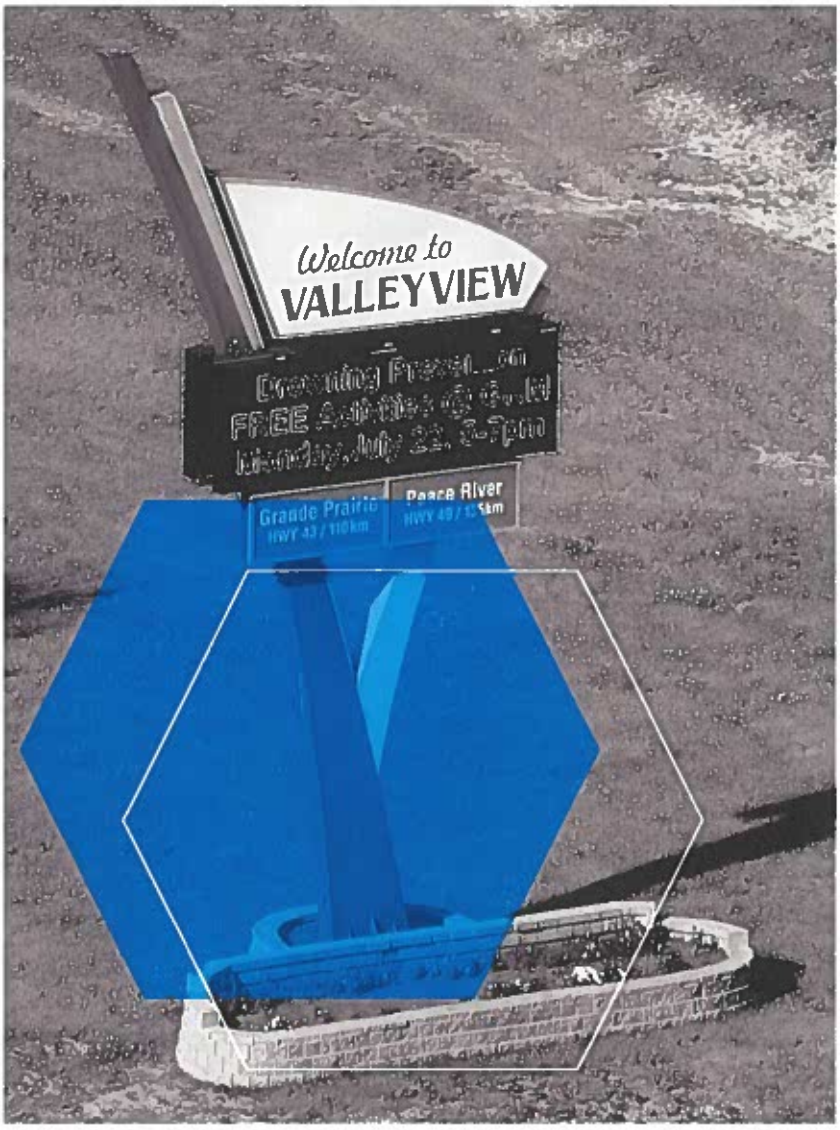
_____

MAYOR

_____

SECRETARY-TREASURER

BALANCE OF RESERVES/INVESTMENTS: 0



REGULAR COUNCIL MEETING

COUNCIL CHAMBERS

TOWN ADMINISTRATION OFFICE

NEW BUSINESS

NEW BUSINESS

Town of Valleyview

Request for Decision

Date:	**August 11, 2025**
From:	**Jim Fedyk, CAO**
Subject:	**Utility Cost Recovery**

1.0 PURPOSE

To present options for achieving cost recovery in water, wastewater, solid waste and recycling services in order to reduce reliance on taxes and ensure their long-term sustainability.

2.0 BACKGROUND AND DISCUSSION

Cost recovery is important to ensure that utility services remain financially sustainable without relying on property taxes or subsidies. Utilities are typically structured as self-sustaining systems where users pay for what they consume – leading to stronger incentives for conservation and waste reduction. User-pay models ensure the full cost of delivering that service is not hidden and the service is funded fairly.

Attached to this issue is the breakdown of each utility including an overview of the deficit, the current rate structure, and an analysis and recommendation that would lead to cost recovery. The results are as follows:

Water

Current Deficit $300,000

Current Rates	**Residential**	**Commercial**
Current Base Rate	$25 for first **10 cubes** ($2.50/$m^3$)	$46 for first **20 cubes** ($2.30/$m^3$)
Current Variable Rate	$9.50/1000 gallons ($2.09/m^3)	$9.50/1000 gallons ($2.09/m^3)

Proposed Rates	**Residential**	**Commercial**
Proposed Base Rate (for the first **15 cubes**)	$35/month ($2.33/m3)	$50/month ($3.33/m3)
Proposed Variable Rate **15.1 to 50 cubes**	$3.50/$m^3$	$3.50/$m^3$
Proposed Variable Rate **50.1+ cubes**	$4.50/$m^3$	$4.50/$m^3$

These proposed rates would achieve 40% cost recovery through fixed fees, with the remaining 60% recovered through a two-tiered variable rate system. A tiered rate is fair and should lead to more efforts towards water conservation.

Currently, high-volume commercial users are likely underpaying ($2.09/m^3 unlimited) despite placing the greatest strain on the water system. Comparable rates across western Canada for these users often range from $3.50 to $6.00 or more per cubic meter.

While necessary, the adjustment may be a significant shift for these users. Council may choose to implement the change all at once or adopt a more gradual, long-term approach.

Sewer

Current Deficit $118,000

Current	Minimum Rate/month	Billing
Residential	$23	46% of water charge
Commercial	$29	46% of water charge

Proposed	Minimum Rate/month	Billing
Residential	$23	40% of water charge
Commercial/Industrial	$29	40% of water charge

Should Council adopt the proposed water rates, cost recovery for the sanitary sewer system can be achieved by retaining the minimum rate and reducing the sewer billing percentage from 46% to 40%.

Solid Waste

Current Deficit $109,000

Current	Basic Rate/month
Residential	$18
Commercial	$75 bin, $38.50 bin, $27.50 bin
Bin Dumps	$30/dump, $15/dump, $15/dump

Proposed	Basic Rate/month
Residential	$23
Commercial	$80 bin, $43.50 bin, $32.50 bin
Bin Dumps	$35/dump, $20/dump, $20/dump
Admin Fee	$2.33/account

For solid waste, a balanced increase across all user types is more justifiable. The above model raises all fees and tiers by $5.00. This should result in $413,000 of revenue which is still $25,000 short of cost recovery.

To meet the target, Council could decide to charge a small administrative or environmental fee of $2.33 on each account per month.

Recycling

Current Deficit $72,500

Current	Basic rate/month
Residential	$7
Commercial	$17

Proposed	
Residential	$12
Commercial	$30

Cost recovery can be achieved by increasing residential rates by $5/month and commercial by $13/month. This is a 71% increase.

Effect on Taxes

Moving toward full cost recovery is not about charging more but charging fairly. It ensures that users pay based on how much they consume and how much they strain the system, while allowing the Town to reduce its tax burden on the average property owner.

In services like solid waste, cost recovery has a relatively direct and reciprocal effect on taxpayers. Since almost all households and businesses generate waste and already pay for it, increasing rates to achieve cost recovery allows the Town to reduce the tax-supported subsidy resulting in a cost-neutral shift, with utility increases offset by tax savings.

In contrast, transitioning the water system to full cost recovery with a tiered rate model will result in uneven changes in financial burden across user types.

Residential users and small businesses will typically see moderate increases, balanced by reduced taxes. High-volume commercial users, however, will experience significant increases due to their consumption levels. Since their prior usage was partially subsidized by general taxation, these users will not receive a proportionate decrease in taxes relative to their new water charges.

This may feel like a net increase to those users but from a policy perspective, it is simply the removal of a hidden subsidy, aligning their rates with actual system impact.

Should Council wish to make changes to utility user fees, they may do so through the Fees and Charges Bylaw with changes taking effect January 1st, 2026.

3.0 ALTERNATIVES

3.1 Council may direct administration to include the proposed cost recovery utility rates in the Fees and Charges Bylaw to be brought back to Council for approval.

3.2 Council may direct administration to develop a phased utility cost recovery plan to gradually increase utility rates over the course of five- or ten- year period and bring back to Council for approval.

3.3 Council may choose to maintain current utility rates and not pursue cost recovery at this time.

4.0 FINANCIAL/OTHER IMPLICATIONS

Cost recovery for utilities achieved. Reciprocal decrease in 2026 taxes.

5.0 ATTACHMENTS

Memo to Council re: Cost Recovery Analysis
Utility Cost Recovery PowerPoint

6.0 RECOMMENDATIONS

That Council direct Administration to include the proposed cost recovery utility rates in the Fees and Charges Bylaw to be brought back to Council for approval;

And further, that Council direct Administration to prepare a Public Participation Plan for approval, identifying 'Inform' as the type of engagement.

Submitted By: Jim Fedyk, CAO

Approved By: 

Memo to Council

Re: Utility Cost Recovery Rates

Water Rates

Overview

2025 Budgeted Expenses	**$1,500,000**
Minus ATAP contract	-$350,000
Minus bulk water sales	-$150,000
2025 Budgeted Net Expenses	$1,000,000
2025 Budgeted User Fee Revenue	$700,000
2025 Expected Deficit	($300,000)

Rate Structure

	Base Rate	Variable Rate
Residential	$25 for first 10 cubes ($2.50/m^3)	$9.50/1000 gallons ($2.09/m^3)
Commercial	$46 for first 20 cubes ($2.30/m^3)	$9.50/1000 gallons ($2.09/m^3)

This rate structure does not incentivize water conservation. Water is actually cheaper the more that you use. Commercial users are actually paying less than residential even though they often place greater stress on our infrastructure, must be sized larger and have greater ability to absorb costs. At the same time high commercial water costs could discourage business growth and drive away small business.

A common compromise is to apply a higher fixed service fee to commercial and multi-tier variable rates equally where high users pay more per cube beyond certain thresholds

Analysis

	Accounts
Residential	743
Commercial	151
Total	**894**

- Average annual consumption in Valleyview is 250,000 m^3
- Disregarding outdoor use (lawn watering), the average family in **Alberta** uses between 15 and 20m^3

Memo to Council

Re: Utility Cost Recovery Rates

- In May 2025, 48% of Valleyview water users consumed less than 10 cubes while 64% consumed less than 15 cubes

The majority of a water system's costs are fixed, not variable as there are essential costs to keeping the system operational. Current fixed rates are only contributing $144,000 per year or 13% of the total water system's cost

Best practice benchmark is to recover 60-75% of system costs through fixed charges. This is very difficult as achieving 60% would require a $93 fixed monthly charge to all water users across the board.

In a small town like Valleyview, 40% recovery by fixed charges would be more realistic. Across the board this would mean a $37.29 month charge. This could roughly be achieved by charging residential users $35 for their first 15 cubes and commercial users $50 for their first 15 cubes.

Thereafter, a variable tiered approach is fair as it encourages conservation and makes those that put the most strain on the system pay for it

Recommendation

To achieve cost recovery, fixed base rates that cover at least 40% of the system's cost is a good foundation. This ensures a consistent revenue stream and ensures that each user is paying an appropriate charge for having 24/7 access to water regardless of amount used.

	Base Rate
Residential	$35/month for the first 15 cubes ($2.33/$m^3$)
Commercial/Industrial	$50/month for the first 15 cubes ($3.33/$m^3$)

Expected Annual Revenue: $400,000 ($33,333/month)

A variable rate covers the remaining 60% of system costs while encouraging conservation and fairness. Typical variable rates per cube in Alberta & Western Canada are as follows:

- Low-Use Residential: $1.50–$3.00 per m^3
- Average Small Businesses: $2.50–$4.00 per m^3
- High-Volume Commercial/Industrial: $3.50–$6.00+ per m^3

Memo to Council

Re: Utility Cost Recovery Rates

	Variable Rates	
	15.1 to 50 cubes	**50.1+ cubes**
Residential	$3.50/m3	$4.50/m3
Commercial	$3.50/m3	$4.50/m3

Expected Annual Revenue: $600,000 ($50,000/month)

Total Annual Water Revenue from meters: $1,000,000

Sewer Rates

Overview

2025 Budgeted Expenses	**$488,000**
2025 Budgeted Revenue	$370,000
2025 Expected Deficit	($118,000)

Rate Structure

	Minimum Rate/month	Billing
Residential	$23	46% of water charge
Commercial	$29	46% of water charge

Analysis and Recommendation

The Town needs revenue of $40,600 per month to reach cost recovery

By adopting the new water rates and reducing the sewer billing percentage from 46% to 40%, The sanitary sewer system will be achieving cost recovery.

	Minimum Rate/Month	Billing
Residential	$23	40% of water charge
Commercial/Industrial	$29	40% of water charge

Expected Annual Revenue: $480,000

Memo to Council

Re: Utility Cost Recovery Rates

Solid Waste Rates

Overview

2025 Budgeted Expenses	**$438,000**
2025 Budgeted Revenue	$320,000
2025 Expected Deficit	($109,000)

Rate Structure

	Basic Rate/month
Residential	$18
Commercial	$75 bin, $38.50 bin, $27.50 bin
Bin Dumps	$30/dump, $15/dump, $15/dump

Analysis and Recommendation

	Accounts
Residential	690
Commercial	112
Total	**894**

69 businesses rent a $27.50 bin, 31 businesses rent a $38.50 bin, and 12 businesses rent a $75 bin

	Monthly	Annually
Residential	$12,500	$150,000
Commercial	$4,000	$48,000
Bin Pickup	$10,500	$126,000
	$27,000	**$324,000**

	Basic Rate/month
Residential	$23
Commercial	$80 bin, $43.50 bin, $32.50 bin
Bin Dumps	$35/dump, $20/dump, $20/dump

Expected Annual Revenue: $480,000

Memo to Council

Re: Utility Cost Recovery Rates

Recycling Rates

Overview

2025 Budgeted Expenses	**$177,500**
2025 Budgeted Revenue	$105,000
2025 Expected Deficit	($72,500)

Rate Structure

	Basic rate/month
Residential	$7
Commercial	$17

Analysis and Recommendation

	Accounts
Residential	771
Commercial	150
Total	**921**

Current Revenue and Breakeven Requirement

	Monthly	Annually
Residential	$5,390	$65,000
Commercial	$2,533	$30,400
Other	$666	$8000
	$7,923	$103,400
Required User Fees to Break even		$169,000

Recommended Charges

	Monthly Charge	Annual Revenue
Residential	$12	$111,000
Commercial	$30	$54,000
		$165,000

Utility Cost Recovery

Water, Wastewater, Solid Waste & Recycling

The Challenge

Have those that use the service, pay for the service

- **Reduce reliance on property taxes**
- **Ensure long-term financial sustainability**
- **Promote fairness and conservation through user-pay models**

Overview of Deficits

- Current reserve balances are not sufficient to meet long-term needs.
- Total annual need is $600,000 for these four utilities
- Approximately $66.77/month is required from utility accounts to fully address the infrastructure deficit
- **This would likely be untenable for most residents**

Utility	Annual Deficit	
Water	$300,000	
Wastewater	$118,000	
Solid Waste	$109,000	
Recycling	$72,500	

Water – Proposed Rate Structure

Current Residential:

- Base: $25 for first 10m³
- Variable: $2.09/m³

Current Commercial:

- Base: $46 for first 20m³
- Variable: $2.09/m³

Proposed Residential:

Base: $35 for first 15m³

Tier 1: $3.50/m³ (15.1–50m³)

Tier 2: $4.50/m³ (50.1+ m³)

Proposed Commercial:

Base: $50 for first 15m³

Tier 1: $3.50/m³ (15.1–50m³)

Tier 2: $4.50/m³ (50.1+ m³)

Why Change Water Rates?

- Current system subsidizes high-volume users
- Commercial users underpay ($2.09/m³ vs. market $3.50–$6.00)
- Tiered rates better reflect actual system impact
- Ensures fairness: Pay for what you use

The Result – top 15 users

May 2025	m^3	Current	New
User 1	1,053.99	$ 2,210	$ 4,675
User 2	948.00	$ 1,992	$ 4,199
User 3	796.00	$ 1,669	$ 3,515
User 4	646.00	$ 1,355	$ 2,840
User 5	556.00	$ 1,175	$ 2,435
User 6	485.00	$ 1,023	$ 2,115
User 7	444.00	$ 937	$ 1,931
User 8	372.69	$ 785	$ 1,610
User 9	360.00	$ 757	$ 1,553
User 10	338.00	$ 719	$ 1,454
User 11	312.00	$ 662	$ 1,337
User 12	297.00	$ 633	$ 1,269
User 13	241.34	$ 510	$ 1,019
User 14	239.00	$ 510	$ 1,008
User 15	232.00	$ 491	$ 977

The Result – middle 15 users

May 2025	m3	Current	New
User 439	11.00	$ 35	$ 35
User 440	11.00	$ 35	$ 35
User 441	11.00	$ 35	$ 35
User 442	11.00	$ 35	$ 35
User 443	11.00	$ 35	$ 35
User 444	11.00	$ 35	$ 35
User 445	11.00	$ 35	$ 35
User 446	11.00	$ 35	$ 35
User 447	11.00	$ 35	$ 35
User 448	11.00	$ 35	$ 35
User 449	11.00	$ 35	$ 35
User 450	11.00	$ 35	$ 35
User 451	11.00	$ 35	$ 35
User 452	11.00	$ 35	$ 35
User 453	11.00	$ 35	$ 35

The Result – bottom 15 users

May 2025	m3	Current	New
User 880	0.00	$ 25	$ 35
User 881	0.00	$ 25	$ 35
User 882	0.00	$ 25	$ 35
User 883	0.00	$ 25	$ 35
User 884	0.00	$ 25	$ 35
User 885	0.00	$ 25	$ 35
User 886	0.00	$ 25	$ 35
User 887	0.00	$ 25	$ 35
User 888	0.00	$ 25	$ 35
User 889	0.00	$ 25	$ 35
User 890	0.00	$ 25	$ 35
User 891	0.00	$ 25	$ 35
User 892	0.00	$ 25	$ 35
User 893	0.00	$ 25	$ 35
User 894	0.00	$ 25	$ 35

Wastewater – Proposed Change

- Maintain minimum rates (Res $23, Comm $29)
- Adjust % of water charge from 46% → 40%

- Achieves cost recovery if the water rates are adjusted
- Simplifies billing

Solid Waste – Proposed Change

- Increase of $5 per charge gives us $413K in revenue
- Still $25K short → Admin fee closes gap

Utility	Current	Proposed
Residential (base)	$18	$23
Bin Dump Fees	$35/$20	$40/$25
New Admin Fee	-	$2.33

Recycling – Proposed Change

- 71% increase to both achieves full cost recovery
- Flat charge

Utility	Current	Proposed
Residential	$7	$12
Commercial	$17	$30

Tax Implications

- Utility increases reduce reliance on taxes
- Residential users see balanced impact (rates ↔ tax)
- High-volume users see net increase – reflects usage
- Policy shift removes hidden subsidies

Option 1:
Adopt full cost recovery rates effective Jan 1, 2026

Option 2:
Phase-in over 5–10 years

Option 3:
Maintain current rates, continue subsidies

Options for Council

Recommendation

Administration Recommends:

That Council direct administration to include the proposed cost recovery utility rates in the Fees and Charges Bylaw, to take effect January 1, 2026.

- Sustainable and fair
- Aligns rates with system use
- Reduces tax burden

Town of Valleyview

Request for Decision

Date:	**August 11, 2025**
From:	**Jim Fedyk, CAO**
Subject:	**Utility Infrastructure Fees**

1.0 PURPOSE

To seek Council's approval to implement a phased monthly infrastructure replacement fee for water, sewer, and drainage utilities, so as to ensure long-term sustainability of essential infrastructure and reduce future reliance on borrowing or sudden rate increases.

2.0 BACKGROUND AND DISCUSSION

The Town's 2018 Infrastructure Assessment Report identified the need for substantial annual investments to replace aging water, sewer, and drainage infrastructure:

Utility	Estimated Annual Infrastructure Need
Water	$936,800
Sewer	$203,800
Drainage (Storm)	$200,000
Total	**$1,340,600**

The Town currently has **893 water accounts**, **873 sewer accounts**, and **no storm sewer-specific accounts**, meaning storm-related costs are typically recovered through either the water or sewer utility rates.

Reserve balances as of 2024 year-end are:

- **Water reserve:** $620,000
- **Sewer reserve:** $10,000
- **Drainage reserve:** $0

After accounting for existing reserves, the **adjusted annual funding requirement** is:

Utility	Adjusted Annual Need	Monthly Fee per Account
Water	$316,800	$29.57
Sewer	$193,800	$18.50
Drainage	$200,000	$18.70
Total Monthly Fee	—	**$66.77**

This monthly fee is not currently being charged, and without it, the Town will face growing infrastructure deficits that could lead to service disruptions, emergency repairs, or increased borrowing in future years.

Analysis
Implementing the full $66.77/month fee immediately will be cost-prohibitive for most residents. Administration recommends a **phased approach** to ease in the cost while beginning to build sustainable reserves.

A **further modified approach** could reduce the proposed infrastructure fee by 50% to approximately $33.39 per account per month. This assumes that the remaining infrastructure costs will be funded through provincial and federal matching grants. While this reduces the burden on residents, it relies on the Town consistently securing outside funding. Council should recognize that if grants are not awarded, infrastructure gaps may persist, and the fee may need to be reassessed in future years.

Funding requirements assuming 50% matching grants

Utility	Adjusted Annual Need	Monthly Fee per Account
Water	$158,400	$14.79
Sewer	$96,900	$9.25
Drainage	$100,000	$9.35
Total Monthly Fee	—	**$33.39**

Options for Council Consideration

Option 1: Phase-In Over 4 Years
Introduce 25% of the full fee each year:

Year	% of Full Fee	Monthly Fee
2025	25%	$8.35
2026	50%	$16.69
2027	75%	$25.04
2028	100%	$33.39

This approach balances financial responsibility with resident affordability and allows the Town to begin addressing the funding gap immediately.

Option 2: Utility-by-Utility Ramp-Up
Introduce one utility at a time:

- 2025: Introduce water fee only ($14.79/month)
- 2026: Add sewer fee ($9.25/month)
- 2027: Add drainage fee ($9.35/month)

Full fee in place by 2027. Council could also decide to eliminate specific fees, such as the drainage fee.

3.0 ALTERNATIVES

3.1 Council may implement total monthly infrastructure fees of approximately $33.39 per account, representing 50% of the full need, assuming the remainder will be funded through matching grants. The fee would be phased in over 4 years (25% per year), beginning in 2025.

3.2 Council may choose to charge the full monthly infrastructure fee, covering 100% of the identified replacement need, with no reliance on grants.

3.3 Council may choose to postpone adding infrastructure charges to utility accounts.

4.0 FINANCIAL/OTHER IMPLICATIONS

This infrastructure fee will directly fund the replacement of aging water, sewer, and storm infrastructure. It will reduce the Town's reliance on debt and minimize the risk of service failure or emergency repairs in the future.
A phased implementation reduces short-term financial impact while building reserves over time.

5.0 ATTACHMENTS

Proposed Infrastructure Replacement Fee PowerPoint

6.0 RECOMMENDATIONS

That Council approve the implementation of phased monthly infrastructure replacement fees totaling $33.39 per account with the monthly fee comprised of:

- $14.79 for water infrastructure (charged to all water accounts),
- $9.25 for sewer infrastructure (charged to all sewer accounts),
- $9.35 for drainage infrastructure (charged to all utility accounts);

And further, that the fee be phased in over four years beginning January 1, 2026, with 25% of the total applied in Year 1 and increasing thereafter by 25% annually until the full fee of $33.39 per month is reached by 2029;

And further, that Council direct Administration to prepare a Public Participation Plan for approval, identifying 'Inform' as the type of engagement.

Submitted By: Jim Fedyk, CAO

Approved By: 

Proposed Infrastructure Replacement Fee

Ensuring Long-Term Sustainability

The Challenge
Aging Infrastructure, Growing Risk

- Water, sewer, and drainage systems are aging
- Estimated replacement needs exceed $1.3 million/year
- Current utility rates do not include capital renewal
- Without action: risk of service failure, emergency repairs, or borrowing

Funding Need (Adjusted After Reserves)

- Current reserve balances are not sufficient to meet long-term needs.
- Total annual need is $710,600 for these three utilities
- Approximately $66.77/month is required from utility account to fully address the infrastructure deficit
- **This would likely be untenable for most residents**

Utility	Annual Need	Monthly Fee
Water	$316,800	$29.57
Sewer	$193,800	$18.50
Drainage	$200,000	$18.70

Modified Approach
Assume a Match of 50% with Grants

New Proposal:

- Collect only 50% of the funding need ($33.39/month)
- Remaining 50% expected from provincial/federal grants

Why?

- Reduces burden on residents
- Aligns with typical cost-sharing on infrastructure projects

Proposed Phase-In (Modified Option 1)

Start with charging **25%** of the full fee. In **2026** this would be a **$8.35** increase to most utility bills.

Accounts affected: ~900
Builds ~$3 million in reserves over 10 years

Option 1: Phase in 50% Fee (Recommended)

$33.39/month per account by 2028
Assumes 50% grant funding

Option 2: Full Fee ($66.77/month)

Fully self-funded replacement

Option 3: Delay

No fee in 2025, reassess in 2026

Options for Council

Recommendation

That Council approve the implementation of phased monthly infrastructure replacement fees **totaling $33.39 per account** with the monthly fee comprised of:

- $14.79 for water infrastructure (charged to all water accounts),
- $9.25 for sewer infrastructure (charged to all sewer accounts),
- $9.35 for drainage infrastructure (charged to all utility accounts);

And further, that the fee be phased in over four years beginning January 1, 2026, with 25% of the total applied in Year 1 and increasing thereafter by 25% annually until the full fee of $33.39 per month is reached by 2029.

Town of Valleyview

Request for Decision

Date:	**August 11, 2025**
From:	**Jim Fedyk, CAO**
Subject:	**Results of Public Participation Plan**

1.0 PURPOSE

To provide Council with a summary of the results from the recent Community Engagement Survey and to identify key priorities and areas of improvement based on resident feedback.

2.0 BACKGROUND AND DISCUSSION

The Town of Valleyview conducted a community engagement survey to gather public input on municipal services, priorities, and satisfaction levels. A total of **104 responses** were received.

Summary

Survey Highlights

Demographics

- Age: **30-49 years (42%)** was the largest group.
- Connection: **73% primary residents**, 13% reside and own a business, 10% non-property owners, 5% business owners living elsewhere.

Governance

- **73%** support electing the Mayor at large (current system).
- **27%** prefer Council to select the Mayor after the election.

Top Used Services

- Waste collection/recycling (83 uses)
- Water/sewer services (70)
- Parks/playgrounds (68)
- Library services (55)
- Community programming/events (54)

Average Satisfaction Scores (out of 5)

- Highest: Library (3.72), Solid Waste (3.54), Parks/Trails (3.45)
- Lowest: Street & alley maintenance (2.38), Unsightly properties (2.39), Bylaw enforcement (2.62)

Priorities for Enhanced Funding (Higher Taxes)

- Parks/playgrounds/trails (40 mentions)
- Library services (39)
- Streets & alley maintenance (34)
- Community programming (32)

Areas Suggested for Reduction (Tax Control)

- Development permit process (25)
- Development control (22)
- Library services (22)
- Financial services (17)
- **41 respondents selected 'None'**

Key Observations

- **Strong demand for quality of life services** (parks, playgrounds, trails, library, community programs).
- **Infrastructure concerns:** Street and alley maintenance rated lowest in satisfaction, yet also prioritized for funding.
- **Governance stability:** Majority support keeping the current mayoral election method.
- **Mixed views on development services:** Often flagged for scaling back.

Analysis

Opportunity Scoring is a way to prioritize services by identifying what stakeholders consider important but underdeveloped or otherwise disappointing. To conduct opportunity scoring you ask stakeholders to rate the importance of each service that affects them, and then to rate how satisfied they are with each. Those services that score high in importance and low in satisfaction represent your **opportunities**.

The services that represent your strongest opportunities will be those that receive the highest aggregate "importance" and lowest aggregate "satisfaction" scores. These are your most fertile areas for development and innovation. Below are the accumulated results from the survey, ranking services in terms of priority as identified through Opportunity Scoring.

Priority	Service	Importance	Satisfaction	Opportunity
1	Street and Alley Maintenance	4.13	2.38	**59**
2	Water and Wastewater	4.48	3.20	**58**
3	Finance	3.96	2.67	**53**
4	Bylaw Enforcement	3.89	2.63	**52**
5	Solid Waste	4.26	3.54	**50**
6	Development Control	3.64	2.39	**49**
7	Playgrounds, Parks, Trails	3.91	3.35	**45**
8	Community Programming	3.74	3.35	**41**
9	Library	3.87	3.64	**41**
10	Community Hall	3.61	3.38	**38**
11	Ice Rinks	3.42	3.20	**36**
12	Development Permitting	3.12	2.88	**33**

3.0 ALTERNATIVES

3.1 Council may receive as information and as feasible use the results for budgeting and strategic planning purposes.
3.2 Council may receive as information.

4.0 FINANCIAL/OTHER IMPLICATIONS

None

5.0 ATTACHMENTS

Survey Results

6.0 RECOMMENDATIONS

That Council accept the Community Engagement Survey results as information and direct Administration to incorporate findings into future budget deliberations and/or strategic planning processes.

Submitted By: Jim Fedyk, CAO

Approved By: 

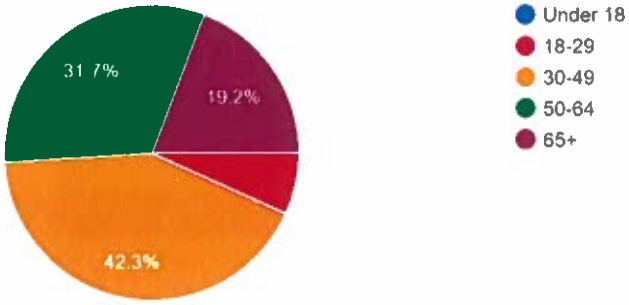
Community Engagement Survey

July 2025

Demographics

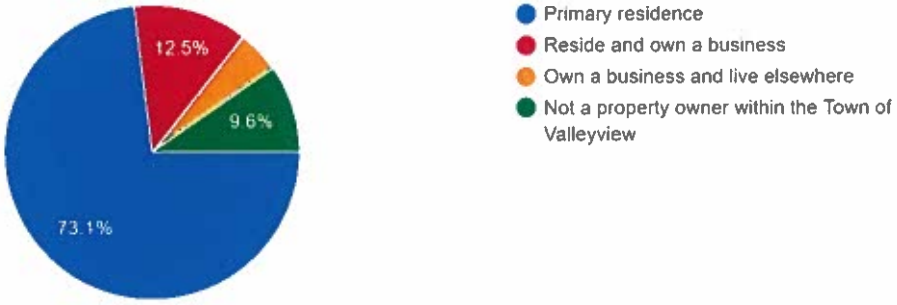
What age category do you belong to?

104 responses



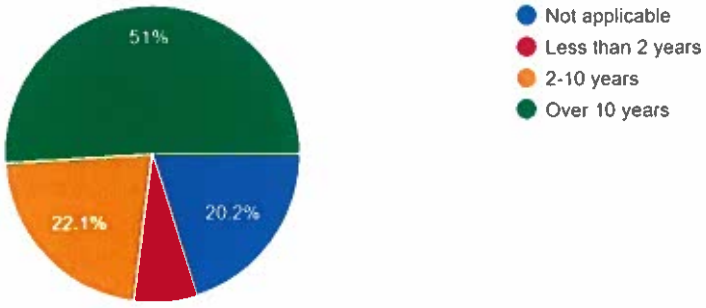
What is your connection to the Town of Valleyview?

104 responses



How long have you owned property in the Town of Valleyview?

104 responses



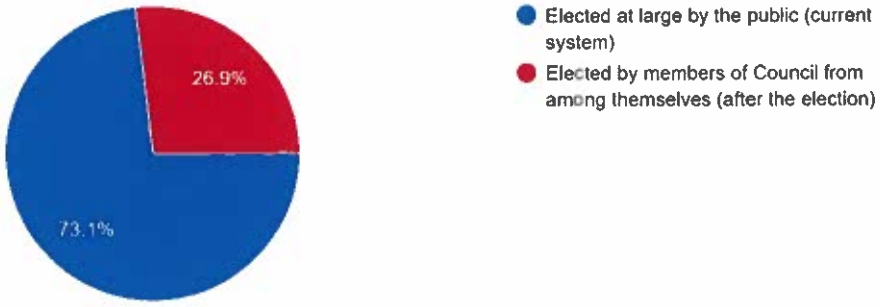
Community Engagement Survey

July 2025

Options to select future mayors

In your opinion, how should the Mayor of the Town of Valleyview be selected?

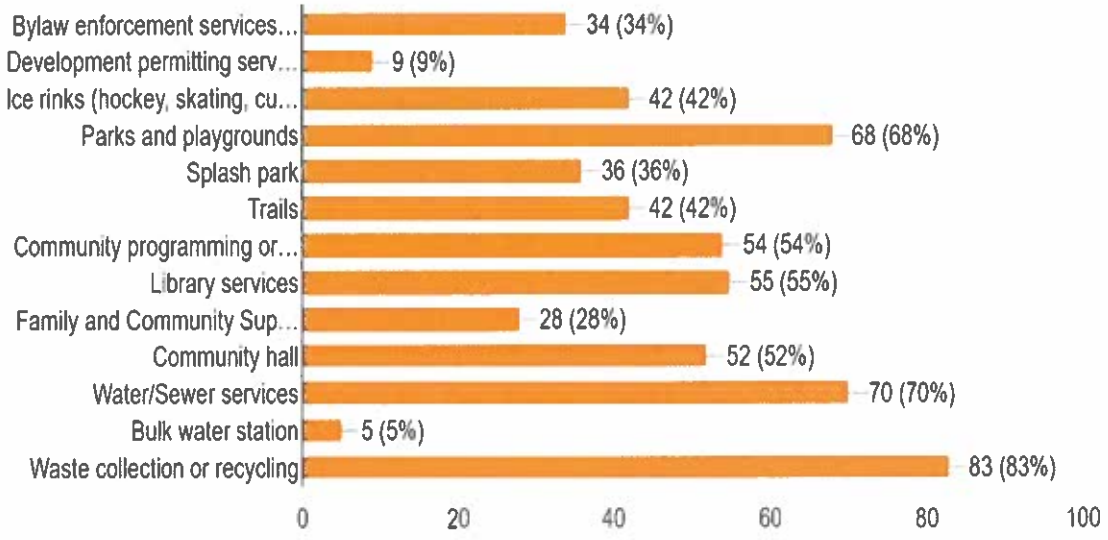
104 responses



Services

In the last year, which Town services or town-supported services have you used?

100 responses



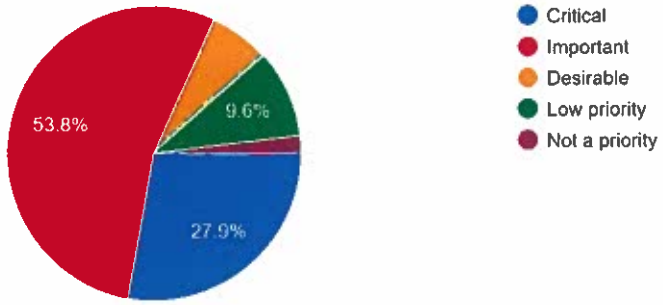
Community Engagement Survey

July 2025

Finance

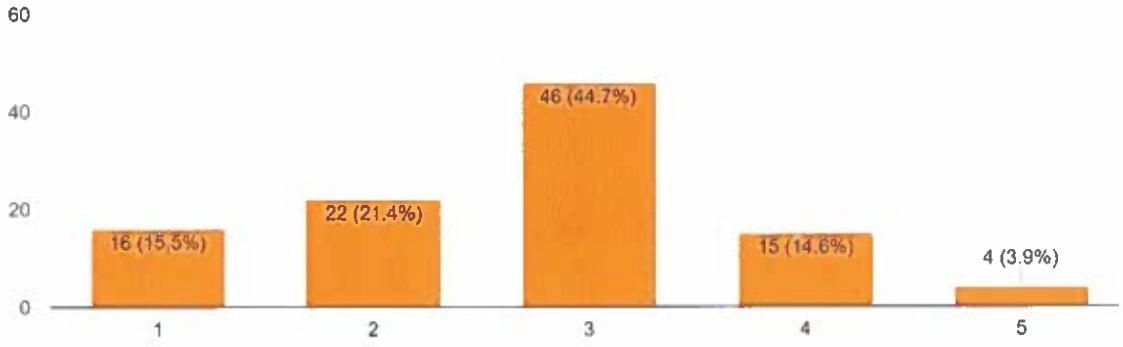
Which of the following best describes your view of the Town of Valleyview's financial services as they relate to you?

104 responses



How satisfied are you with the financial services provided by the Town of Valleyview?

103 responses



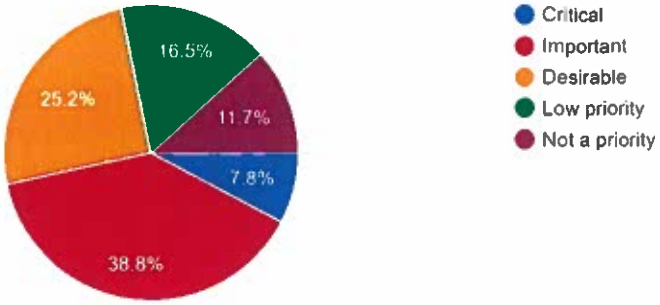
Community Engagement Survey

July 2025

Development Permit Processing

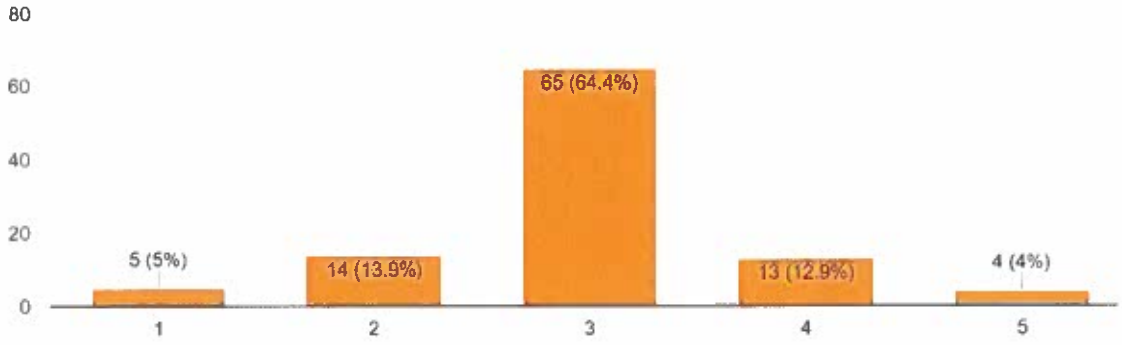
Which of the following best describes your view of the Town of Valleyview's development permit processing services?

103 responses



How satisfied are you with the development permitting services provided by the Town of Valleyview?

101 responses



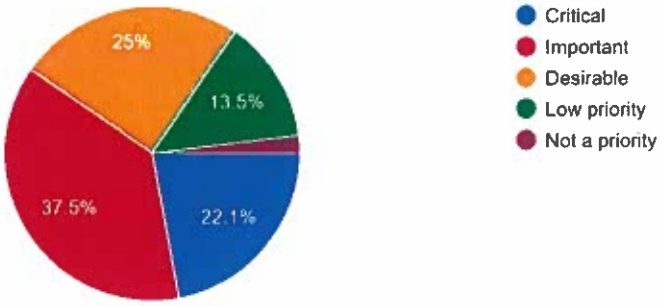
Community Engagement Survey

July 2025

Development Control

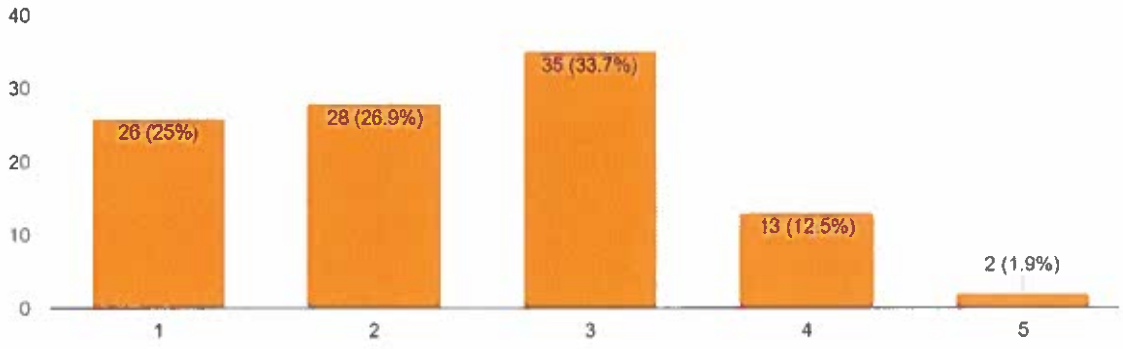
Which of the following best describes your view of the Town of Valleyview's development control as it relates to unsightly properties?

104 responses



How satisfied are you with the control of unsightly properties in the Town of Valleyview?

104 responses



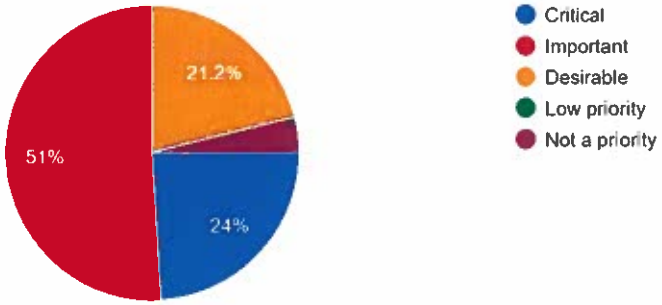
Community Engagement Survey

July 2025

Parks, playgrounds and trails

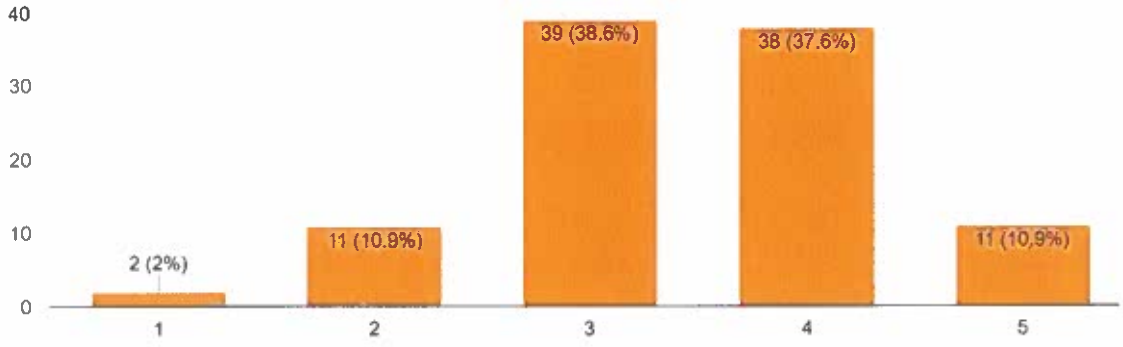
Which of the following best describes your view of the Town of Valleyview's playgrounds, parks and trails?

104 responses



How satisfied are you with the parks, playgrounds and trails provided by the Town of Valleyview?

101 responses



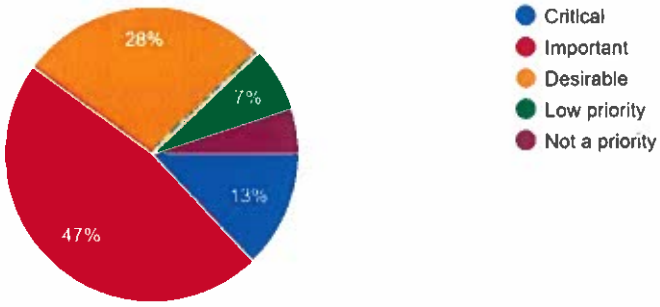
Community Engagement Survey

July 2025

Ice Rinks

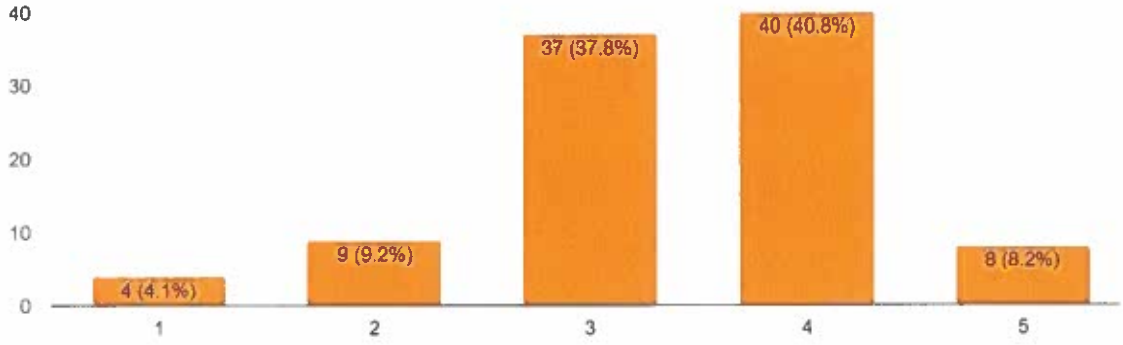
Which of the following best describes your view of the Town of Valleyview's ice rinks?

100 responses



How satisfied are you with the ice rinks provided by the Town of Valleyview?

98 responses



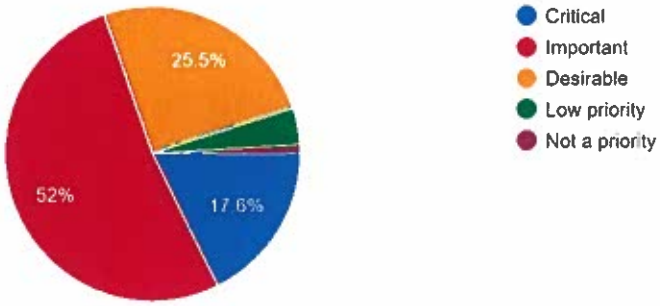
Community Engagement Survey

July 2025

Community Programming

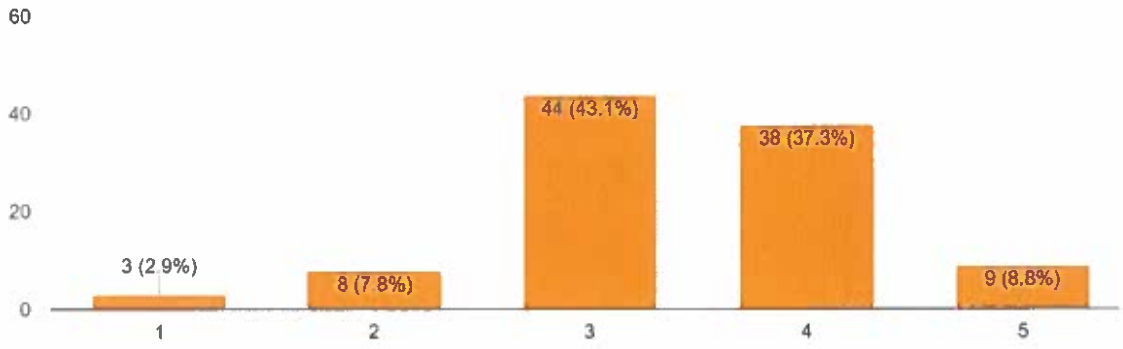
Which of the following best describes your view of the Town of Valleyview's community programming?

102 responses



How satisfied are you with the community programming provided by the Town of Valleyview?

102 responses



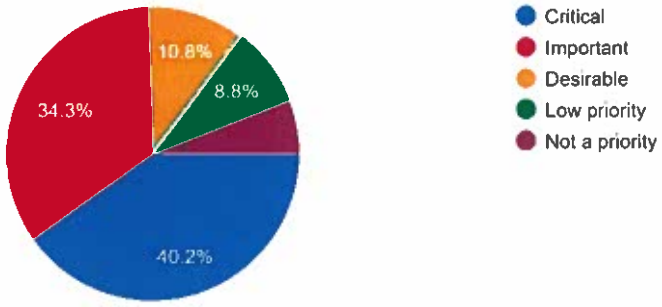
Community Engagement Survey

July 2025

Library Services

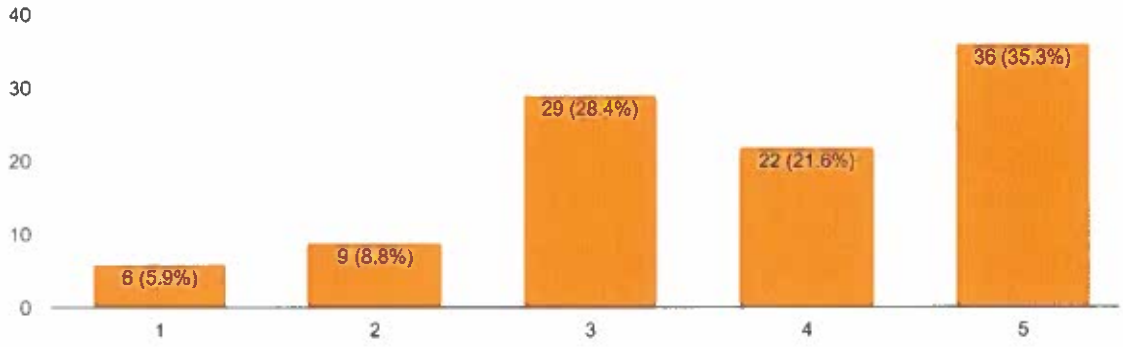
Which of the following best describes your view of the library services in the Town of Valleyview?

102 responses



How satisfied are you with the library services in the Town of Valleyview?

102 responses



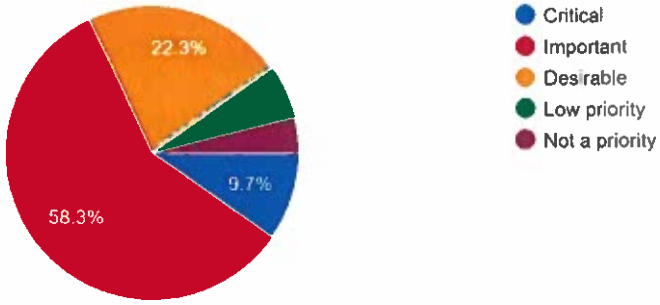
Community Engagement Survey

July 2025

Community Hall

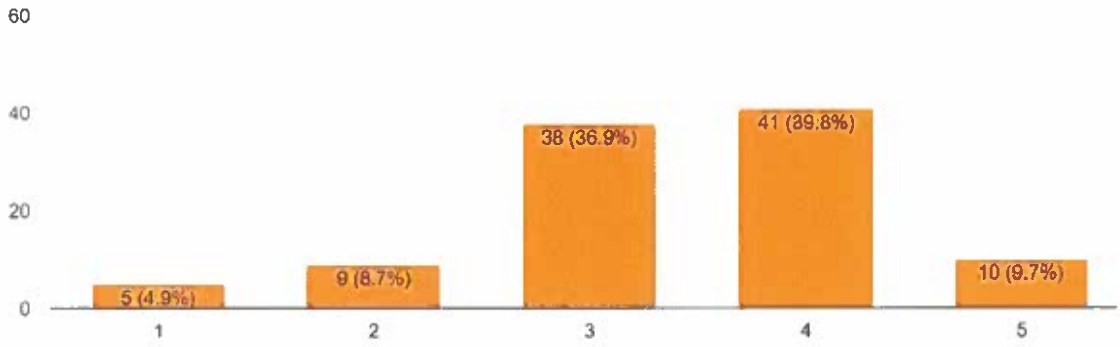
Which of the following best describes your view of the Town of Valleyview's Community Hall?

103 responses



How satisfied are you with the community hall services provided by the Town of Valleyview?

103 responses



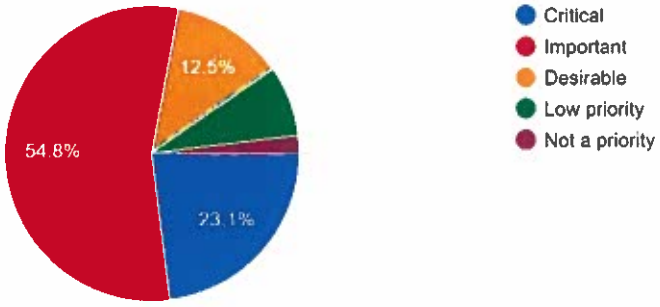
Community Engagement Survey

July 2025

Bylaw Enforcement

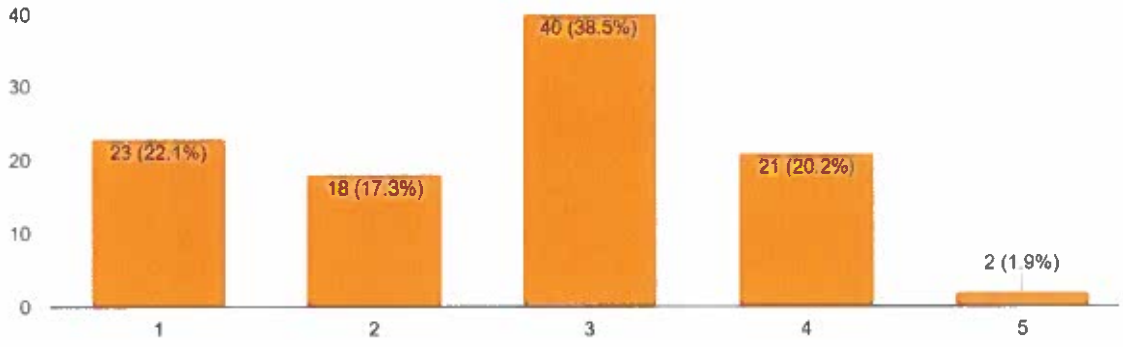
Which of the following best describes your view of the Town of Valleyview's bylaw enforcement services?

104 responses



How satisfied are you with the bylaw enforcement services provided by the Town of Valleyview?

104 responses



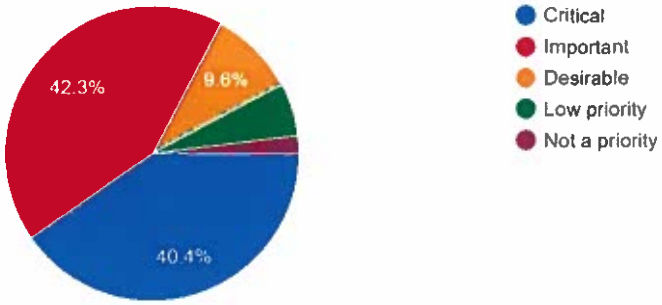
Community Engagement Survey

July 2025

Streets and Alley Maintenance

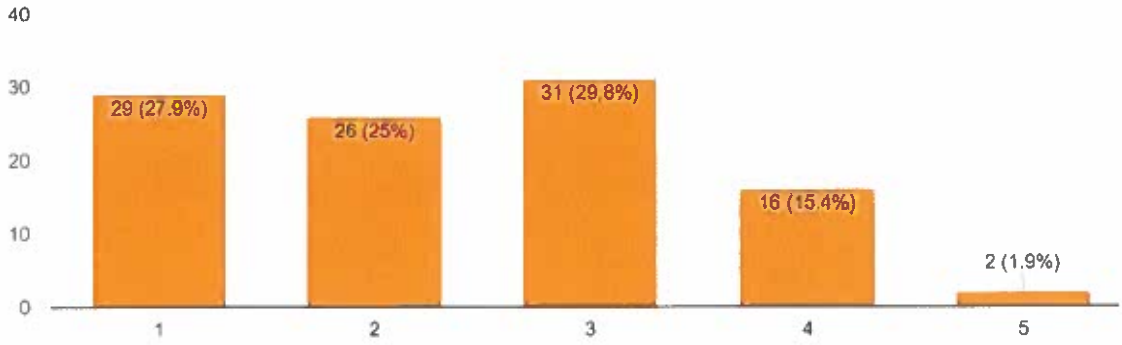
Which of the following best describes your view of the Town of Valleyview's street and alley maintenance services?

104 responses



How satisfied are you with the street and alley maintenance services provided by the Town of Valleyview?

104 responses



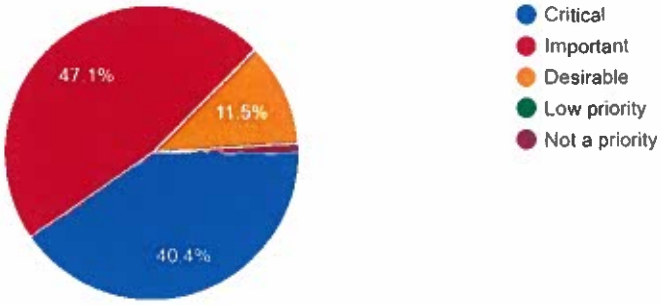
Community Engagement Survey

July 2025

Solid Waste Management (garbage collection)

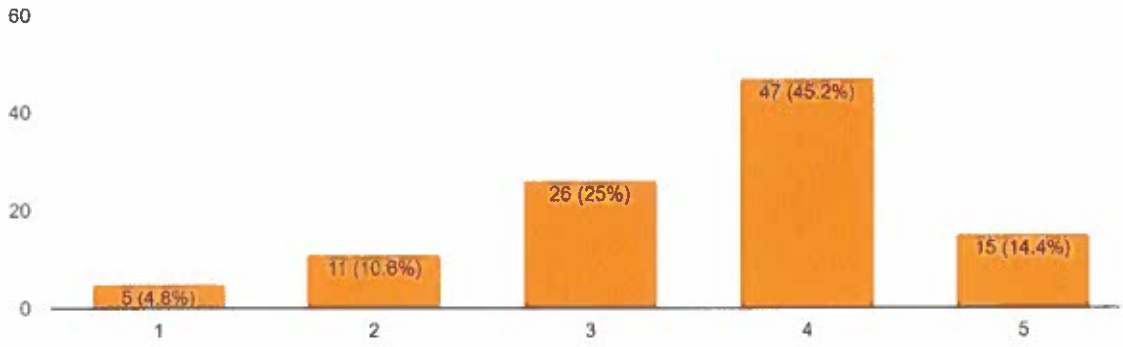
Which of the following best describes your view of the Town of Valleyview's solid waste management services?

104 responses



How satisfied are you with the solid waste management services provided by the Town of Valleyview?

104 responses



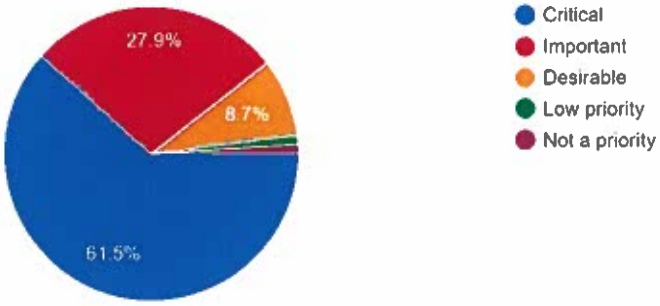
Community Engagement Survey

July 2025

Water and Wastewater Services

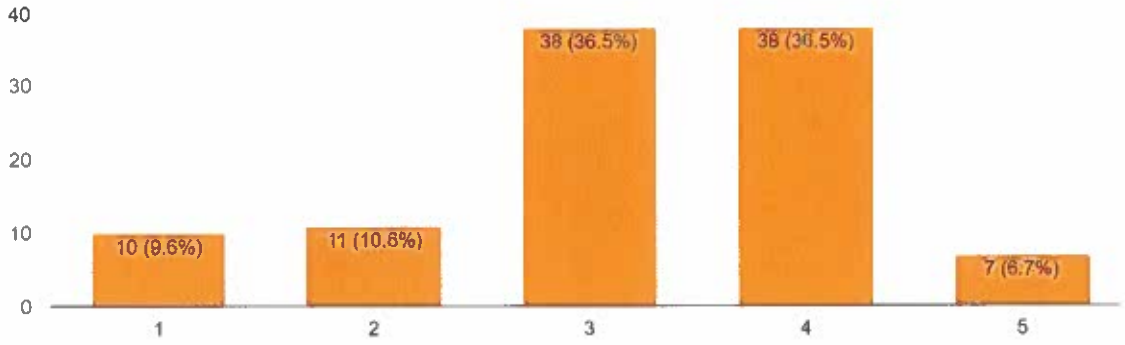
Which of the following best describes your view of the Town of Valleyview's water and wastewater services?

104 responses



How satisfied are you with the water and wastewater services provided by the Town of Valleyview?

104 responses



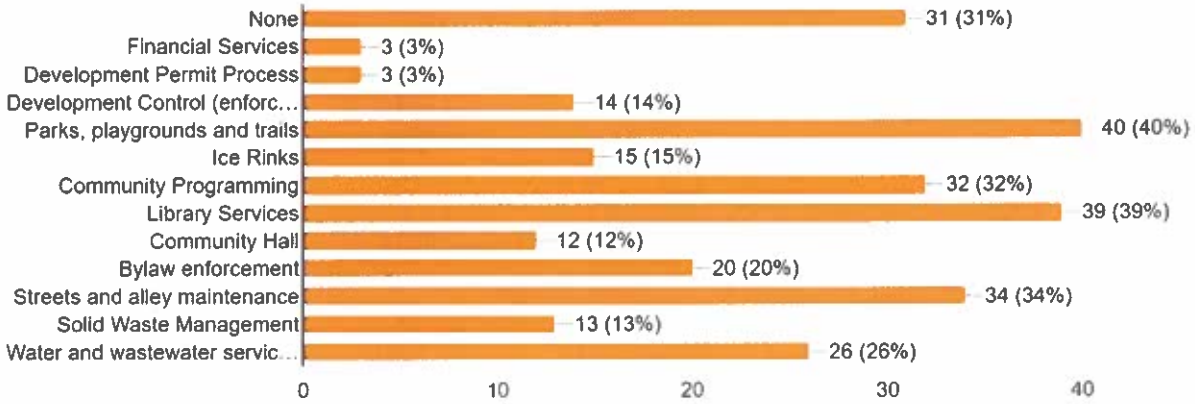
Community Engagement Survey

July 2025

Funding

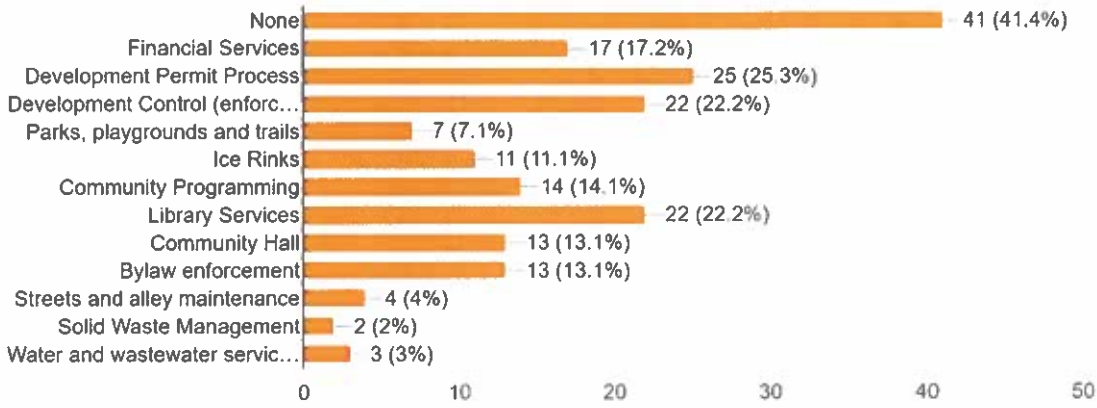
Which of the following services would you be willing to pay higher taxes to enhance?

100 responses



Which of the following services would you be willing to have scaled back to keep taxes lower?

99 responses



Town of Valleyview

Request for Decision

Date:	**August 11, 2025**
From:	**Jim Fedyk, CAO**
Subject:	**Rear Access Road for New School**

1.0 PURPOSE

To explore a rear gravel access road from the nearest Range Road (50th Street) to the school's parking lot to alleviate potential traffic congestion in front of the new school and multiplex.

2.0 BACKGROUND AND DISCUSSION

The new school located adjacent to the Valleyview Multiplex is currently undergoing the development permit process. The school division has proposed front access for student pick-up and drop-off.

Mayor Lymburner has requested that Council consider alternative traffic flow options, namely a gravel access road from the nearest Range Road to the rear of the school, which would reduce traffic congestion in front of the multiplex and improve safety during school peak hours.

Preliminary mapping indicates that the proposed rear access would cross two parcels:

- One privately owned parcel
- One school division-owned parcel

Administration has not yet approached the private landowner or the school division regarding this proposal.

A rear access point could provide the following benefits:

- Reduce front-of-school traffic congestion,
- Improve public and pedestrian safety,
- Provide emergency or service vehicle access to the school's rear.

However, several issues must be explored:

- Land access: The route crosses private land and will require negotiation (easement, license, or purchase)
- Feasibility and cost: A basic gravel road would require drainage review, clearing, grading, and gravel application

- School division cooperation: The rear of the school must be accessible and integrated into their parking lot design
- Legal and planning implications: A right-of-way agreement and possible development permit amendment may be required

The Traffic Impact Assessment study completed by Morrison Hershfield Limited in 2023 does not predict significant intersection congestion from the new school, but recommends operational improvements like student pick-up stalls, bicycle parking, school zones, and turn lane enhancements.

A preliminary estimate for a 600m gravel road that is 8m wide that includes ditches, culverts, subgrade prep and gravel is between $600,000 and $1,000,000. Final cost would greatly depend on the existing ground conditions.

Mayor Lymburner's request prompted Administration to review potential funding sources that could offset the cost of constructing a rear access road. One potential source identified was the $740,000 contribution from the MD of Greenview for Critical Infrastructure Improvements.

Upon review of the agreement terms, the proposed gravel road does not seem to meet the MD's definition of "existing critical capital infrastructure." The agreement prioritizes underground infrastructure (water, sewer, stormwater) and existing road or emergency repairs necessary for public safety, and explicitly excludes new capital projects. Administration had planned to use this funding for water system repairs and upgrades.

Another funding option is the Town could request a cost-sharing agreement with the school.

3.0 ALTERNATIVES

3.1 Council may proceed with this initial exploration as recommended.
3.2 Council may decline to pursue rear access and address front congestion through on-site traffic control measures.
3.3 Council may proceed in another manner.

4.0 FINANCIAL/OTHER IMPLICATIONS

Unknown at this stage.

5.0 ATTACHMENTS

TRAFFIC IMPACT STUDY FOR SITE INVESTIGATION – Replacement School K-12

6.0 RECOMMENDATIONS

That Council direct Administration to:

1. Initiate discussions with the private landowner and the school division to explore a rear access road through their parcels.

2. Obtain a preliminary engineering assessment and cost estimate for a gravel road connection from the Range Road to the school's parking lot.

3. Bring back a report including land access options (easement, license, or acquisition), technical feasibility, estimated costs, and school feedback for further consideration.

Submitted By: Jim Fedyk, CAO

Approved By: 

AGREEMENT BETWEEN THE MUNICIPAL DISTRICT OF GREENVIEW AND THE TOWN OF VALLEYVIEW

This Agreement is entered into this 20th day of January, 2025, by and between:

The Municipal District of Greenview No. 16 (hereinafter referred to as the "MD"), and

The Town of Valleyview (hereinafter referred to as the "Town").

WHEREAS:

1. The MD recognizes the importance of supporting infrastructure within the Town to enhance public services and community well-being.
2. The MD owns municipal buildings within the Town jurisdiction that are exempt from property taxes.
3. The MD has agreed to provide financial support to the Town in lieu of property tax on municipal-owned buildings, subject to specific terms and conditions outlined herein.

NOW, THEREFORE, the parties agree as follows:

1. Purpose

1.1 The purpose of this Agreement is to formalize the MD's commitment to provide funding to the Town and establish the terms under which these funds will be allocated and utilized.

2. Grant of Funds

2.1 The MD agrees to provide the Town with a one-time grant totaling $740,000. (the "Funds"), payable to the Town within 30 days of the execution of this agreement.

2.2 The Funds are provided in lieu of property taxes on MD owned buildings located within the Town's boundaries.

3. Use of Funds

3.1 The Funds shall be used exclusively for existing critical capital infrastructure projects within the Town.

3.2 Priority shall be given to projects involving underground infrastructure, including but not limited to water, sewer, and stormwater systems.

3.3 After underground infrastructure, the second priority for funding shall be roads or emergency funding as it relates to existing capital infrastructure, such as urgent repairs or replacements required to ensure public safety and functionality.

3.4 Under no circumstances shall the Funds be used for fleet, recreation, or other non-essential expenditures that do not directly relate to critical capital infrastructure.

3.5 The Town shall not allocate any portion of the Funds for operational expenses, administrative costs, or new capital projects not previously identified as existing as of the date of this agreement.

4. Reporting and Accountability

4.1 The Town shall maintain detailed records of how the Funds are used and provide the MD with a comprehensive report outlining the following: a. A description of the projects funded, including timelines and outcomes. b. A breakdown of expenditures with supporting documentation.

4.2 The Town shall submit the report annually by December 31 until all Funds have been expended, and upon written request by the MD.

4.3 The MD reserves the right to request additional documentation or conduct audits to ensure compliance with this Agreement.

5. Repayment of Misused Funds

5.1 If the MD determined in their sole discretion that the Town has used the Funds for purposes other than those specified in Section 3, the Town agrees to repay the misused portion of the Funds to the MD within 60 days of receiving a written notice from the MD.

6. Term and Termination

6.1 This Agreement shall remain in effect from the date of execution until all Funds have been expended and all reporting obligations under Section 4 have been fulfilled.

6.2 Either party may terminate this Agreement immediately upon written notice to the other party, provided that any unspent Funds as of the date of termination are returned to the MD within 90-days of receiving the termination notice.

7. Dispute Resolution

7.1 Any disputes arising under this Agreement shall be resolved through good-faith negotiations between the parties.

7.2 If a resolution cannot be reached, the parties agree to submit the dispute to mediation by a mutually agreed-upon mediator.

8. General Provisions

8.1 Any amendments to this Agreement must be in writing and signed by both parties.

8.2 Notices under this Agreement shall be sent to the following addresses:

- For the MD: [Box 1079, Valleyview AB, T0H 3N0, Stacey.wabick@mdgreenview.ab.ca, Stacey Wabick]
- For the Town: [Box 270, Valleyview AB, T0H 3N0, pbrothers@valleyview.ca Pat Brothers]

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

SIGNED AND DELIVERED:

For the Municipal District of Greenview No. 16

Name: Stacey Wabick
Title: Chief Administrative Officer
Date: Jan 20, 2025

For the Town of Valleyview

Name: Pat Brothers
Title: Interim Chief Administrative Officer
Date: January 20, 2025

TRAFFIC IMPACT STUDY FOR SITE INVESTIGATION (TISSI)

VALLEYVIEW – REPLACEMENT SCHOOL K-12

Legal Description: Lot 3SR, Block 3, Plan 1822717

Valleyview, AB

Presented to:

Ahsan Ahmed

Project Manager

Alberta Infrastructure

10th Fl John. J. Bowlen Building

620 – 7 Avenue NW

Calgary, AB T2P 0Y8

Prepared By:

Stanley Li, M.Sc., P.Eng, PTOE.
Sr. Transportation Planner/Engineer

Chao Qi, M.Sc., M.Eng., EIT

Reviewed By:

Andres Baez, M.U.P., P.Eng.
Sr. Transportation Planner/Engineer

June 23, 2023

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Appendices

1.0 INTRODUCTION AND BACKGROUND

Morrison Hershfield (MH) Limited was retained by Alberta Infrastructure (AI) to perform a Traffic Impact Assessment for a proposed replacement K-12 school in Valleyview, Alberta. Detailed address information about the site is as follows:

- Legal Land Description: Lot 3SR, Block 3, Plan 1822717

1.1 Study Scope & Methodology

The traffic impact assessment study was developed in accordance with the "Traffic Impact Assessment Guideline" by Alberta Transportation. Detailed communication regarding the study scope and relevant contents can be found in **Appendix G**. The primary objective of the traffic impact study is to assess the potential impacts resulting from the proposed development and identify any necessary measures to mitigate adverse effects, if present. The study also aims to ensure the roadway network maintains a satisfactory Level of Service. The following scenarios are evaluated in the study:

- 2023 Existing
- 2025 School Opening Day

Traffic analysis was conducted in accordance with industry recognized methodologies as set forth in the latest version of Highway Capacity Manual (HCM). Trafficware's Synchro 11 software suite was used for the analysis. Synchro analysis is based on traffic flow theory and methods / techniques set forth in HCM. Key measures of effectiveness (MOE) include average delay, volume-over-capacity (v/c) ratio, level of service (LOS), and 95th percentile queue.

The v/c ratio is a ratio of the factored volume to the calculated capacity. It is generally accepted that movements experiencing v/c ratios higher than 0.90 are indicative of improvements needed.

The LOS is determined as a function of the average delay per vehicle. LOS is a letter code ranging from "A" for optimal conditions to "F' for failure conditions. The criteria upon which LOS is determined differs for signalized intersections versus unsignalized intersections. **Table 1** shows the relationships between LOS and average delay per vehicle. Movements experiencing LOS of E or F will require improvements.

TABLE 1. LEVEL OF SERVICE CRITERIA

Level of Service (LOS)	Average Delay for UNSIGNALIZED Intersection Movements	Average Delay for SIGNALIZED Intersection Movements
A	0 – 10 sec. per vehicle	0 – 10 sec. per vehicle
B	> 10 – 15 sec. per vehicle	> 10 – 20 sec. per vehicle
C	> 15 – 25 sec. per vehicle	> 20 – 35 sec. per vehicle
D	> 25 – 35 sec. per vehicle	> 35 – 55 sec. per vehicle
E	> 35 – 50 sec. per vehicle	> 55 – 80 sec. per vehicle
F	> 50 sec. per vehicle	> 80 sec. per vehicle

Acceptable performance results typically indicate under capacity conditions for highest peak hour periods and no significant queues that may spill back to an upstream intersection.

2.0 STUDY SITE AREA OVERVIEW

2.1 Site General Location

Figure 1 illustrates the general location of the Valleyview Replacement K-12 School site. The site is located close to the northern border of the Town of Valleyview and is adjacent to the existing Greenview Regional Multiplex.

FIGURE 1. LOCATION OF VALLEYVIEW REPLACEMENT K-12 SCHOOL SITE

2.2 Road Network Description

A brief description of adjacent key roadways is as follows:

- **56 Avenue** is a two-lane collector road running eastbound-westbound to the south of the school site. The accesses of the replacement school's main parking lot and school bus parking lot will be located along this road.
- **46 Street** is a two-lane southbound-northbound local road intersecting with 56 Avenue.
- **47 Street** is a two-lane southbound-northbound local road intersecting with 56 Avenue.
- **48 Street** is a two-lane southbound-northbound collector road intersecting with 56 Avenue.
- **56a Avenue** is a two-lane northwest bound-southeast bound local road intersecting with 56 Avenue.

Intersections of particular interest for this study include:

1. **48 Street & 56 Avenue** (unsignalized four-leg intersection, the north leg is a driveway of the existing Greenview Regional Multiplex)
2. **56a Avenue & 56 Avenue** (unsignalized four-leg intersection, the north leg is the other driveway of the existing Greenview Regional Multiplex)
3. **47 Street & 56 Avenue** (unsignalized T-intersection at present, future west access of the School Parking Lot will be aligned with this intersection)
4. **46 Street & 56 Avenue** (unsignalized T-intersection at present, future east access of the School Parking Lot will be aligned with this intersection)
5. **Future School Bus Access –** (new future unsignalized T-intersection)

FIGURE 2. KEY ROADS AND INTERSECTIONS IN THE STUDY AREA

2.3 Existing Traffic Volumes (2023)

The traffic data collection was conducted on a typical weekday (Wednesday, May 31, 2023) for all the existing intersections. The traffic data collection work was conducted by ME2 Transportation Data Corp. The detailed traffic turning movement counts of the existing intersections can be seen in **Appendix A**. The diagram of the existing traffic counts can be found in the following **Figure 3**.

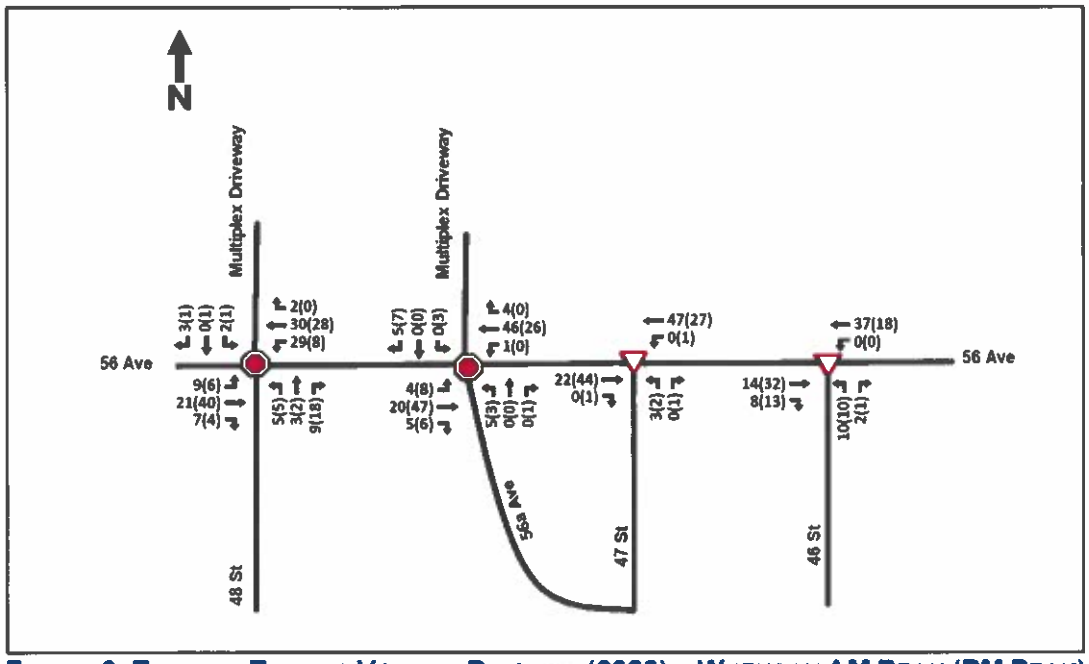


FIGURE 3. EXISTING TRAFFIC VOLUME DIAGRAM (2023) – WEEKDAY AM PEAK (PM PEAK)

2.4 Existing Intersection Operating Conditions

Intersection capacity analysis was conducted for the 2023 existing conditions. **Table 2** to **Table 5** summarize the 2023 existing intersections performance MOEs. Detailed Synchro results for the study intersections are included in **Appendix B**.

TABLE 2. 2023 EXISTING INTERSECTION PERFORMANCE – 48 STREET & 56 AVENUE

	Eastbound (56 Avenue)			Westbound (56 Avenue)			Northbound (48 Street)			Southbound (Driveway)		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Lanning		1			1			1			1	
2023 AM Peak Hour (Existing Traffic) Unsignalized | ICU = 0.16 | Average Delay = 4.0 s												
Volume (vph)	9	21	7	29	30	2	5	3	9	2	0	3
v/c	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
Delay (s)	0	1.8	1.8	0.2	3.6	3.6	9.1	9.1	9.1	8.9	8.9	8.9
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0.1	0.1	0.1	0.5	0.5	0.5	0.5	0.5	0.5	0.1	0.1	0.1
2023 PM Peak Hour (Existing Traffic) Unsignalized | ICU = 0.15 | Average Delay = 3.1 s												
Volume (vph)	6	40	4	8	28	0	5	2	18	1	1	1
v/c	0	0	0	0.01	0.01	0.01	0.03	0.03	0.03	0	0	0
Delay (s)	0	1.0	1.0	0	1.7	1.7	8.8	8.8	8.8	9.2	9.2	9.2
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.7	0.7	0.1	0.1	0.1

TABLE 3. 2023 EXISTING INTERSECTION PERFORMANCE – 56A AVENUE & 56 AVENUE

	Eastbound (56 Avenue)			Westbound (56 Avenue)			Northbound (56A Avenue)			Southbound (Driveway)		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Lanning		1			1			1			1	
2023 AM Peak Hour (Existing Traffic) Unsignalized | ICU = 0.14 | Average Delay = 1.3 s												
Volume (vph)	4	20	5	1	46	4	5	0	0	0	0	5
v/c	0	0	0	0	0	0	0.01	0.01	0.01	0	0	0
Delay (s)	0	1.0	1.0	0	0.1	0.1	9.1	9.1	9.1	8.6	8.6	8.6
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0.1	0.1	0.1	0	0	0	0.1	0.1	0.1	0.1	0.1	0.1
2023 PM Peak Hour (Existing Traffic) Unsignalized | ICU = 0.21 | Average Delay = 1.8 s												
Volume (vph)	8	47	6	0	26	0	3	0	1	3	0	7
v/c	0.01	0.01	0.01	0	0	0	0	0	0	0.01	0.01	0.01
Delay (s)	0	1.0	1.0	0	0	0	9.1	9.1	9.1	8.7	8.7	8.7
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0.1	0.1	0.1	0	0	0	0.1	0.1	0.1	0.3	0.3	0.3

TABLE 4. 2023 EXISTING INTERSECTION PERFORMANCE – 47 STREET & 56 AVENUE

	Eastbound (56 Avenue)			Westbound (56 Avenue)			Northbound (47 Street)			Southbound (-)		
Movement	-	T	R	L	T	-	L	-	R	-	-	-
Lanning		1			1			1			-	
2023 AM Peak Hour (Existing Traffic) Unsignalized | ICU = 0.13 | Average Delay = 0.3 s												
Volume (vph)	-	22	0	0	47	-	3	-	0	-	-	-
v/c	-	0.01	0.01	0	0	-	0	-	0	-	-	-
Delay (s)	-	0	0	0	0	-	8.9	-	8.9	-	-	-
LOS	-	A	A	A	A	-	A	-	A	-	-	-
95th Queue (m)	-	0	0	0	0	-	0.1	-	0.1	-	-	-
2023 PM Peak Hour (Existing Traffic) Unsignalized | ICU = 0.15 | Average Delay = 0.4 s												
Volume (vph)	-	44	1	1	27	-	2	-	1	-	-	-
v/c	-	0.03	0.03	0	0	-	0	-	0	-	-	-
Delay (s)	-	0	0	0	0.2	-	8.8	-	8.8	-	-	-
LOS	-	A	A	A	A	-	A	-	A	-	-	-
95th Queue (m)	-	0	0	0	0	-	0.1	-	0.1	-	-	-

TABLE 5. 2023 EXISTING INTERSECTION PERFORMANCE – 46 STREET & 56 AVENUE

	Eastbound (56 Avenue)			Westbound (56 Avenue)			Northbound (46 Street)			Southbound (-)		
Movement	-	T	R	L	T	-	L	-	R	-	-	-
Lanning		1			1			1			-	
2023 AM Peak Hour (Existing Traffic) Unsignalized | ICU = 0.13 | Average Delay = 1.5 s												
Volume (vph)	-	14	8	0	37	-	10	-	2	-	-	-
v/c	-	0.01	0.01	0	0	-	0.01	-	0.01	-	-	-
Delay (s)	-	0	0	0	0	-	8.8	-	8.8	-	-	-
LOS	-	A	A	A	A	-	A	-	A	-	-	-
95th Queue (m)	-	0	0	0	0	-	0.3	-	0.3	-	-	-
2023 PM Peak Hour (Existing Traffic) Unsignalized | ICU = 0.15 | Average Delay = 1.3 s												
Volume (vph)	-	32	13	0	18	-	10	-	1	-	-	-
v/c	-	0.03	0.03	0	0	-	0.01	-	0.01	-	-	-
Delay (s)	-	0	0	0	0	-	8.9	-	8.9	-	-	-
LOS	-	A	A	A	A	-	A	-	A	-	-	-
95th Queue (m)	-	0	0	0	0	-	0.3	-	0.3	-	-	-

As shown in the tables above, all existing intersections, including 46 Street & 56 Avenue, 47 Street & 56 Avenue, 56a Avenue & 56 Avenue and 48 Street & 56 Avenue are currently operating with acceptable LOS during both AM and PM peak hours under the 2023 existing condition.

3.0 BACKGROUND TRAFFIC CONDITIONS (2025)

The 2023 existing traffic volumes are increased to the 2025 full build-out level with an annual growth rate of 2%. The 2% is suggested by the Traffic Impact Assessment Guidelines of Alberta (February 2021) if sufficient historical traffic count data is not available. The following **Figure 4** shows the background traffic volume projections (without site-generated traffic) of the study intersections in the 2025 opening year.

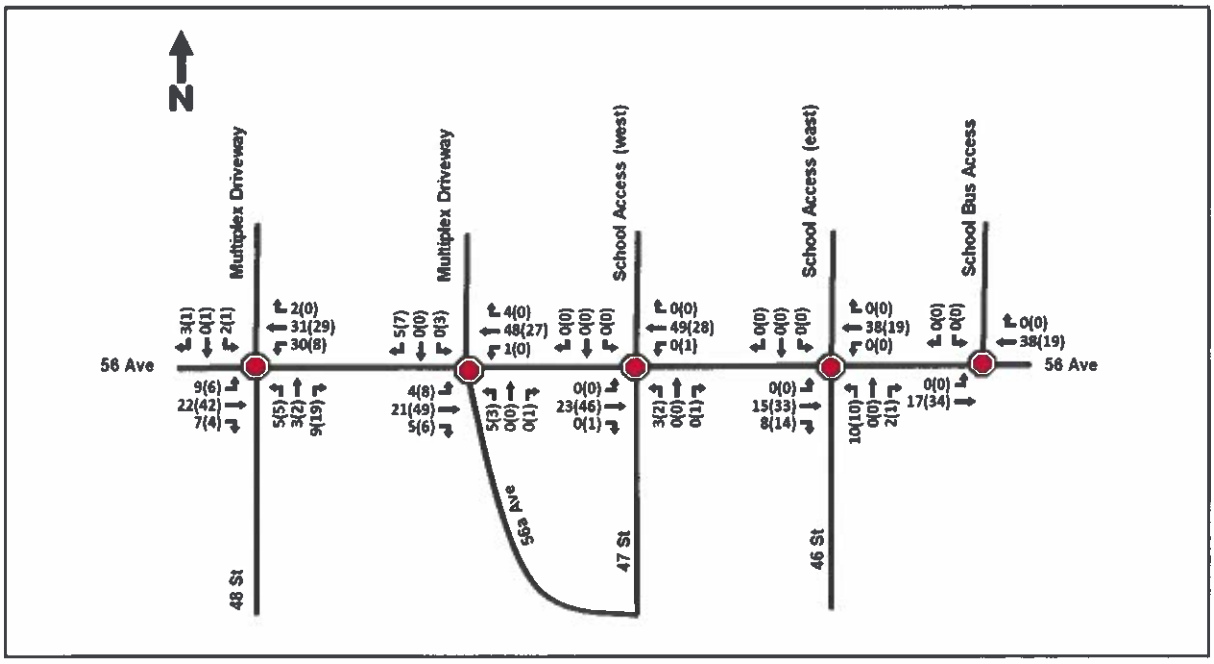


FIGURE 4. BACKGROUND TRAFFIC VOLUME DIAGRAM FOR 2025 CONDITIONS – WEEKDAY AM PEAK (PM PEAK)

Table 6 to **Table 10** show the performances of the intersections under the background traffic conditions in the year of 2025. Detailed Synchro analysis reports can be found in **Appendix C**.

TABLE 6. 2025 BACKGROUND INTERSECTION PERFORMANCE – 48 STREET & 56 AVENUE

	Eastbound (56 Avenue)			Westbound (56 Avenue)			Northbound (48 Street)			Southbound (Driveway)		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Lanning		1			1			1			1	
2025 AM Peak Hour (Background Traffic) Unsignalized | ICU = 0.16 | Average Delay = 4.0 s												
Volume (vph)	9	22	7	30	31	2	5	3	9	2	0	3
v/c	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
Delay (s)	0	1.8	1.8	0.2	3.6	3.6	9.1	9.1	9.1	8.9	8.9	8.9
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0.1	0.1	0.1	0.5	0.5	0.5	0.5	0.5	0.5	0.1	0.1	0.1
2025 PM Peak Hour (Background Traffic) Unsignalized | ICU = 0.15 | Average Delay = 3.1 s												
Volume (vph)	6	42	4	8	29	0	5	2	19	1	1	1
v/c	0	0	0	0.01	0.01	0.01	0.03	0.03	0.03	0	0	0
Delay (s)	0	0.9	0.9	0	1.6	1.6	8.9	8.9	8.9	9.2	9.2	9.2
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.7	0.7	0.1	0.1	0.1

TABLE 7. 2025 BACKGROUND INTERSECTION PERFORMANCE – 56A AVENUE & 56 AVENUE

	Eastbound (56 Avenue)			Westbound (56 Avenue)			Northbound (56A Avenue)			Southbound (Driveway)		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Lanning		1			1			1			1	
2025 AM Peak Hour (Background Traffic) Unsignalized | ICU = 0.15 | Average Delay = 1.3 s												
Volume (vph)	4	21	5	1	48	4	5	0	0	0	0	5
v/c	0	0	0	0	0	0	0.01	0.01	0.01	0	0	0
Delay (s)	0	0.9	0.9	0	0.1	0.1	9.1	9.1	9.1	8.6	8.6	8.6
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0.1	0.1	0.1	0	0	0	0.1	0.1	0.1	0.1	0.1	0.1
2025 PM Peak Hour (Background Traffic) Unsignalized | ICU = 0.21 | Average Delay = 1.8 s												
Volume (vph)	8	49	6	0	27	0	3	0	1	3	0	7
v/c	0.01	0.01	0.01	0	0	0	0	0	0	0.01	0.01	0.01
Delay (s)	0	1.0	1.0	0	0	0	9.1	9.1	9.1	8.7	8.7	8.7
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0.1	0.1	0.1	0	0	0	0.1	0.1	0.1	0.3	0.3	0.3

TABLE 8. 2025 BACKGROUND INTERSECTION PERFORMANCE – 47 STREET & 56 AVENUE

	Eastbound (56 Avenue)			Westbound (56 Avenue)			Northbound (47 Street)			Southbound (West School Parking Lot Access)		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Lanning		1			1			1			1	
2025 AM Peak Hour (Background Traffic) Unsignalized | ICU = 0.13 | Average Delay = 0.3 s												
Volume (vph)	0	23	0	0	49	0	3	0	0	0	0	0
v/c	0	0	0	0	0	0	0	0	0	0	0	0
Delay (s)	0	0	0	0	0	0	9.0	9.0	9.0	0	0	0
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0	0	0	0	0	0	0.1	0.1	0.1	0	0	0
2025 PM Peak Hour (Background Traffic) Unsignalized | ICU = 0.15 | Average Delay = 0.4 s												
Volume (vph)	0	46	1	1	28	0	2	0	1	0	0	0
v/c	0	0	0	0	0	0	0	0	0	0	0	0
Delay (s)	0	0	0	0	0.2	0.2	8.9	8.9	8.9	0	0	0
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0	0	0	0	0	0	0.1	0.1	0.1	0	0	0

TABLE 9. 2025 BACKGROUND INTERSECTION PERFORMANCE – 46 STREET & 56 AVENUE

	Eastbound (56 Avenue)			Westbound (56 Avenue)			Northbound (46 Street)			Southbound (East School Parking Lot Access)		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Lanning		1			1			1			1	
2025 AM Peak Hour (Background Traffic) Unsignalized | ICU = 0.13 | Average Delay = 1.5 s												
Volume (vph)	0	15	8	0	38	0	10	0	2	0	0	0
v/c	0	0	0	0	0	0	0.01	0.01	0.01	0	0	0
Delay (s)	0	0	0	0	0	0	8.8	8.8	8.8	0	0	0
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0	0	0	0	0	0	0.3	0.3	0.3	0	0	0
2025 PM Peak Hour (Background Traffic) Unsignalized | ICU = 0.15 | Average Delay = 1.3 s												
Volume (vph)	0	33	14	0	19	0	10	0	1	0	0	0
v/c	0	0	0	0	0	0	0.01	0.01	0.01	0	0	0
Delay (s)	0	0	0	0	0	0	8.9	8.9	8.9	0	0	0
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0	0	0	0	0	0	0.3	0.3	0.3	0	0	0

TABLE 10. 2025 BACKGROUND INTERSECTION PERFORMANCE – SCHOOL BUS ACCESS & 56 AVENUE

	Eastbound (56 Avenue)				Westbound (56 Avenue)				Northbound (-)				Southbound (School Bus Access)			
Movement	L	T	-	-	T	R	-	-	-	-	L	-	R			
Lanning		1			1			-			1					
2025 AM Peak Hour (Background Traffic) Unsignalized | ICU = 0.07 | Average Delay = 0 s																
Volume (vph)	0	17	-	-	38	0	-	-	-	0	-	0				
v/c	0	0	-	-	0.02	0.02	-	-	-	0	-	0				
Delay (s)	0	0	-	-	0	0	-	-	-	0	-	0				
LOS	A	A	-	-	A	A	-	-	-	A	-	A				
95th Queue (m)	0	0	-	-	0	0	-	-	-	0	-	0				
2025 PM Peak Hour (Background Traffic) Unsignalized | ICU = 0.07 | Average Delay = 0 s																
Volume (vph)	0	34	-	-	19	0	-	-	-	0	-	0				
v/c	0	0	-	-	0.01	0.01	-	-	-	0	-	0				
Delay (s)	0	0	-	-	0	0	-	-	-	0	-	0				
LOS	A	A	-	-	A	A	-	-	-	A	-	A				
95th Queue (m)	0	0	-	-	0	0	-	-	-	0	-	0				

As shown in the above table, the study intersections are expected to operate with acceptable LOS under the 2025 background condition. All intersection movements will remain the same LOS of A as the 2023 existing condition.

4.0 PROPOSED DEVELOPMENT

4.1 Site Description

The Valleyview Replacement K-12 School (Legal Description: Lot 3SR, Block 3, Plan 1822717) will be situated at the northernmost part of the Town of Valleyview. The site is adjacent to the east of Greenview Regional Multiplex. The school's main Parking Lot Accesses and School Bus Access will be along the north side of 56 Avenue. Specifically, the west Parking Lot Access will be aligned with the intersection of 47 Street & 56 Avenue, the east Parking Lot Access will be aligned with the intersection of 46 Street and 56 Avenue, and the School Bus Access will be situated to the further east.

4.2 Proposed Site Plan

According to the RFP (Request for Proposal), the replacement school will have 715 K-12 students at the opening. The detailed site plan of Valleyview Replacement K-12 School can be found in **Appendix E**. The school's main building will be located at the center of the site. The school's parking lot will be located to the south of the school building, providing 20 visitor stalls, 50 student stalls, 101 staff stalls, 5 barrier-free stalls and 1 RCMP stall. Furthermore, 24 school bus stalls are proposed to the east of the school building.

4.3 Vehicle Trip Generation

On the opening day in 2025, the new school will have a capacity of approximately 715 Grade K-12 students. The ITE trip generation rates from ITE Trip Generation Manual (11th Edition) are used to estimate the school's site-generated traffic. For conservative reasons, the trip generation rates for elementary schools are used as they are relatively higher than junior / senior high schools. The school trip generation estimation is illustrated in the following **Table 11**.

TABLE 11. ESTIMATED VEHICULAR TRIP GENERATION FROM THE NEW REPLACEMENT K-12 SCHOOL

Opening Day (2025)	Units	ITE Vehicle Trip Generation Rates (peak hours are for peak hour of adjacent street traffic unless highlighted)							Expected Units (Adjusted*)	Total Generated Trips			Distribution of Generated Trips			
		Weekday	AM	PM	AM In	AM Out	PM In	PM Out		Daily	AM Hour	PM Hour	AM In	AM Out	PM In	PM Out
Elementary School (520)	Students	2.27	0.74	0.16	54%	46%	46%	54%	715	1623	529	114	286	243	52	62
									Total Vehicle Traffic	**1623**	**529**	**114**	**286**	**243**	**52**	**62**

The volume of the planned 24 school buses is not included in this table.

4.4 Vehicle Trip Distribution

The site-generated vehicular traffic of the replacement school during AM and PM peak hours is distributed to the surrounding roadways and intersections. The trip distribution assumption is based on the location of the replacement school and the distribution pattern of the residential areas in the Town of Valleyview.

The replacement school is proposed to be located at the northernmost side of the Town and the residential areas are mostly located to the south of the site (the majority residential area is located to the southwest of the site, while a slight part is to the southeast of the site). Therefore, it is assumed that 90% of the school-generated vehicular trips will travel to/from the southwest part of the town through 56 Avenue west direction, while the rest 10% of the school-generated vehicular trips will travel to/from the residential area to the southeast of the school through 56 Avenue east direction. In addition, the school-generated traffic through 48 Street & 56 Avenue intersection is further distributed to the west direction (via 56 Avenue) and south direction (via 48 Street) by a 50%-50% distribution.

The detailed distribution assumptions of the generated vehicular traffic can be found in the following **Figure 5** (distribution percentage), **Figure 6** (car trip distributions) and **Figure 7** (school bus distributions[1]).

[1] According to the site plan, 24 school buses will be provided at the school opening. The distributions of school buses are assumed to be the same as the vehicle trip distributions. The travelling direction of the 24 school buses is expected to be inbound during the AM peak hour and outbound during the PM peak hour.

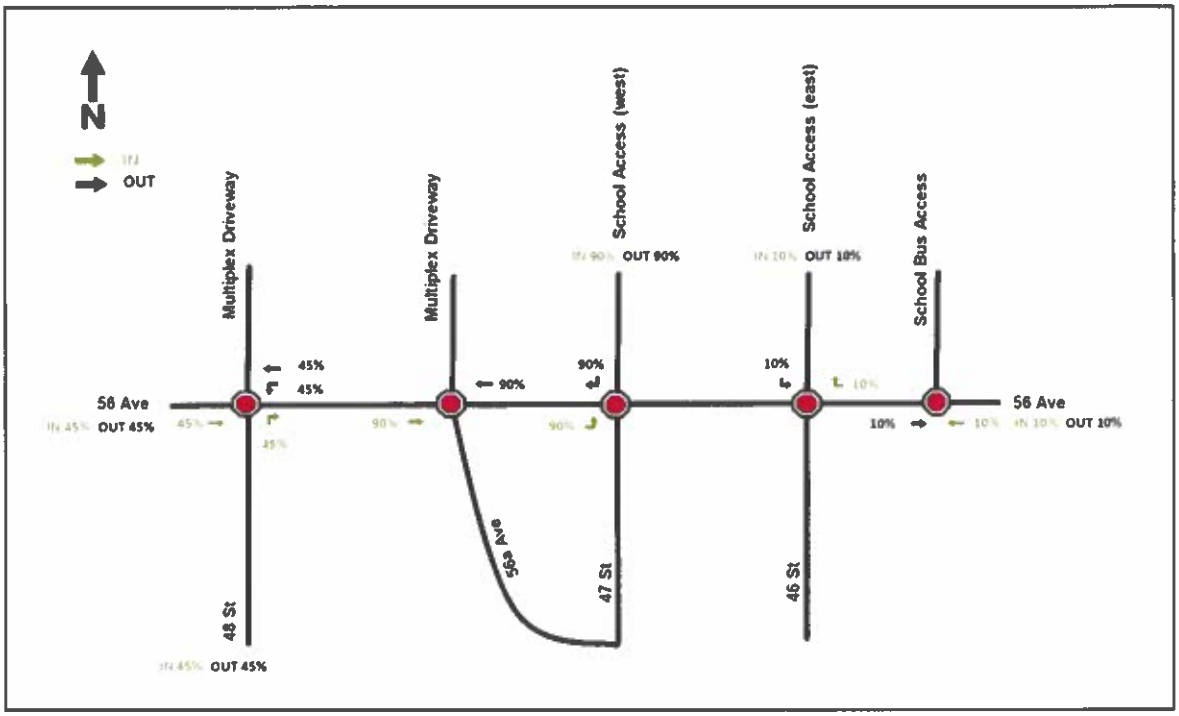


FIGURE 5. THE SITE-GENERATED CAR TRIP DISTRIBUTION DIAGRAM (PERCENTAGES) – WEEKDAY AM PEAK HOUR (PM PEAK HOUR)

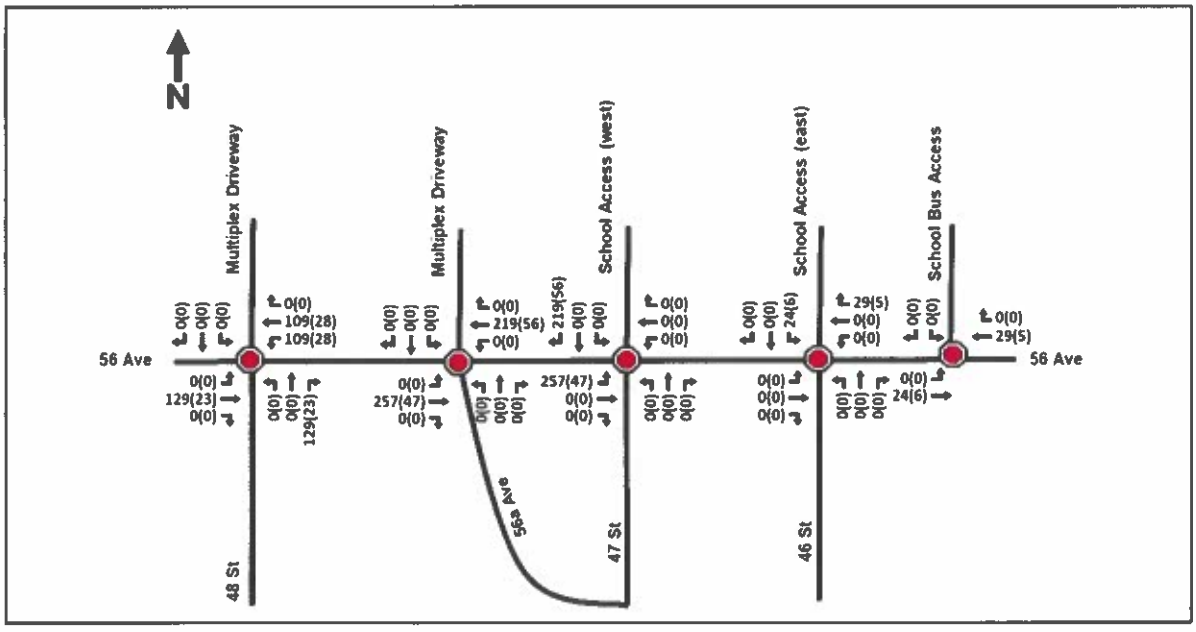


FIGURE 6. THE SITE-GENERATED CAR TRIP DISTRIBUTION DIAGRAM – WEEKDAY AM PEAK HOUR (PM PEAK HOUR)

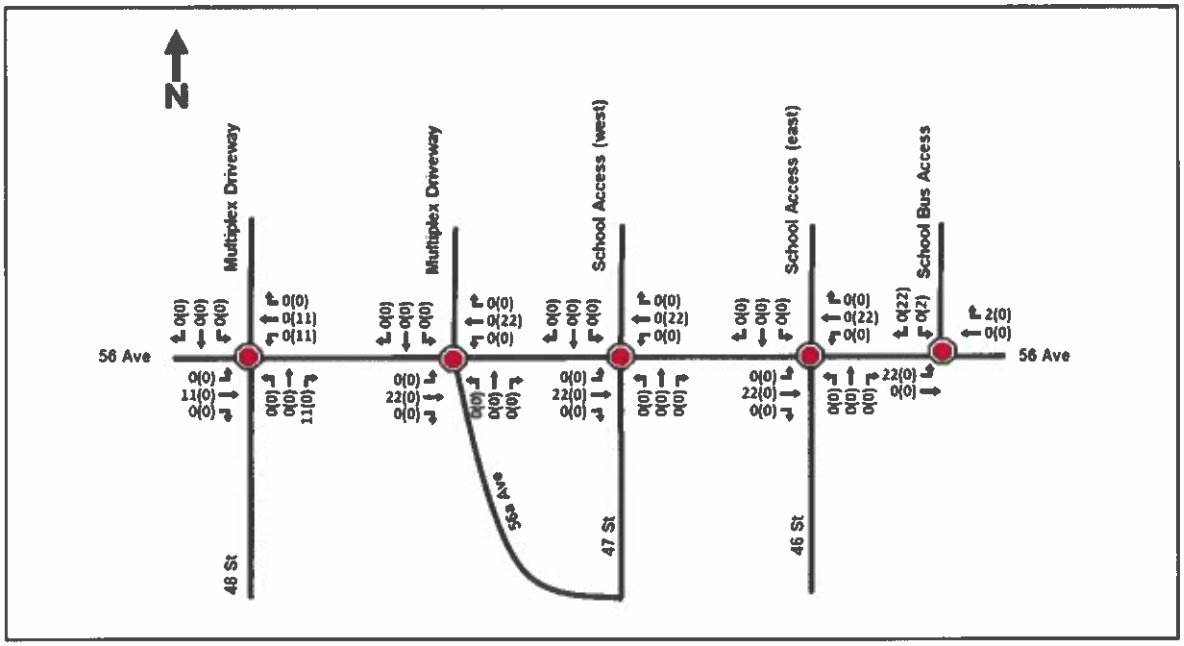


FIGURE 7. THE SITE-GENERATED SCHOOL BUS TRIPS DISTRIBUTION DIAGRAM – WEEKDAY AM PEAK HOUR (PM PEAK HOUR)

4.5 Parking Review

4.5.1 Vehicle parking space

According to the parking requirements in the Land Use Bylaw of Town of Valleyview (**Appendix F**), the minimum requirement of school parking is 1 space / classroom for elementary schools and 4 spaces / classroom for junior and senior high schools. The site plan does not provide the number of classrooms and student split of different grades. To estimate the parking requirement, it is assumed that the average class size is 20 students and the higher standard of 4 spaces / classroom is used for conservative reasons. Based on the above assumptions, it is expected that the new school will have 36 classrooms and require a total of 144 parking spaces. Based on the vehicle parking demand & supply comparison table below, the proposed school vehicle parking supply is expected to be able to accommodate the Bylaw vehicle parking space requirement in general.

TABLE 12. VEHICLE PARKING REQUIREMENT AND SUPPLY COMPARISON

Resource	Component	Referred Standards	Demand	Site Plan Supply
Land Use Bylaw of Town of Valleyview	Vehicle parking space	4 spaces / classroom	The new school is anticipated to have a total number of 715 students. The study assumes the average classroom size is 20. This means the school could have 36 classrooms, and require 144 parking spaces	176 stalls including 20 visitor stalls, 50 student stalls, 101 staff stalls and 5 barrier-free stalls.

4.5.2 Student pick-up / drop-off (PUDO) space

There is no pertinent requirement of the PUDO spaces from the Town's Land Use Bylaw. The proposed site plan does not have PUDO stalls specified either.

An appropriate supply of PUDO spaces is essential for the safe transport of students by private vehicles. To provide a more thorough analysis of the need of PUDO supply, a PUDO queuing model is developed. The peak PUDO demand is assumed to be 243 cars, which equals to the AM peak hour out traffic volume.

The PUDO process can be viewed as a queuing simulation model where customers (parents) arrive at a service facility (designated PUDO stalls) and must wait for service. The customers (parents) are assumed to arrive randomly according to a Poisson distribution with an arrival rate (λ) estimated based on the arrival peak hour traffic. Stalls represent 'servers' in a multi-server arrangement with a service rate (μ) proportional to the average time a car occupies the stall during loading or unloading. Vehicles are assumed to be served on a first-in/first-out (FIFO) basis. Parent's arrival rate (λ) during the busiest 15 min drop-off period is estimated in vehicles per minute based on the estimated AM peak hour arrival traffic volumes discussed above. Also, traffic volumes are adjusted by a 0.67 PHF to reflect the spike in the 15-minute condition within the peak hour. A service rate (μ) of 0.4 cars per minute is used, assuming that, on average, a parent would take approximately 2.5 minutes to pick up or drop off a student, including time to grab a backpack, unbuckle seatbelts, and say goodbye.

Acceptable performance metrics to consider include low (<85%) stall utilization, low number of 'customers' in the queue, and low times in queue. According to the results in **Table 13**, it is recommended to provide at least 21 PUDO stalls to accommodate the demand appropriately. According to the analysis of vehicle parking spaces, there are surplus parking stalls above the bylaw requirement, which could be used as PUDO stalls.

TABLE 13. NEW SCHOOL'S PUDO SPACES QUEUING MODEL TEST RESULTS

		Units	20 PUDO Stalls	21 PUDO Stalls (recommended at least)	22 PUDO Stalls
INPUTS	Proposed Number of Stalls (Servers')	Stalls	20.00	21.00	22.00
	AM Peak Hour Traffic (IN)	Veh/Hr	286	286	286
	Peak Arrival Rate	Veh/min	4.77	4.77	4.77
	Peak Hour Factor (PHF)	-	0.67	0.67	0.67
	Vehicle Arrival Rate (λ)	Veh/min	7.11	7.11	7.11
	Average Service Rate (μ)	Veh/min	0.4	0.4	0.4
OUTPUTS	Average Customers in System (cars)	Vehicles	21.90	19.80	18.80
	Average Customers in Queue (cars)	Vehicles	4.08	2.01	1.07
	Average Time Spent in System (min)	Min/vehicle	3.07	2.78	2.65
	Average Time in Queue (min)	Min/vehicle	0.57	0.28	0.15
	Stall utilization (ρ)	percentage	89%	85%	81%

4.5. 3 Bicycle parking space

There is no specific bicycle parking requirement for schools from the Town's Land Use Bylaw. However, it is recommended that the school provide sufficient class II bicycle parking facilities to encourage and meet the needs of active transportation to school.

4.6 School Area / Zone Review

The school area / zone review for the Valleyview Replacement School site is referred to the Alberta Infrastructure and Transportation Guidelines for School and Playground Zones and Areas[2] (the Guideline). The Guideline provides a school zone input worksheet which is a

[2] Guidelines for school and playground zones and areas. Version 2 - Open Government (alberta.ca)

quantitative warrant assessment of the need for a school zone or area. A total score of 100 points is available to mark based on six weighted categories for school type, school fencing, adjacent roadway classification, property line separation, school entrance features and presence of sidewalks. The following **Table 14** is the school zone warrant analysis for Valleyview Replacement K-12 School based on the Guideline and the site conditions of the subject school.

TABLE 14. SCHOOL ZONE WARRANT ANALYSIS FOR THE REPLACEMENT SCHOOL

School Name	Valleyview K-12 Replacement School				
School Address	Lot 3SR, Block 3, Plan 1822717				
INSTALLATION CRITERION	MAX. POINTS VALUE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per AT Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00	1	40
		Middle/Junior High	0.40		
		High School	0.20		
		Post Secondary/College/University	0.00		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial / Freeway	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None Or Non-School Side	1.00	1	
		School Side	0.60		
		Both Sides	0.00		
					5

Note: "1" is inputted into the specific cell of the calculation table for each criterion when the description best represents the subject school / road conditions.

The warrant analysis results a sum of 90 scores for the Valleyview Replacement K-12 School, which indicates that a school zone is required for this school[3].

5.0 FULL BUILD-OUT TRAFFIC CONDITIONS (2025)

5.1 2025 Full Build-Out Traffic Volumes

The opening of the new school is anticipated to be in 2025. The diagram of the total traffic in 2025, which is the sum of 2025 background traffic, school-generated car traffic and school bus traffic can be found in **Figure 8**.

[3] According to the Guideline, a warrant score of 0-40 is not warranted for a school area or zone; 41-64 is warranted for a school area; 65-80 is warranted for a school area or zone; 81-100 is warranted for a school zone.

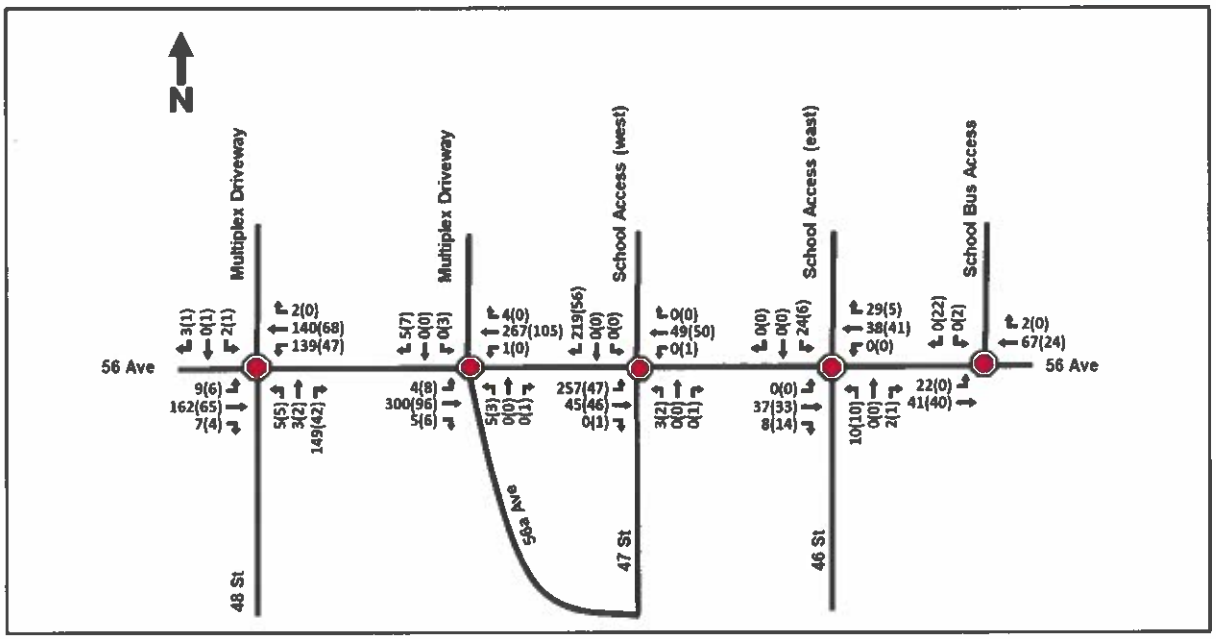


FIGURE 8. FULL BUILD-OUT TOTAL TRAFFIC VOLUME DIAGRAM FOR 2025 CONDITIONS – WEEKDAY AM PEAK (PM PEAK)

5.2 2025 Full Build-Out Intersection Operating Conditions

The intersection capacity analysis for 2025 full build-out conditions is conducted accordingly. The analyzed intersections include 48 Street & 56 Avenue, 56a Avenue & 56 Avenue, 47 Street & 56 Avenue (west School Parking Lot Access), 46 Street & 56 Avenue (east School Parking Lot Access), and School Bus Access & 56 Avenue. **Table 15** to **Table 19** summarize the intersection performance MOEs for the above intersections.

TABLE 15. 2025 TOTAL CONDITION INTERSECTION PERFORMANCE – 48 STREET & 56 AVENUE

	Eastbound (56 Avenue)			Westbound (56 Avenue)			Northbound (48 Street)			Southbound (Driveway)		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Lanning		1			1			1			1	
2025 AM Peak Hour (Total Traffic) Unsignalized | ICU = 0.44 | Average Delay = 4.9 s												
Volume (vph)	9	162	7	139	140	2	5	3	149	2	0	3
v/c	0.01	0.01	0.01	0.11	0.11	0.11	0.21	0.21	0.21	0.01	0.01	0.01
Delay (s)	0.1	0.4	0.4	0.9	4.4	4.4	10.7	10.7	10.7	14.2	14.2	14.2
LOS	A	A	A	A	A	A	B	B	B	B	B	B
95th Queue (m)	0.2	0.2	0.2	2.8	2.8	2.8	6.1	6.1	6.1	0.3	0.3	0.3
2025 PM Peak Hour (Total Traffic) Unsignalized | ICU = 0.23 | Average Delay = 3.7 s												
Volume (vph)	6	65	4	47	68	0	5	2	42	1	1	1
v/c	0	0	0	0.03	0.03	0.03	0.06	0.06	0.06	0	0	0
Delay (s)	0	0.7	0.7	0.3	3.2	3.2	9.1	9.1	9.1	10.3	10.3	10.3
LOS	A	A	A	A	A	A	A	A	A	B	B	B
95th Queue (m)	0.1	0.1	0.1	0.8	0.8	0.8	1.4	1.4	1.4	0.1	0.1	0.1

TABLE 16. 2025 TOTAL CONDITION INTERSECTION PERFORMANCE – 56A AVENUE & 56 AVENUE

	Eastbound (56 Avenue)			Westbound (56 Avenue)			Northbound (56A Avenue)			Southbound (Driveway)		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Lanning		1			1			1			1	
2025 AM Peak Hour (Total Traffic) Unsignalized | ICU = 0.30 | Average Delay = 0.3 s												
Volume (vph)	4	300	5	1	267	4	5	0	0	0	0	5
v/c	0	0	0	0	0	0	0.01	0.01	0.01	0.01	0.01	0.01
Delay (s)	0	0.1	0.1	0	0	0	14.4	14.4	14.4	9.9	9.9	9.9
LOS	A	A	A	A	A	A	B	B	B	A	A	A
95th Queue (m)	0.1	0.1	0.1	0	0	0	0.3	0.3	0.3	0.2	0.2	0.2
2025 PM Peak Hour (Total Traffic) Unsignalized | ICU = 0.23 | Average Delay = 0.9 s												
Volume (vph)	8	96	6	0	105	0	3	0	1	3	0	7
v/c	0.01	0.01	0.01	0	0	0	0.01	0.01	0.01	0.01	0.01	0.01
Delay (s)	0	0.6	0.6	0	0	0	9.9	9.9	9.9	9.2	9.2	9.2
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0.1	0.1	0.1	0	0	0	0.1	0.1	0.1	0.3	0.3	0.3

TABLE 17. 2025 TOTAL CONDITION INTERSECTION PERFORMANCE – 47 STREET & 56 AVENUE

	Eastbound (56 Avenue)			Westbound (56 Avenue)			Northbound (47 Street)			Southbound (West School Parking Lot Access)		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Lanning		1			1			1			1	
2025 AM Peak Hour (Total Traffic) Unsignalized | ICU = 0.43 | Average Delay = 7.4 s												
Volume (vph)	257	45	0	0	49	0	3	0	0	0	0	219
v/c	0.18	0.18	0.18	0	0	0	0.02	0.02	0.02	0.23	0.23	0.23
Delay (s)	1.4	6.9	6.9	0	0	0	26.3	26.3	26.3	0	0	0
LOS	A	A	A	A	A	A	D	D	D	A	A	A
95th Queue (m)	5.0	5.0	5.0	0	0	0	0.4	0.4	0.4	6.9	6.9	6.9
2025 PM Peak Hour (Total Traffic) Unsignalized | ICU = 0.22 | Average Delay = 4.4 s												
Volume (vph)	47	46	1	1	50	0	2	0	1	0	0	56
v/c	0.03	0.03	0.03	0	0	0	0	0	0	0.06	0.06	0.06
Delay (s)	0.3	3.8	3.8	0	0.1	0.1	10.1	10.1	10.1	8.8	8.8	8.8
LOS	A	A	A	A	A	A	B	B	B	A	A	A
95th Queue (m)	0.8	0.8	0.8	0	0	0	0.1	0.1	0.1	1.5	1.5	1.5

TABLE 18. 2025 TOTAL CONDITION INTERSECTION PERFORMANCE – 46 STREET & 56 AVENUE

	Eastbound (56 Avenue)			Westbound (56 Avenue)			Northbound (46 Street)			Southbound (East School Parking Lot Access)		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Lanning		1			1			1			1	
2025 AM Peak Hour (Total Traffic) Unsignalized | ICU = 0.14 | Average Delay = 2.2 s												
Volume (vph)	0	37	8	0	38	29	10	0	2	24	0	0
v/c	0	0	0	0	0	0	0.01	0.01	0.01	0.03	0.03	0.03
Delay (s)	0	0	0	0	0	0	9.1	9.1	9.1	9.2	9.2	9.2
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0	0	0	0	0	0	0.3	0.3	0.3	0.7	0.7	0.7
2025 PM Peak Hour (Total Traffic) Unsignalized | ICU = 0.15 | Average Delay = 1.4 s												
Volume (vph)	0	33	14	0	41	5	10	0	1	6	0	0
v/c	0	0	0	0	0	0	0.01	0.01	0.01	0.01	0.01	0.01
Delay (s)	0	0	0	0	0	0	9.1	9.1	9.1	9.1	9.1	9.1
LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th Queue (m)	0	0	0	0	0	0	0.3	0.3	0.3	0.2	0.2	0.2

TABLE 19. 2025 TOTAL CONDITION INTERSECTION PERFORMANCE – SCHOOL BUS ACCESS & 56 AVENUE

	Eastbound (56 Avenue)				Westbound (56 Avenue)				Northbound (-)			Southbound (School Bus Access)		
Movement	L	T	-	-	T	R	-	-	-	L	-	R		
Lanning		1			1			-			1			
2025 AM Peak Hour (Total Traffic) Unsignalized | ICU = 0.13 | Average Delay = 1.3 s														
Volume (vph)	22	41	-	-	67	2	-	-	-	0	-	0		
v/c	0.02	0.02	-	-	0.04	0.04	-	-	-	0	-	0		
Delay (s)	0.1	2.7	-	-	0	0	-	-	-	0	-	0		
LOS	A	A	-	-	A	A	-	-	-	A	-	A		
95th Queue (m)	0.4	0.4	-	-	0	0	-	-	-	0	-	0		
2025 PM Peak Hour (Total Traffic) Unsignalized | ICU = 0.13 | Average Delay = 2.3 s														
Volume (vph)	0	40	-	-	24	0	-	-	-	2	-	22		
v/c	0	0	-	-	0.02	0.02	-	-	-	0.02	-	0.02		
Delay (s)	0	0	-	-	0	0	-	-	-	8.6	-	8.6		
LOS	A	A	-	-	A	A	-	-	-	A	-	A		
95th Queue (m)	0	0	-	-	0	0	-	-	-	0.6	-	0.6		

The above tables account for the new school's generated car and school bus traffic integrated with the background traffic in 2025 conditions. The Synchro models prove that the addition of school traffic will not significantly influence the operation of the study intersections. The traffic movements at the intersection of 48 Street & 56 Avenue, 56a Avenue & 56 Avenue, 47 Street & 56 Avenue (west School Parking Lot Access), 46 Street & 56 Avenue (east School Parking Lot Access), and School Bus Access & 56 Avenue are expected to operate with satisfactory LOS during both AM and PM peak hours.

5.3 Left-Turn Lane Warrant Analysis for Full Build-Out Conditions

It is observed that relatively high left-turn traffic volumes are anticipated at the eastbound left turn movement of the 47 Street / west School Parking Lot Access & 56 Avenue intersection and westbound left turn movement of the 48 Street & 56 Avenue intersection during the AM peak hour. Left turn warrant analyses were conducted for these two approaches using the Alberta's Highway Geometric Design Guide (Chapter D At-Grade Intersections)[4] to examine the potential needs of left turn lanes.

The parameters in the warrant analysis include:

- V_l, Number of Left Turning Vehicles Per Hour in the Advancing Volume
- V_a, Advancing Volume
- $L = V_l/V_a$, Proportion of Left Turns in V_a
- V_o, opposing volume

5.3.1 Eastbound Left Turn at the Intersection of 47 Street / west School Parking Lot Access & 56 Avenue

For the eastbound approach of the intersection of 47 Street / west School Parking Lot Access & 56 Avenue, the parameters are calculated as follows for the AM peak hour:

- $V_l = 257$

[4] trans-highway-geometric-design-guide-chapter-d-1999-08.pdf (alberta.ca)

- $V_a = 257 + 45 + 0 = 302$
- $L = \frac{V_l}{V_a} = \frac{257}{302} = 85\%$
- $V_o = 0 + 49 + 0 = 49$

This approach is not warranted for a left lane because the V_o is less than the opposing volume threshold of 100 vph, as illustrated in the following graph.

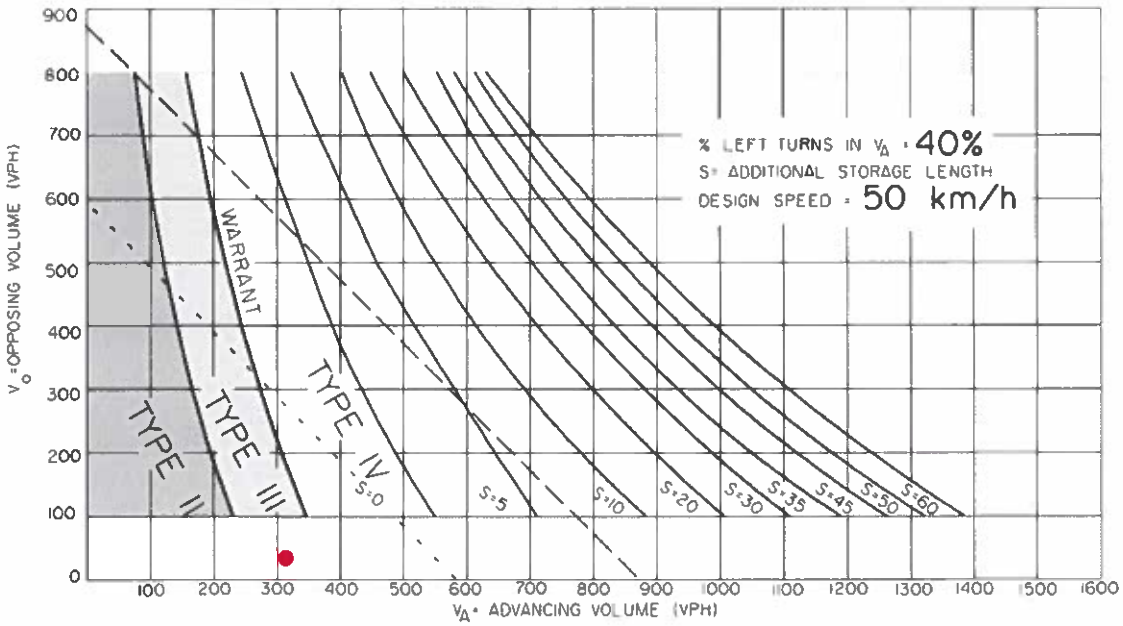


FIGURE 9. LEFT-TURN LANE WARRANT ANALYSIS RESULT (RED DOT) FOR THE EASTBOUND APPROACH OF 47 STREET / WEST SCHOOL PARKING LOT ACCESS & 56 AVENUE

5.3.2 Westbound Left Turn at the Intersection of 48 Street & 56 Avenue

For the westbound approach of the intersection of 48 Street & 56 Avenue, the parameters are calculated as follows for the AM peak hour:

- $V_l = 139$
- $V_a = 139 + 140 + 2 = 281$
- $L = \frac{V_l}{V_a} = \frac{139}{281} = 49\%$
- $V_o = 9 + 162 + 7 = 178$

This westbound approach is warranted for a Type III left-turn lane treatment. **Figure 11** shows an example design layout based on the Highway Geometric Design Guide. At minimum, a by-pass lane is recommended to be considered to facilitate the westbound left-turn movement and mitigate the need for stop of the westbound through movement.

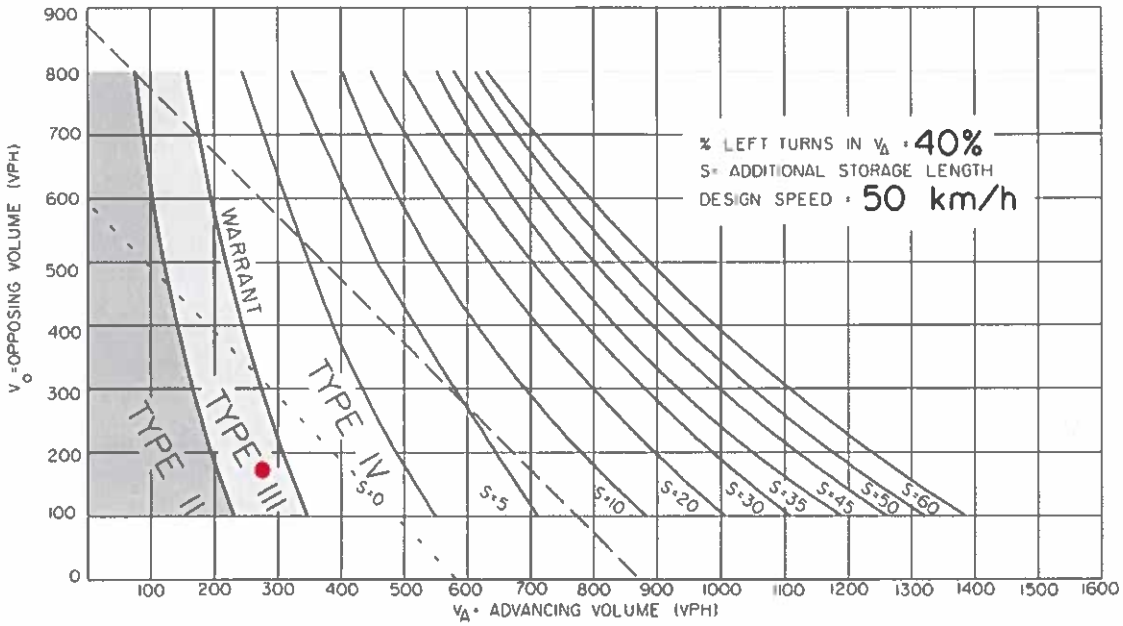


FIGURE 10. LEFT-TURN LANE WARRANT ANALYSIS RESULT (RED DOT) FOR THE WESTBOUND APPROACH OF 48 STREET & 56 AVENUE

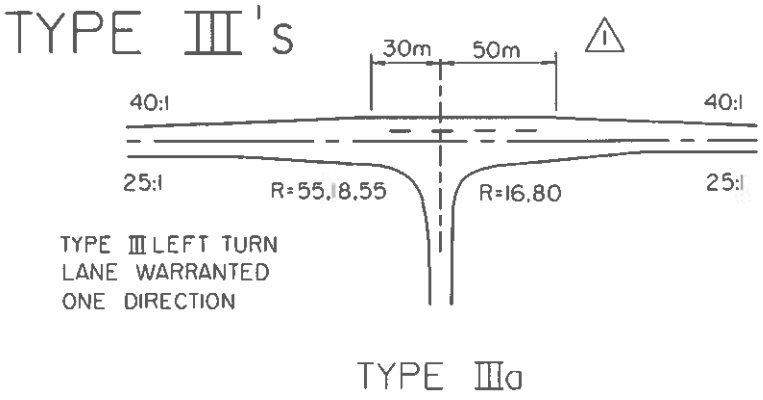


FIGURE 11. TYPE III LEFT TURN LANE WARRANTED ONE DIRECTION (ALBERTA HIGHWAY GEOMETRIC DESIGN GUIDE)

6.0 CONCLUSIONS AND RECOMMENDATIONS

With all the above considered, the following findings and recommendations are offered for the betterment of transportation mobility and accessibility around the proposed new school.

6.1 Intersection Operations

The addition of school-generated traffic will not significantly influence the operation of the study intersections. The intersections of 48 Street & 56 Avenue, 56a Avenue & 56 Avenue, 47 Street & 56 Avenue (west School Parking Lot Access), 46 Street & 56 Avenue (east School Parking Lot Access), and School Bus Access & 56 Avenue are expected to operate satisfactorily after the opening of the proposed Valleyview Replacement K-12 School.

6.2 Provide Sufficient Student PUDO Stalls

According to the queuing analysis, it is recommended to provide 21 PUDO stalls to accommodate parents' PUDO need with a satisfactory stall utilization rate, queue length and waiting time.

6.3 Provide Appropriate Bicycle Parking Facilities

The current site plan has not marked any bicycle parking space. It is recommended that the school provide sufficient class II bicycle parking facilities to encourage and meet the needs of active transportation to school.

6.4 Provide School Zone for the New School

The school zone / area warrant analysis based on the Guideline has been conducted. The result indicates a school zone is required for the new replacement school. It is recommended to conform to the warrant result and set up a school zone along 56 Avenue for the new replacement school.

6.5 Westbound Left-Turn Treatment at the Intersection of 48 Street & 56 Avenue

Based on the left turn warrant analysis in accordance with the Alberta's Highway Geometric Design Guide, a Type III left turn lane treatment is warranted for the intersection of 48 Street and 56 Avenue. At minimum, a by-pass lane is recommended to be added to the westbound approach to facilitate the westbound left turn movement and mitigate the need for stop of the westbound through movement.

Should you have any questions or comments concerning the contents of this report, please do not hesitate to contact the undersigned.

Sincerely,

Morrison Hershfield Limited

Stanley J. Li, M.Sc., P.Eng., PTOE
Principal, Transportation Engineer
Tel: 604 454 0402
Email: sli@morrisonhershfield.com

Appendix A. TRAFFIC DATA COUNTS FOR THE EXISTING INTERSECTIONS

INTERSECTION TRAFFIC FLOW ANALYSIS REPORT

ME2 TRANSPORTATION DATA CORP.

Location 56 Avenue & 56 A Avenue/ Driveway Date May 31 2023 Observers Maureen

time	FROM THE NORTH on driveway						FROM THE SOUTH on 56 A Avenue						FROM THE EAST on 56 Avenue						FROM THE WEST on 56 Avenue					
ending	LT	ST	RT	CV	PED	BIKE	LT	ST	RT	CV	PED	BIKE	LT	ST	RT	CV	PED	BIKE	LT	ST	RT	CV	PED	BIKE
8:15	0	0	4	0	1	0	1	0	0	0	0	0	0	7	0	0	0	0	0	3	0	0	0	0
8:30	0	0	0	0	0	0	1	0	0	0	0	0	1	15	0	0	0	0	0	6	2	0	0	0
8:45	0	0	0	0	0	0	1	0	0	0	0	0	0	11	1	0	0	0	1	4	2	1	0	0
9:00	0	0	1	0	0	0	2	0	0	0	0	0	0	13	3	1	1	0	3	7	1	1	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	1	4	2	1	0	0
9:30	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	5	0	0	0	0
9:45	0	0	1	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	0	3	0	0	0	0
10:00	0	0	0	0	0	0	0	1	0	0	1	0	0	6	1	0	0	0	1	4	2	1	0	0
2 hr total	0	0	8	0	1	0	5	1	0	0	1	0	1	64	6	3	1	0	7	36	9	4	0	0
		8		0%				6		0%				71		4%				52		6%		
peak hour	0	0	5				5	0	0				1	46	4				4	20	5			
		5						5						51						29				
3:00	0	0	1	0	0	0	1	0	1	0	0	1	0	3	0	0	0	0	0	8	0	1	0	0
3:15	1	0	1	0	0	0	0	0	1	0	3	0	0	8	0	0	0	0	0	6	1	0	0	0
3:30	1	0	0	0	0	0	0	0	0	0	2	1	1	4	2	1	0	0	2	8	2	0	0	0
3:45	0	0	1	0	0	0	1	0	0	0	6	0	1	7	0	0	0	0	2	13	1	1	0	0
4:00	1	0	0	0	0	0	2	0	1	0	1	1	0	7	0	0	0	0	1	11	2	1	4	0
4:15	0	0	2	0	0	0	1	0	0	0	0	0	0	7	0	0	1	1	1	11	1	0	0	0
4:30	1	0	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	2	11	1	0	0	0
4:45	1	0	3	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	4	14	2	0	0	0
2 hr total	5	0	10	1	0	0	5	0	3	0	12	3	2	48	2	1	1	1	12	82	10	3	4	0
		15		7%				8		0%				52		2%				104		3%		
peak hour	3	0	7				3	0	1				0	26	0				8	47	6			
		10						4						26						61				
4 hour	5	0	18				10	1	3				3	112	8				19	118	19			
total		23						14						123						156				
2 direct L	SB	23	45%				NB	14	39%				WB	123	49%				EB	156	53%			
total	NB	28	55%				SB	22	61%				EB	126	51%				WB	140	47%			
		51						36						249						296				

ME2 TRANSPORTATION DATA CORP.
PEDESTRIAN AGE BREAK DOWN STUDY

NORTH CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	1	0	0	1
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	0	0	0	0	0
TOTAL	0	1	0	0	1

SOUTH CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	1	0	1
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	7	2	2	1	12
TOTAL	7	2	3	12	13

EAST CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	1	0	1
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	1	0	0	0	1
TOTAL	1	0	1	2	2

WEST CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	0	0	0
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	2	2	0	0	4
TOTAL	2	2	0	4	4

RAW DATA

	NORTH X WALK				SOUTH X WALK				EAST X WALK				WEST X WALK			
	1-14	15-18	19-64	65+	1-14	15-18	19-64	65+	1-14	15-18	19-64	65+	1-14	15-18	19-64	65+
8:15		1														
8:30																
8:45																
9:00											1					
9:15																
9:30																
9:45																
10:00							1									
11:15																
11:30																
11:45																
12:00																
12:15																
12:30																
12:45																
1:00																
3:00																
3:15					2		1									
3:30						1	1									
3:45					5	1										
4:00								1					2	2		
4:15									1							
4:30																
4:45																

INTERSECTION TRAFFIC FLOW ANALYSIS REPORT

ME2 TRANSPORTATION DATA CORP.

Location 56 Avenue & 47 Street Date May 31 2023 Observers Lynn

time	FROM THE NORTH on						FROM THE SOUTH on 47 Street						FROM THE EAST on 56 Avenue						FROM THE WEST on 56 Avenue					
ending	LT	ST	RT	CV	PED	BIKE	LT	ST	RT	CV	PED	BIKE	LT	ST	RT	CV	PED	BIKE	LT	ST	RT	CV	PED	BIKE
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	3	0	0	0	0
8:30	0	0	0	0	0	0	2	0	0	0	0	0	0	13	0	0	0	0	0	8	0	1	0	0
8:45	0	0	0	0	0	0	1	0	0	0	0	0	0	13	0	0	0	0	0	5	0	1	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	6	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	3	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0
9:45	0	0	0	0	0	0	1	0	0	1	0	0	0	5	0	1	0	0	0	3	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	7	0	0	0	0	0	4	0	0	0	0
2 hr total	0	0	0	0	0	0	4	0	0	1	1	0	0	64	0	1	0	0	0	37	0	2	0	0
		0		#DIV/0!				4		25%				64		2%				37		5%		
peak hour	0	0	0				3	0	0				0	47	0				0	22	0			
		0						3						47						22				
3:00	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	6	1	0	0	0
3:15	0	0	0	0	0	0	0	0	1	0	0	0	1	8	0	0	0	0	0	11	0	0	0	0
3:30	0	0	0	0	0	0	1	0	0	0	1	0	0	6	0	1	0	0	0	10	0	1	0	0
3:45	0	0	0	0	0	0	1	0	0	0	5	0	0	6	0	0	0	0	0	11	1	1	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	12	0	1	0	0
4:15	0	0	0	0	0	0	0	0	1	0	1	0	0	7	0	0	0	1	0	6	4	0	0	0
4:30	0	0	0	0	0	0	1	0	1	0	0	0	0	5	0	0	0	0	0	10	2	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	3	0	0	13	1	0	0	0
2 hr total	0	0	0	0	0	0	3	0	4	0	7	0	1	49	0	1	3	1	0	79	9	3	0	0
		0		#DIV/0!				7		0%				50		2%				88		3%		
peak hour	0	0	0				2	0	1				1	27	0				0	44	1			
		0						3						28						45				
4 hour	0	0	0				7	0	4				1	113	0				0	116	9			
total		0						11						114						125				
2 direct L	SB	0	#DIV/0!				NB	11	52%				WB	114	48%				EB	125	51%			
total	NB	0	#DIV/0!				SB	10	48%				EB	120	51%				WB	120	49%			
		0						21						234						245				

ME2 TRANSPORTATION DATA CORP.
PEDESTRIAN AGE BREAK DOWN STUDY

NORTH CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	0	0	0
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	0	0	0	0	0
TOTAL	0	0	0	0	0

SOUTH CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	0	1	1
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	4	0	1	2	7
TOTAL	4	0	1	3	8

EAST CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	0	0	0
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	3	0	0	0	3
TOTAL	3	0	0	3	3

WEST CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	0	0	0
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	0	0	0	0	0
TOTAL	0	0	0	0	0

RAW DATA

	NORTH X WALK				SOUTH X WALK				EAST X WALK				WEST X WALK			
	1-14	15-18	19-64	65+	1-14	15-18	19-64	65+	1-14	15-18	19-64	65+	1-14	15-18	19-64	65+
8:15																
8:30																
8:45																
9:00																
9:15																
9:30																
9:45																
10:00								1								
11:15																
11:30																
11:45																
12:00																
12:15																
12:30																
12:45																
1:00																
3:00																
3:15																
3:30							1									
3:45						3		2								
4:00																
4:15					1											
4:30																
4:45									3							

INTERSECTION TRAFFIC FLOW ANALYSIS REPORT

ME2 TRANSPORTATION DATA CORP.

Location 56 Avenue & 46 Street Date May 31 2023 Observers Krista

time	FROM THE NORTH on						FROM THE SOUTH on 46 Street						FROM THE EAST on 56 Avenue						FROM THE WEST on 56 Avenue					
ending	LT	ST	RT	CV	PED	BIKE	LT	ST	RT	CV	PED	BIKE	LT	ST	RT	CV	PED	BIKE	LT	ST	RT	CV	PED	BIKE
8:15	0	0	0	0	0	0	1	0	0	0	0	0	0	6	0	0	0	0	0	2	1	0	0	0
8:30	0	0	0	0	0	0	2	0	2	0	0	0	0	11	0	0	0	0	0	5	3	1	0	0
8:45	0	0	0	0	0	0	4	0	0	0	0	0	0	9	0	0	0	0	0	3	2	1	0	0
9:00	0	0	0	0	0	0	3	0	0	0	0	0	0	11	0	0	0	0	0	4	2	0	0	0
9:15	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	2	1	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0
9:45	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	1	0	0	0	3	1	0	0	0
10:00	0	0	0	0	0	0	1	0	0	0	1	0	0	6	0	0	0	0	0	3	1	0	0	0
2 hr total	0	0	0	0	0	0	13	0	2	0	1	0	0	51	0	1	0	0	0	26	11	2	0	0
		0		#DIV/0!				15		0%				51		2%				37		5%		
peak hour	0	0	0				10	0	2				0	37	0				0	14	8			
		0						12						37						22				
3:00	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	5	2	0	0	0
3:15	0	0	0	0	0	0	5	0	0	0	0	0	0	4	0	0	0	0	0	9	3	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	1	0	0	6	0	1	0	0	0	8	2	1	0	0
3:45	0	0	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	8	2	0	0	0
4:00	0	0	0	0	0	0	4	0	1	0	0	0	0	3	0	0	0	0	0	7	6	2	0	0
4:15	0	0	0	0	0	0	0	0	0	0	1	0	2	7	0	0	0	1	0	3	3	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	6	4	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	3	0	1	6	0	0	0	0	0	7	6	0	0	0
2 hr total	0	0	0	0	0	0	10	0	2	0	5	0	3	40	0	1	0	1	0	53	28	3	0	0
		0		#DIV/0!				12		0%				43		2%				61		4%		
peak hour	0	0	0				10	0	1				0	18	0				0	32	13			
		0						11						18						45				
4 hour	0	0	0				23	0	4				3	91	0				0	79	39			
total		0						27						94						118				
2 direct L	SB	0	#DIV/0!				NB	27	39%				WB	94	53%				EB	118	51%			
total	NB	0	#DIV/0!				SB	42	61%				EB	83	47%				WB	114	49%			
		0						69						177						232				

ME2 TRANSPORTATION DATA CORP.
PEDESTRIAN AGE BREAK DOWN STUDY

NORTH CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	0	0	0
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	0	0	0	0	0
TOTAL	0	0	0	0	0

SOUTH CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	0	1	1
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	4	0	1	0	5
TOTAL	4	0	1	1	6

EAST CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	0	0	0
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	0	0	0	0	0
TOTAL	0	0	0	0	0

WEST CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	0	0	0
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	0	0	0	0	0
TOTAL	0	0	0	0	0

RAW DATA

	NORTH X WALK				SOUTH X WALK				EAST X WALK				WEST X WALK			
	1-14	15-18	19-64	65+	1-14	15-18	19-64	65+	1-14	15-18	19-64	65+	1-14	15-18	19-64	65+
8:15																
8:30																
8:45																
9:00																
9:15																
9:30																
9:45																
10:00								1								
11:15																
11:30																
11:45																
12:00																
12:15																
12:30																
12:45																
1:00																
3:00																
3:15																
3:30							1									
3:45																
4:00																
4:15					1											
4:30																
4:45					3											

q.4

INTERSECTION TRAFFIC FLOW ANALYSIS REPORT

ME2 TRANSPORTATION DATA CORP.

Location 56 Avenue & 48 Street | Date May 31 2023 | Observers Bethany

time	FROM THE NORTH on Driveway						FROM THE SOUTH on 48 Steet						FROM THE EAST on 56 Avenue						FROM THE WEST on 56 Avenue					
ending	LT	ST	RT	CV	PED	BIKE	LT	ST	RT	CV	PED	BIKE	LT	ST	RT	CV	PED	BIKE	LT	ST	RT	CV	PED	BIKE
8:15	0	0	0	0	0	0	0	1	0	0	0	0	3	9	0	0	0	0	1	3	1	0	0	0
8:30	1	0	1	1	0	0	0	0	4	1	0	0	10	7	0	0	0	1	1	5	1	0	0	0
8:45	0	0	0	0	0	0	2	1	3	0	0	0	10	7	0	0	0	0	2	6	4	1	0	0
9:00	1	0	2	1	0	0	3	1	2	2	1	0	6	7	2	1	0	0	5	7	1	0	0	0
9:15	0	1	0	0	0	0	1	1	4	1	0	0	0	2	0	0	0	0	1	3	2	0	0	0
9:30	0	1	2	0	0	0	1	1	1	0	0	0	1	2	0	0	0	0	2	5	1	1	0	0
9:45	0	0	0	0	0	0	3	0	0	0	0	0	0	7	0	2	0	0	2	3	0	0	0	0
10:00	0	0	0	0	0	0	0	0	3	0	1	0	0	6	0	0	0	0	1	4	0	1	0	0
2 hr total	2	2	5	2	0	0	10	5	17	4	2	0	30	47	2	3	0	1	15	36	10	3	0	0
		9		22%				32		13%				79		4%				61		5%		
peak hour	2	0	3				5	3	9				29	30	2				9	21	7			
		5						17						61						37				
3:00	0	0	0	0	0	0	0	1	2	0	0	0	1	6	0	0	0	0	2	5	0	1	0	0
3:15	0	0	0	0	0	0	6	0	5	0	6	0	4	7	0	0	3	0	2	5	5	1	0	0
3:30	0	1	1	0	0	0	5	2	6	2	0	0	2	2	0	1	1	0	0	5	3	0	0	0
3:45	0	1	0	0	0	0	1	1	7	0	2	0	2	5	0	0	1	0	1	8	1	1	0	0
4:00	0	0	0	0	3	0	0	0	6	1	0	0	3	4	0	0	0	0	1	8	2	0	1	0
4:15	0	1	0	0	0	0	3	1	5	0	0	0	3	9	0	0	0	1	1	8	1	0	0	0
4:30	0	0	1	0	0	0	2	1	3	2	0	0	0	8	0	0	0	0	2	11	0	0	0	0
4:45	1	0	0	0	0	0	0	0	4	0	0	0	2	7	0	1	1	0	2	13	1	0	0	0
2 hr total	1	3	2	0	3	0	17	5	38	5	8	0	17	48	0	2	6	1	11	63	13	3	1	0
		6		0%				61		8%				65		3%				67		3%		
peak hour	1	1	1				5	2	18				8	28	0				6	40	4			
		3						25						36						50				
4 hour	3	5	7				27	11	55				47	95	2				26	99	23			
total		15						93						144						148				
2 direct L	SB	15	28%				NB	93	55%				WB	144	48%				EB	148	53%			
total	NB	39	72%				SB	75	45%				EB	157	52%				WB	129	47%			
		54						168						301						277				

transportation data corp

ME2 TRANSPORTATION DATA CORP.
PEDESTRIAN AGE BREAK DOWN STUDY

NORTH CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	0	0	0
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	3	0	0	0	3
TOTAL	3	0	0	0	3

SOUTH CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	2	0	2
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	5	0	3	0	8
TOTAL	5	0	5	0	10

EAST CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	0	0	0
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	3	0	3	0	6
TOTAL	3	0	3	0	6

WEST CROSS WALK	1-14	15-18	18-64	65+	TOTAL
7:00 - 9:00	0	0	0	0	0
11:00 - 1:0	0	0	0	0	0
3:00 - 6:00	1	0	0	0	1
TOTAL	1	0	0	0	1

0

RAW DATA

	NORTH X WALK				SOUTH X WALK				EAST X WALK				WEST X WALK			
	1-14	15-18	19-64	65+	1-14	15-18	19-64	65+	1-14	15-18	19-64	65+	1-14	15-18	19-64	65+
8:15																
8:30																
8:45																
9:00							1									
9:15																
9:30																
9:45																
10:00							1									
11:15																
11:30																
11:45																
12:00																
12:15																
12:30																
12:45																
1:00																
3:00																
3:15						5		1		3						
3:30											1					
3:45							2				1					
4:00	3												1			
4:15																
4:30											1					
4:45																

Appendix B. Detailed Synchro Analysis Results for the Study Intersections (Existing Conditions, 2023)

HCM Unsignalized Intersection Capacity Analysis
1: 48 St/Multiplex Driveway (west) & 56 Ave

06/23/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	21	7	29	30	2	5	3	9	2	0	3
Future Volume (Veh/h)	9	21	7	29	30	2	5	3	9	2	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	23	8	32	33	2	5	3	10	2	0	3
Pedestrians								1				
Lane Width (m)								3.7				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	35			32			149	147	28	156	150	34
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	35			32			149	147	28	156	150	34
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			98			99	100	99	100	100	100
cM capacity (veh/h)	1576			1579			799	724	1046	783	721	1039

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	41	67	18	5
Volume Left	10	32	5	2
Volume Right	8	2	10	3
cSH	1576	1579	902	919
Volume to Capacity	0.01	0.02	0.02	0.01
Queue Length 95th (m)	0.1	0.5	0.5	0.1
Control Delay (s)	1.8	3.6	9.1	8.9
Lane LOS	A	A	A	A
Approach Delay (s)	1.8	3.6	9.1	8.9
Approach LOS			A	A

Intersection Summary				
Average Delay	4.0			
Intersection Capacity Utilization	16.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	4	20	5	1	46	4	5	0	0	0	0	5
Future Volume (Veh/h)	4	20	5	1	46	4	5	0	0	0	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	22	5	1	50	4	5	0	0	0	0	5
Pedestrians					1						1	
Lane Width (m)					3.7						3.7	
Walking Speed (m/s)					1.2						1.2	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	55			27			92	90	26	88	90	53
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	55			27			92	90	26	88	90	53
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1549			1587			886	797	1050	892	797	1014

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	31	55	5	5
Volume Left	4	1	5	0
Volume Right	5	4	0	5
cSH	1549	1587	886	1014
Volume to Capacity	0.00	0.00	0.01	0.00
Queue Length 95th (m)	0.1	0.0	0.1	0.1
Control Delay (s)	1.0	0.1	9.1	8.6
Lane LOS	A	A	A	A
Approach Delay (s)	1.0	0.1	9.1	8.6
Approach LOS			A	A

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	14.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	22	0	0	47	3	0
Future Volume (Veh/h)	22	0	0	47	3	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	0	0	51	3	0
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			24		75	24
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			24		75	24
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1591		928	1052

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	24	51	3
Volume Left	0	0	3
Volume Right	0	0	0
cSH	1700	1591	928
Volume to Capacity	0.01	0.00	0.00
Queue Length 95th (m)	0.0	0.0	0.1
Control Delay (s)	0.0	0.0	8.9
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	14	8	0	37	10	2
Future Volume (Veh/h)	14	8	0	37	10	2
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	9	0	40	11	2
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			24		60	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			24		60	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1591		947	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	24	40	13
Volume Left	0	0	11
Volume Right	9	0	2
cSH	1700	1591	963
Volume to Capacity	0.01	0.00	0.01
Queue Length 95th (m)	0.0	0.0	0.3
Control Delay (s)	0.0	0.0	8.8
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.8
Approach LOS			A

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	40	4	8	28	0	5	2	18	1	1	1
Future Volume (Veh/h)	6	40	4	8	28	0	5	2	18	1	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	43	4	9	30	0	5	2	20	1	1	1
Pedestrians		1			1						3	
Lane Width (m)		3.7			3.7						3.7	
Walking Speed (m/s)		1.2			1.2						1.2	
Percent Blockage		0			0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	33			47			110	110	46	132	112	34
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	33			47			110	110	46	132	112	34
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	100	98	100	100	100
cM capacity (veh/h)	1575			1560			858	770	1023	811	768	1036

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	54	39	27	3
Volume Left	7	9	5	1
Volume Right	4	0	20	1
cSH	1575	1560	965	857
Volume to Capacity	0.00	0.01	0.03	0.00
Queue Length 95th (m)	0.1	0.1	0.7	0.1
Control Delay (s)	1.0	1.7	8.8	9.2
Lane LOS	A	A	A	A
Approach Delay (s)	1.0	1.7	8.8	9.2
Approach LOS			A	A

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	14.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	47	6	0	26	0	3	0	1	3	0	7
Future Volume (Veh/h)	8	47	6	0	26	0	3	0	1	3	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	51	7	0	28	0	3	0	1	3	0	8
Pedestrians					4			1				
Lane Width (m)					3.7			3.7				
Walking Speed (m/s)					1.2			1.2				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	28			59			110	102	60	106	105	28
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	28			59			110	102	60	106	105	28
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			100	100	100	100	100	99
cM capacity (veh/h)	1585			1544			857	783	1002	866	780	1047

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	67	28	4	11
Volume Left	9	0	3	3
Volume Right	7	0	1	8
cSH	1585	1544	889	991
Volume to Capacity	0.01	0.00	0.00	0.01
Queue Length 95th (m)	0.1	0.0	0.1	0.3
Control Delay (s)	1.0	0.0	9.1	8.7
Lane LOS	A		A	A
Approach Delay (s)	1.0	0.0	9.1	8.7
Approach LOS			A	A

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	21.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	44	1	1	27	2	1
Future Volume (Veh/h)	44	1	1	27	2	1
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	48	1	1	29	2	1
Pedestrians					6	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			55		86	54
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			55		86	54
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1542		911	1007

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	49	30	3
Volume Left	0	1	2
Volume Right	1	0	1
cSH	1700	1542	941
Volume to Capacity	0.03	0.00	0.00
Queue Length 95th (m)	0.0	0.0	0.1
Control Delay (s)	0.0	0.2	8.8
Lane LOS		A	A
Approach Delay (s)	0.0	0.2	8.8
Approach LOS			A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	15.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	32	13	0	18	10	1
Future Volume (Veh/h)	32	13	0	18	10	1
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	14	0	20	11	1
Pedestrians					4	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.2	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			53		66	46
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			53		66	46
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1547		936	1020

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	49	20	12
Volume Left	0	0	11
Volume Right	14	0	1
cSH	1700	1547	943
Volume to Capacity	0.03	0.00	0.01
Queue Length 95th (m)	0.0	0.0	0.3
Control Delay (s)	0.0	0.0	8.9
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	14.6%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix C. Detailed Synchro Analysis Results for the Study Intersections (Background Conditions, 2025)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	22	7	30	31	2	5	3	9	2	0	3
Future Volume (Veh/h)	9	22	7	30	31	2	5	3	9	2	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	24	8	33	34	2	5	3	10	2	0	3
Pedestrians								1				
Lane Width (m)								3.7				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	36			33			153	151	29	160	154	35
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	36			33			153	151	29	160	154	35
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			98			99	100	99	100	100	100
cM capacity (veh/h)	1575			1578			794	720	1045	778	717	1038

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	42	69	18	5
Volume Left	10	33	5	2
Volume Right	8	2	10	3
cSH	1575	1578	898	915
Volume to Capacity	0.01	0.02	0.02	0.01
Queue Length 95th (m)	0.1	0.5	0.5	0.1
Control Delay (s)	1.8	3.6	9.1	9.0
Lane LOS	A	A	A	A
Approach Delay (s)	1.8	3.6	9.1	9.0
Approach LOS			A	A

Intersection Summary				
Average Delay	4.0			
Intersection Capacity Utilization	16.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	21	5	1	48	4	5	0	0	0	0	5
Future Volume (Veh/h)	4	21	5	1	48	4	5	0	0	0	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	23	5	1	52	4	5	0	0	0	0	5
Pedestrians					1						1	
Lane Width (m)					3.7						3.7	
Walking Speed (m/s)					1.2						1.2	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	57			28			94	92	26	92	93	55
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57			28			94	92	26	92	93	55
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1546			1585			882	794	1048	888	794	1011

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	32	57	5	5
Volume Left	4	1	5	0
Volume Right	5	4	0	5
cSH	1546	1585	882	1011
Volume to Capacity	0.00	0.00	0.01	0.00
Queue Length 95th (m)	0.1	0.0	0.1	0.1
Control Delay (s)	0.9	0.1	9.1	8.6
Lane LOS	A	A	A	A
Approach Delay (s)	0.9	0.1	9.1	8.6
Approach LOS			A	A

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	14.5%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
3: 47 St/School Access (west) & 56 Ave

06/23/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	0	23	0	0	49	0	3	0	0	0	0	0
Future Volume (Veh/h)	0	23	0	0	49	0	3	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	25	0	0	53	0	3	0	0	0	0	0
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	53			25			78	78	25	78	78	53
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	53			25			78	78	25	78	78	53
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1553			1589			911	812	1051	911	812	1014

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	25	53	3	0
Volume Left	0	0	3	0
Volume Right	0	0	0	0
cSH	1553	1589	911	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (m)	0.0	0.0	0.1	0.0
Control Delay (s)	0.0	0.0	9.0	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	9.0	0.0
Approach LOS			A	A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	15	8	0	38	0	10	0	2	0	0	0
Future Volume (Veh/h)	0	15	8	0	38	0	10	0	2	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	16	9	0	41	0	11	0	2	0	0	0
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	41			25			62	62	20	64	66	41
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	41			25			62	62	20	64	66	41
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1568			1589			934	829	1057	929	825	1030

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	25	41	13	0
Volume Left	0	0	11	0
Volume Right	9	0	2	0
cSH	1568	1589	951	1700
Volume to Capacity	0.00	0.00	0.01	0.00
Queue Length 95th (m)	0.0	0.0	0.3	0.0
Control Delay (s)	0.0	0.0	8.8	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	8.8	0.0
Approach LOS			A	A

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	17	38	0	0	0
Future Volume (Veh/h)	0	17	38	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	18	41	0	0	0
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	41				59	41
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	41				59	41
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1568				948	1030

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	18	41	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1568	1700	1700
Volume to Capacity	0.00	0.02	0.00
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1: 48 St/Multiplex Driveway (west) & 56 Ave

06/23/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	42	4	8	29	0	5	2	19	1	1	1
Future Volume (Veh/h)	6	42	4	8	29	0	5	2	19	1	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	46	4	9	32	0	5	2	21	1	1	1
Pedestrians		1			1						3	
Lane Width (m)		3.7			3.7						3.7	
Walking Speed (m/s)		1.2			1.2						1.2	
Percent Blockage		0			0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	35			50			114	115	49	138	117	36
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	35			50			114	115	49	138	117	36
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	100	98	100	100	100
cM capacity (veh/h)	1572			1557			852	765	1019	803	763	1033

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	57	41	28	3
Volume Left	7	9	5	1
Volume Right	4	0	21	1
cSH	1572	1557	962	852
Volume to Capacity	0.00	0.01	0.03	0.00
Queue Length 95th (m)	0.1	0.1	0.7	0.1
Control Delay (s)	0.9	1.6	8.9	9.2
Lane LOS	A	A	A	A
Approach Delay (s)	0.9	1.6	8.9	9.2
Approach LOS			A	A

Intersection Summary				
Average Delay	3.1			
Intersection Capacity Utilization	14.6%	ICU Level of Service	A	
Analysis Period (min)	15			

a.d

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	49	6	0	27	0	3	0	1	3	0	7
Future Volume (Veh/h)	8	49	6	0	27	0	3	0	1	3	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	53	7	0	29	0	3	0	1	3	0	8
Pedestrians					4			1				
Lane Width (m)					3.7			3.7				
Walking Speed (m/s)					1.2			1.2				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	29			61			112	104	62	108	108	29
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	29			61			112	104	62	108	108	29
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			100	100	100	100	100	99
cM capacity (veh/h)	1584			1541			853	780	999	862	777	1046

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	69	29	4	11
Volume Left	9	0	3	3
Volume Right	7	0	1	8
cSH	1584	1541	886	988
Volume to Capacity	0.01	0.00	0.00	0.01
Queue Length 95th (m)	0.1	0.0	0.1	0.3
Control Delay (s)	1.0	0.0	9.1	8.7
Lane LOS	A		A	A
Approach Delay (s)	1.0	0.0	9.1	8.7
Approach LOS			A	A

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	21.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	46	1	1	28	0	2	0	1	0	0	0
Future Volume (Veh/h)	0	46	1	1	28	0	2	0	1	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	50	1	1	30	0	2	0	1	0	0	0
Pedestrians								6				
Lane Width (m)								3.7				
Walking Speed (m/s)								1.2				
Percent Blockage								1				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	30			57			88	88	56	84	89	30
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	30			57			88	88	56	84	89	30
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1583			1539			888	797	1005	899	796	1044

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	51	31	3	0
Volume Left	0	1	2	0
Volume Right	1	0	1	0
cSH	1583	1539	924	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (m)	0.0	0.0	0.1	0.0
Control Delay (s)	0.0	0.2	8.9	0.0
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.2	8.9	0.0
Approach LOS			A	A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	15.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	33	14	0	19	0	10	0	1	0	0	0
Future Volume (Veh/h)	0	33	14	0	19	0	10	0	1	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	36	15	0	21	0	11	0	1	0	0	0
Pedestrians								4				
Lane Width (m)								3.7				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	21			55			68	68	48	66	76	21
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	21			55			68	68	48	66	76	21
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1595			1545			918	819	1018	925	812	1056

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	51	21	12	0
Volume Left	0	0	11	0
Volume Right	15	0	1	0
cSH	1595	1545	926	1700
Volume to Capacity	0.00	0.00	0.01	0.00
Queue Length 95th (m)	0.0	0.0	0.3	0.0
Control Delay (s)	0.0	0.0	8.9	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	8.9	0.0
Approach LOS			A	A

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	14.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	34	19	0	0	0
Future Volume (Veh/h)	0	34	19	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	37	21	0	0	0
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	21				58	21
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	21				58	21
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1595				949	1056

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	37	21	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1595	1700	1700
Volume to Capacity	0.00	0.01	0.00
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		6.7%	ICU Level of Service A
Analysis Period (min)		15	

Appendix D. Detailed Synchro Analysis Results for the Study Intersections (2025 Full Build-Out Conditions)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	9	162	7	139	140	2	5	3	149	2	0	3
Future Volume (Veh/h)	9	162	7	139	140	2	5	3	149	2	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	176	8	151	152	2	5	3	162	2	0	3
Pedestrians								1				
Lane Width (m)								3.7				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	154			185			659	657	181	818	660	153
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	154			185			659	657	181	818	660	153
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			99	99	81	99	100	100
cM capacity (veh/h)	1426			1388			342	340	861	216	339	893

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	194	305	170	5
Volume Left	10	151	5	2
Volume Right	8	2	162	3
cSH	1426	1388	803	397
Volume to Capacity	0.01	0.11	0.21	0.01
Queue Length 95th (m)	0.2	2.8	6.1	0.3
Control Delay (s)	0.4	4.4	10.7	14.2
Lane LOS	A	A	B	B
Approach Delay (s)	0.4	4.4	10.7	14.2
Approach LOS			B	B

Intersection Summary				
Average Delay	4.9			
Intersection Capacity Utilization	44.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	300	5	1	267	4	5	0	0	0	0	5
Future Volume (Veh/h)	4	300	5	1	267	4	5	0	0	0	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	326	5	1	290	4	5	0	0	0	0	5
Pedestrians					1						1	
Lane Width (m)					3.7						3.7	
Walking Speed (m/s)					1.2						1.2	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	295			331			636	634	330	632	634	293
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	295			331			636	634	330	632	634	293
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	99
cM capacity (veh/h)	1265			1228			387	395	711	391	395	746

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	335	295	5	5
Volume Left	4	1	5	0
Volume Right	5	4	0	5
cSH	1265	1228	387	746
Volume to Capacity	0.00	0.00	0.01	0.01
Queue Length 95th (m)	0.1	0.0	0.3	0.2
Control Delay (s)	0.1	0.0	14.4	9.9
Lane LOS	A	A	B	A
Approach Delay (s)	0.1	0.0	14.4	9.9
Approach LOS			B	A

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	29.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	45	0	0	49	0	3	0	0	0	0	219
Future Volume (Veh/h)	257	45	0	0	49	0	3	0	0	0	0	219
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	279	49	0	0	53	0	3	0	0	0	0	238
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	53			49			898	660	49	660	660	53
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	53			49			898	660	49	660	660	53
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 %	82			100			98	100	100	100	100	77
cM capacity (veh/h)	1553			1558			172	314	1020	324	314	1014

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	328	53	3	238
Volume Left	279	0	3	0
Volume Right	0	0	0	238
cSH	1553	1558	172	1014
Volume to Capacity	0.18	0.00	0.02	0.23
Queue Length 95th (m)	5.0	0.0	0.4	6.9
Control Delay (s)	6.9	0.0	26.3	9.6
Lane LOS	A		D	A
Approach Delay (s)	6.9	0.0	26.3	9.6
Approach LOS			D	A

Intersection Summary				
Average Delay	7.4			
Intersection Capacity Utilization	43.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (veh/h)	0	37	8	0	38	29	10	0	2	24	0	0
Future Volume (Veh/h)	0	37	8	0	38	29	10	0	2	24	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	40	9	0	41	32	11	0	2	26	0	0
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	73			49			102	118	44	104	106	57
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	73			49			102	118	44	104	106	57
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	97	100	100
cM capacity (veh/h)	1527			1558			879	773	1025	875	784	1009

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	49	73	13	26
Volume Left	0	0	11	26
Volume Right	9	32	2	0
cSH	1527	1558	899	875
Volume to Capacity	0.00	0.00	0.01	0.03
Queue Length 95th (m)	0.0	0.0	0.3	0.7
Control Delay (s)	0.0	0.0	9.1	9.2
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	9.1	9.2
Approach LOS			A	A

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	13.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	41	67	2	0	0
Future Volume (Veh/h)	22	41	67	2	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	45	73	2	0	0
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	75				167	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	75				167	74
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	100
cM capacity (veh/h)	1524				810	988

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	69	75	0
Volume Left	24	0	0
Volume Right	0	2	0
cSH	1524	1700	1700
Volume to Capacity	0.02	0.04	0.00
Queue Length 95th (m)	0.4	0.0	0.0
Control Delay (s)	2.7	0.0	0.0
Lane LOS	A		A
Approach Delay (s)	2.7	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	65	4	47	68	0	5	2	42	1	1	1
Future Volume (Veh/h)	6	65	4	47	68	0	5	2	42	1	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	71	4	51	74	0	5	2	46	1	1	1
Pedestrians		1			1						3	
Lane Width (m)		3.7			3.7						3.7	
Walking Speed (m/s)		1.2			1.2						1.2	
Percent Blockage		0			0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	77			75			266	266	74	314	268	78
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	77			75			266	266	74	314	268	78
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			99	100	95	100	100	100
cM capacity (veh/h)	1518			1524			664	614	987	587	612	979

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	82	125	53	3
Volume Left	7	51	5	1
Volume Right	4	0	46	1
cSH	1518	1524	923	688
Volume to Capacity	0.00	0.03	0.06	0.00
Queue Length 95th (m)	0.1	0.8	1.4	0.1
Control Delay (s)	0.7	3.2	9.1	10.3
Lane LOS	A	A	A	B
Approach Delay (s)	0.7	3.2	9.1	10.3
Approach LOS			A	B

Intersection Summary				
Average Delay	3.7			
Intersection Capacity Utilization	23.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (veh/h)	8	96	6	0	105	0	3	0	1	3	0	7
Future Volume (Veh/h)	8	96	6	0	105	0	3	0	1	3	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	104	7	0	114	0	3	0	1	3	0	8
Pedestrians					4			1				
Lane Width (m)					3.7			3.7				
Walking Speed (m/s)					1.2			1.2				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	114			112			248	240	112	244	244	114
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	114			112			248	240	112	244	244	114
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			100	100	100	100	100	99
cM capacity (veh/h)	1475			1476			695	656	936	702	653	939

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	120	114	4	11
Volume Left	9	0	3	3
Volume Right	7	0	1	8
cSH	1475	1476	743	860
Volume to Capacity	0.01	0.00	0.01	0.01
Queue Length 95th (m)	0.1	0.0	0.1	0.3
Control Delay (s)	0.6	0.0	9.9	9.2
Lane LOS	A		A	A
Approach Delay (s)	0.6	0.0	9.9	9.2
Approach LOS			A	A

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	23.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	47	46	1	1	50	0	2	0	1	0	0	56
Future Volume (Veh/h)	47	46	1	1	50	0	2	0	1	0	0	56
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	51	50	1	1	54	0	2	0	1	0	0	61
Pedestrians								6				
Lane Width (m)								3.7				
Walking Speed (m/s)								1.2				
Percent Blockage								1				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	54			57			276	214	56	210	215	54
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	54			57			276	214	56	210	215	54
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 %	97			100			100	100	100	100	100	94
cM capacity (veh/h)	1551			1539			614	657	1005	725	656	1013

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	102	55	3	61
Volume Left	51	1	2	0
Volume Right	1	0	1	61
cSH	1551	1539	706	1013
Volume to Capacity	0.03	0.00	0.00	0.06
Queue Length 95th (m)	0.8	0.0	0.1	1.5
Control Delay (s)	3.8	0.1	10.1	8.8
Lane LOS	A	A	B	A
Approach Delay (s)	3.8	0.1	10.1	8.8
Approach LOS			B	A

Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	22.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	0	33	14	0	41	5	10	0	1	6	0	0
Future Volume (Veh/h)	0	33	14	0	41	5	10	0	1	6	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	36	15	0	45	5	11	0	1	7	0	0
Pedestrians								4				
Lane Width (m)								3.7				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	50			55			95	98	48	92	102	48
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	50			55			95	98	48	92	102	48
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	99	100	100
cM capacity (veh/h)	1557			1545			883	790	1018	889	785	1022

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	51	50	12	7
Volume Left	0	0	11	7
Volume Right	15	5	1	0
cSH	1557	1545	893	889
Volume to Capacity	0.00	0.00	0.01	0.01
Queue Length 95th (m)	0.0	0.0	0.3	0.2
Control Delay (s)	0.0	0.0	9.1	9.1
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	9.1	9.1
Approach LOS			A	A

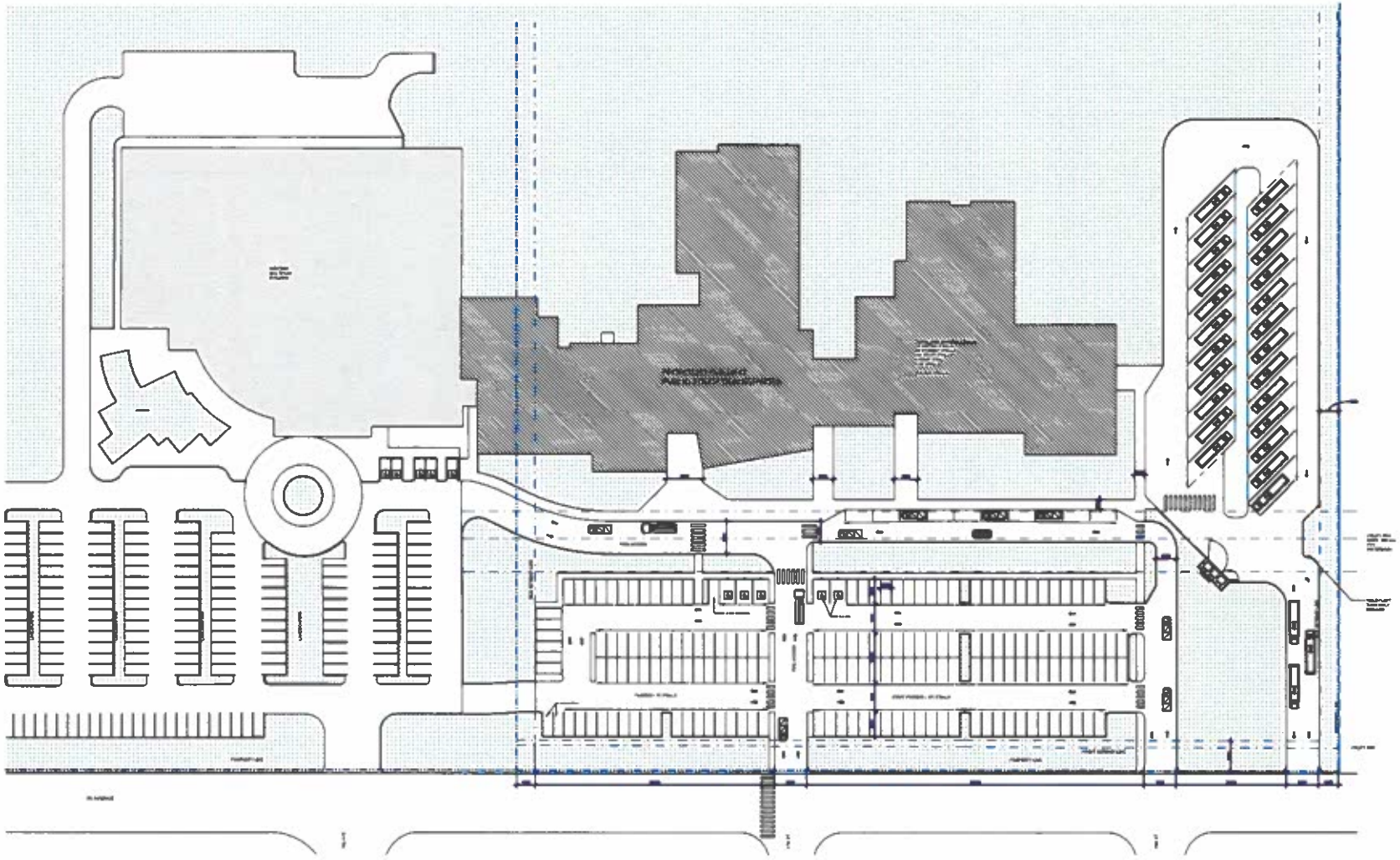
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	14.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	40	24	0	2	22
Future Volume (Veh/h)	0	40	24	0	2	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	43	26	0	2	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	26				69	26
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	26				69	26
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1588				936	1050

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	43	26	26
Volume Left	0	0	2
Volume Right	0	0	24
cSH	1588	1700	1040
Volume to Capacity	0.00	0.02	0.02
Queue Length 95th (m)	0.0	0.0	0.6
Control Delay (s)	0.0	0.0	8.6
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.6
Approach LOS			A

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix E. Site Plan of Valleyview – Replacement K-12 School



SITE - Option 2b

ACI
ARCHITECTURE INC

oystryk & team
architecture

VALLEYVIEW K-12
REPLACEMENT
SCHOOL

SITE PLAN

A1

Appendix F. Town of Valleyview Parking Requirements (Land Use Bylaw 2016-08)

9.8 Site Grading and Drainage

9.8.1 No building or structure shall be erected in any District without first obtaining the approval of the Building Inspector and Development Officer as to the proposed building grade.

9.8.2 All site grading shall meet or exceed the requirements of the Alberta Building Code and Municipal Servicing and Engineering Standards (if applicable).

9.8.3 The proposed site grading shall to the extent possible, not interfere with natural drainage patterns, minimize the necessity to use retaining walls and ensure positive drainage away from abutting properties.

9.9 Parking and Loading Facilities

9.9.1 Off-street parking shall be provided in accordance with Table 1, except that the requirements may be reduced at the discretion of the Development Authority.

Table 1: Minimum Parking Requirements

Uses	Minimum Parking Requirements
Residential Uses	
Apartment Building, Row Houses	1 spaces/dwelling unit
Boarding House	1 space/2 beds
Single detached Dwellings, Manufactured Homes, Other Residential Uses	1 space/dwelling unit
Commercial Uses	
Business, Administrative and Professional Offices, Banks	1 space/46 m2 (500 ft2) of gross floor area
Retail Shops, Personal Service Establishments	1 space/28 m2 (300 ft2) of gross floor area
Restaurants, Drinking Establishments	1 space/4 seats
Hotels and Motels	1 space/guest unit plus 1 space/2 employees
Other Non-Residential Uses	
Public Assembly Auditoria, Theatres, Convention Halls, Gymnasia, Clubs, Ball Parks	1 space/3.5 seats or 1 space/3.3 m2 (35 ft2) of Private floor area used by patrons, whichever is greater
Churches	1 space/5 seating spaces
Elementary Schools	1 space/classroom
Junior and Senior High Schools	4 spaces/classroom
Manufacturing and Industrial Plants, Warehousing, Wholesale and Storage Buildings and Yards, Servicing and Repair Establishments, Public Utility Buildings	1 space/3 employees on a maximum working shift
All Other Uses	1 space/37 m2 (400 ft2) of gross floor area

9.9.2 Off-street parking requirements shown in Table 1 may be reduced for two or more commercial uses on a single parcel or on two adjacent parcels where:

Appendix G. Communications with the Town of Valleyview

Chao Qi

From: Andres Baez Rodriguez
Sent: Monday, April 17, 2023 3:50 PM
To: Chao Qi; Stanley Li
Subject: FW: (IMPORTANT) Valleyview TIA
Attachments: 230331 Vallyview A1 Site Plan.pdf

Importance: High

Fyi

From: Andres Baez Rodriguez
Sent: April 17, 2023 11:34 AM
To: dixong@ae.ca
Cc: aalmond@valleyview.ca
Subject: RE: (IMPORTANT) Valleyview TIA
Importance: High

Dear Amy and Grant,

Morrison Hershfield has been retained by Alberta Infrastructure (AI) to prepare a traffic impact study for the subject school in the Town of Valleyview. The latest site plan is attached for your reference. We are proposing the following scope of work:

1. Proposed Development: Replacement School K-12, Solution for Valleyview, 715 Capacity School, Lot 3SR, Block 3, Plan 1822717 (site plan attached)
2. We will include the following existing intersections in the TIA, refer to below aerial map:
    a. 56 Ave & 56a Ave
    b. 56 Ave & 47 St
    c. 56 Ave & 46 St
    d. 56 Ave & School Bus Driveway (new)

9.4

3. Please confirm availability of traffic data (AADT) along 56 Ave and/or at the above noted study intersections (turning movement counts).

4. School accesses
   Two accesses are aligned with the roads across(46th St & 47th St) and a third one will only allow buses on site. The distance between the bus access and the 46th St access street is over 25m.
5. Study Horizons
   a. Existing 2023
   b. Opening Day (2025/2026)

6. Study Periods
   a. Weekday AM Peak Hour of Adjacent Streets
   b. Weekday PM Peak Hour of Adjacent Streets
7. Utilizing the methodologies contained in the latest Highway Capacity Manual (HCM), analyses of the existing traffic conditions will be undertaken for all existing intersections identified.
8. Based on the most recent edition of Trip Generation published by the Institute of Transportation Engineers (ITE) or other applicable standards, MH will perform trip generation analysis for the proposed development. The trip generation estimates will be prepared for the project during both A.M. and P.M. peak hours.
9. Synchro/SimTraffic will be used to conduct intersection capacity analysis, in accordance with HCM methodologies.
10. Estimates of trip distribution to/from the proposed project will be developed based on the existing traffic patterns and the roadway connectivity in the project vicinity.
11. Background traffic growth: Please confirm estimated annual traffic growth rate to be applied to background traffic. Alternatively, we suggest applying 1.5% annual growth as per AT guidelines.
12. Modal split. MH will endeavor to confirm available historic (or anticipated) proportion of trips made by regular transit, school buses, parent's pick-up/drop-off, and active transportation for a comparable schools in the district.
13. Please confirm proposed developments and future committed roadway projects –and timeline- within the study area
14. Please confirm applicable municipal parking bylaw requirements.
15. Please confirm availability of relevant TIA studies for nearby developments and/or area neighbourhood (i.e. ASP, NSP -outline plans-, area TIA's, functional/corridor studies).
16. Please confirm typical review process timelines. We anticipate completion of a Draft report within 3-4 weeks after confirmation of scope (this email).
17. Review school zone/area warrants per AT guidelines.

Please confirm your agreement (and/or clarifications) with the above suggested scope of work for the TIA asap. **This project is a high priority for AI so we appreciate your response within the next 2-3 days.**

Let us know if you have comments or questions.

Thanks and best regards,

Andres Baez, P.Eng., MUP
Sr. Transportation Planning Engineer
abaez@morrisonhershfield.com

MORRISON HERSHFIELD
People • Culture • Capabilities

view my LinkedIn profile

Did you know? If you missed our presentations at TAC, you can view them on demand on our webinar library here. Topics include innovative approaches to bridge rehabilitation and assessment, BRT design, pedestrian bridge design and construction, public engagement strategies, climate resiliency planning, GIS mapping applications and more!

From: Amy Almond <aalmond@valleyview.ca>
Sent: Friday, March 31, 2023 11:25 AM
To: Mumtaz Anwar <manwar@aci-arch.com>
Cc: Grant Dixon <dixong@ae.ca>
Subject: RE: (IMPORTANT) Valleyview TIA

Hi Mumtaz,
Thank you for your patience. I have CC'd Grant Dixon from Associated Engineering who we will be using for the technical review. He can also be reached at (780)718-1630

Thank you

Amy Almond
Administrative Officer

TOWN OF VALLEYVIEW
PORTAL TO THE PEACE

4909-50th Street,
Box 270, Valleyview, AB T0H 3N0

T: (780)524-5150
F: (780)524-2727
E: aalmond@valleyview.ca
www.valleyview.ca

Classification: Protected A

CAUTION:This e-mail has originated from outside your organization.

Town of Valleyview

Request for Decision

Date:	**August 11, 2025**
From:	**Jim Fedyk, CAO**
Subject:	**CAO Performance Evaluation**

1.0 PURPOSE

To obtain Council's direction and approval to proceed with a performance evaluation of the Chief Administrative Officer (CAO), as requested by Mayor Lymburner, including the determination of the date, process, and facilitation of the evaluation.

2.0 BACKGROUND AND DISCUSSION

Mayor Lymburner has requested that Council undertake a performance evaluation of the Chief Administrative Officer (CAO). Under the Municipal Government Act, Council is responsible for providing the CAO with an annual performance review. This process offers an opportunity to reflect on priorities, expectations, and outcomes, and to foster communication and alignment between Council and the CAO.

This RFD seeks Council's direction to proceed with the CAO evaluation, and to confirm the preferred process, date(s), and format.

3.0 ALTERNATIVES

3.1 Council may approve the undertaking of a CAO performance evaluation and schedule an in camera session to conduct the review, and further direct Administration to prepare or engage a template or facilitator as required.

3.2 Council may defer the performance evaluation to a later date and request that Administration bring back a recommended process and materials for review.

3.3 Council may decline to proceed with a performance evaluation at this time.

4.0 FINANCIAL/OTHER IMPLICATIONS

If a third-party facilitator or consultant is engaged, there may be a cost associated with the evaluation process.

5.0 ATTACHMENTS

None

6.0 RECOMMENDATIONS

That Council approve the scheduling of a CAO performance evaluation and provide direction regarding the process, participants, and timing.

Submitted By: Jim Fedyk, CAO

Approved By: 

Town of Valleyview

Request for Decision

Date:	**August 11, 2025**
From:	**Karen Staples, Administrative Officer – Tax Department**
Subject:	**Establish Reserve Bids and Conditions of Sale for Tax Recovery Sale for DMH's**

1.0 PURPOSE

To establish reserve bids and conditions of sale for tax recovery being held Wednesday October 15, 2025 at 1:00pm held at the Town Administration Office, for Designated Manufactured Homes (DMH) only, located at Plan 6375 MC, Block B, Lot 34 (#34 Klondike Gateway M/H Community) and Plan 7521716, Block B, Lot 15, (#15 Westview Manufactured Home Park) pursuant to Section 436.09 of the Municipal Government Act (MGA)

2.0 BACKGROUND AND DISCUSSION

As per Section 419 of the MGA:

The council must establish a reserve selling price before it can auction a property. The reserve bid is set at a level that is as close as reasonable to the market value of the parcel. The municipality may acquire the services of an independent, professional appraiser to provide it with a written report that establishes market value for setting the reserve price.

In addition to the reserve bid, the council must establish any terms and conditions that apply to the sale. For example, the council may require full payment for the parcel by cash or certified cheque or the council may allow partial payment on the day of the auction with full payment to be made within 30 or 60 days following the auction.

3.0 ALTERNATIVES

3.1 Council may approve a resolution to establish the reserve bids for the listed properties as per the options listed below:

a) 2024 assessed value as completed by Accurate Assessment Group.
b) appraisal amount provided by Biegel & Perra Appraisals from Grande Prairie in July 2025;
c) A hybrid combination of (a) & (b), and

establish conditions of a non-refundable deposit of 10% of the accepted bid at the time of sale with the balance of the accepted bid within 14 days of the date of sale of the property with payments made by cash or certified cheque.

3.2 Council may approve a resolution to establish the reserve bids and conditions amended from 3.1.

4.0 FINANCIAL/OTHER IMPLICATIONS

None – All charges involved in the tax recovery process are placed on the individual tax rolls. No extra staffing charges as tax recovery sales are held during working hours. Provisions for administration costs is listed in the MGA.

5.0 ATTACHMENTS

5.1 Chart of Tax Sale Recovery properties and assessed values.
#34 Klondike Gateway M/H Community Assessed value as per Accurate Assessment ($27,000.00) and
#15 Westview Manufactured Home Park value as per Accurate Assessment ($28,000.00)

5.2 Appraisals submitted by Biegel & Perra Appraisals in Grande Prairie
#34 Klondike Gateway M/H Community Assessed value as per Biegel & Perra Appraisals ($12,000.00) and
#15 Westview Manufactured Home Park value as per Biegel & Perra Appraisals ($13,000.00)

6.0 RECOMMENDATIONS

That Council establish the reserve bids for the listed properties at the 2024 assessed value as per conditions set out in 3.1 and to establish conditions of a non-refundable deposit of 10% of the accepted bid at the time of sale with the balance of the accepted bid within 14 days of the date of sale of property with payments made by cash or certified cheque.

Submitted By: _____
Karen Staples, Administrative Officer, Taxation & Assessment Department

Approved By: _____
Jim Fedyk, Chief Administrative Officer

Roll	100530
Provincial Linc Number	0
Rural Legal	
Urban Legal	6375 MC-B-34
Address	#34 KLONDIKE GATEWAY M/H COMM
Parcel Area	0
Zoning Code	RMH
Zoning Description	MANUFACTURED HOME RESIDENTIAL
Subdivision	
Electoral Area	
Has Structures	True
Residential Occupied	True
Description	
Non-Standard Description	

Taxes

Roll	100530
Total Assessment	$27,000.00
Assessment Year	2025
Annual Taxes	$326.70
Tax Year	2025
Primary Year Built	N/A

Date: 7/21/2025 12:00:00 AM

APPRAISAL OF

LOCATED AT:

#34, Klondike mobile Park (304 Hwy Street)
Town of Valleyview, AB T0H 3N0

FOR:

Town of Valleyview
Attn: Karen Staples
kstaples@valleyview.ca

BORROWER:

Town of Valleyview

AS OF:

July 22, 2025

BY:

Dirk Schotz
CRA. P.App.

RESIDENTIAL APPRAISAL REPORT

Client Reference: File # 283D25

CLIENT
CLIENT: Town of Valleyview
ATTENTION: Karen Staples
ADDRESS: kstaples@valleyview.com
E-MAIL: kstaples@valleyview.com
PHONE:

APPRAISER
AIC MEMBER: Dirk Schotz
CRA, P.App
COMPANY: Biegel & Perra Appraisals
ADDRESS: 102, 9715 105 Street
Grande Prairie, AB T8V 7X7
E-MAIL: info@gpappraisals.com
PHONE: (780)814-6123

SUBJECT
PROPERTY ADDRESS: #34, Klondike mobile Park (304 Hwy Street) CITY: Town of Valleyview PROVINCE: AB POSTAL CODE: T0H 3N0
LEGAL DESCRIPTION: Rented lot
Source: Town of Valleyview
MUNICIPALITY AND DISTRICT: Town of Valleyview - Klondike Manufactured Home Park
Property ID: Rented lot
ASSESSMENT: 27,000 Assessment Date 07/01/2024 Taxes $ 326 Year 2024
EXISTING USE: Residential Single Family OTHER USES OCCUPIED BY: Unknown

ASSIGNMENT
NAME: Town of Valleyview Name Type: Applicant
PURPOSE: [X] To estimate market value [ ] To estimate market rent [ ]
AUTHORIZED USE: [X] Conventional first mortgage financing [ ]
AUTHORIZED USERS (by name): Power of Sale - TAX FORFEITURE
REQUESTED BY: [X] Client above [ ] Other Town of Valleyview
VALUE: [X] Current [ ] Retrospective
[ ] Update of original report completed on With an effective date of File No.
PROPERTY RIGHTS / OWNERSHIP: [X] Fee Simple [ ] Leasehold [ ] Condo/Strata [ ] Other
MAINTENANCE FEE (if applicable): $ [X] monthly [ ] annual Source
CONDO/STRATA NAME (if applicable):
APPROACHES USED: [X] DIRECT COMPARISON APPROACH [X] COST APPROACH [ ] INCOME APPROACH
EXTRAORDINARY ASSUMPTIONS & LIMITING CONDITIONS [X] NO [ ] YES
HYPOTHETICAL CONDITION: [X] NO [ ] YES see Extraordinary Items page

NEIGHBOURHOOD
[X] Residential [ ] Commercial [ ] Industrial [ ] Agricultural [ ] First Nations/Indigenous Land
[X] Urban [ ] Suburban [ ] Rural [ ] Recreational/Resort [ ] Forestry/Public/Park
[ ] Improving [X] Stable [ ] Transitioning [ ] Deteriorating [ ]
BUILT UP: [X] Over 75% [ ] 25 - 75% [ ] Under 25%
SUBJECT TYPICAL FOR NBHD: [X] Yes [ ] No (see comments)
[ ] Detrimental Conditions Observed

AGE RANGE (years):	0	50
PRICE RANGE:	25,000	300,000

MARKET OVERVIEW: Supply [ ] High [X] Average [ ] Low
Demand [ ] High [X] Average [ ] Low
PRICE TRENDS: [ ] Increasing [X] Stable [ ] Declining

COMMENTS:
The subject is located centrally located in the Town of Valleyview, in close proximity to the downtown retail core and a primary school. All services are considered close with regional services available approximately 110 kilometers to the west in the City of Grande Prairie.

SITE
SITE DIMENSIONS:
LOT SIZE: Rented Lot Unit of Measurement Sq.M.
SOURCE: M.D. of Greenview #16. - Tax Roll
TOPOGRAPHY: Level
CONFIGURATION: Rectangular
ZONING CODE/DESCRIPTION: R3 - Man - Manufactured Home Community
ZONING SOURCE: City of G.P. - Tax Roll
OTHER LAND USE CONTROLS [ ] YES [X] NO
EXISTING LAND USE CONFORMS [X] YES [ ] NO
IN FLOODPLAIN/FLOOD ZONE [ ] YES [ ] NO FLOOD MAP DATE:
EASEMENTS

UTILITIES: [X] Natural Gas [X] Storm Sewer [X] Sanitary Sewer [ ] Open Ditch [ ] Septic [ ] Holding Tank
WATER SUPPLY: [X] Municipal [ ] Private Well [ ]
FEATURES: [ ] Gravel Road [X] Paved Road [ ] Lane [X] Sidewalk [X] Curbs [X] Streetlights [ ]
ELECTRICAL: [ ] Overhead [X] Underground [ ]
DRIVEWAY: [X] Private [ ] Shared [ ] None [ ] Single [X] Double [ ] Underground [ ] Laneway [ ]
PARKING: [ ] Garage [ ] Carport [X] Driveway [ ] Street [ ]
LANDSCAPING: [X] Good [ ] Average [ ] Fair [ ] Poor/Other

[ ] Detrimental Conditions Observed
The subject is a vinyl siding clad older mobile home with a gravel drive on a rented lot. No negative features are noted in the area.
*** Some siding is missing from the exterior.

9.6

RESIDENTIAL APPRAISAL REPORT

Client Reference: File # 283D25

IMPROVEMENTS

Year Built (estimated): 1979
YEAR ADDITIONS (estimated): N/A
EFFECTIVE AGE: 46 years
REMAINING ECONOMIC LIFE: Unknown years
☐ Under Construction
☒ Appraised As Is
☐ As if Complete (new construction/renovation)

PROPERTY TYPE: Detached
DESIGN/STYLE: Mobile
CONSTRUCTION: Wood/Platform Frame
WINDOWS: PVC/Vinyl
BASEMENT: None
BASEMENT AREA: 0 Sq M
BASEMENT FINISH: 0 %
FOUNDATION WALLS: unknown

ROOFING: Asphalt Shingle
Condition: ☐ Good ☐ Average ☒ Fair ☐ Poor

EXTERIOR FINISH: Vinyl Siding
Condition: ☐ Good ☐ Average ☐ Fair ☒ Poor

Energy Label: None
Efficiency Rating: None
EV Charger Type: None
Solar Panels: ☐ YES ☒ NO

ELECTRICAL: ☐ Fuses ☒ Breakers
ESTIMATED RATED CAPACITY OF MAIN PANEL: 100 amps
HEATING SYSTEM: Forced air Fuel type: Natural Gas
WATER HEATER: Unknown
COOLING SYSTEM:

INTERIOR FINISH: Walls / Ceilings
Drywall ☐ ☐
Plaster ☐ ☐
Paneling ☒ ☒
Other

Flooring: Unknown

PLUMBING LINES: ABS, Copper Info Source: Inspection
BUILT-INS: ☐ Cooktop ☐ Oven ☒ Dishwasher ☐ Microwave ☐
EXTRAS: ☐ Security System ☐ ☐ HR/ER Ventilator ☐ Pool ☐ Microwave ☐
OVERALL INT. COND: ☒ Good ☐ Average ☐ Fair ☐ Poor
Source of Interior Information: Observed by AIC Member

ROOM ALLOCATION

LEVEL:	Entrance	Living	Dining	Kitchen	Family	Bedrooms	Den	Full Bath	Part Bath	Laundry	Storag		Utility	Room Total	Area
MAIN													1	1	83
SECOND															
THIRD															
ABOVE GRADE TOTALS:	1				Bedrooms	0	Bathrooms	0 F	0 P					1	83
BASEMENT															

SOURCE OF MEASUREMENT UNIT OF MEASUREMENT: SqM

GARAGE/PARKING
☐ Attached ☐ Detached ☐ Built-in ☐ Single ☐ Double ☐ Triple ☐
☒ Gravel Drive
☐

SITE IMPROVEMENTS
Gravel drive and landscaped rented lot.

☐ Detrimental Conditions Observed

COMMENTS
Interior access was not granted. Interior condition assumed to be fair.

BASEMENT
None.

9.6

RESIDENTIAL APPRAISAL REPORT

Client Reference: File # 283D25

HIGHEST AND BEST USE

LAND VALUE AS IF VACANT: [X] N/A $ rented SOURCE OF DATA: Market Derived COMMENT: Based on MLS data, and Land Titles Registry records.

Existing Use: Residential Single Family

HIGHEST AND BEST USE OF THE LAND AS IF VACANT: [X] Residential [ ] Other

HIGHEST AND BEST USE OF THE LAND AS IMPROVED: [X] Existing Residential Use [ ] Other

HBU COMMENTS PERMITTED/DISCRETIONARY USES:

As Is - Improved Residential

DEFINITION OF HIGHEST AND BEST USE: The reasonably probable use of real property, that is physically possible, legally permissible, financially feasible, maximally productive and that results in the highest value. (CUSPAP)

DIRECT COMPARISON APPROACH

	SUBJECT		COMPARABLE NO. 1 Description	Adjustment	COMPARABLE NO. 2 Description	Adjustment	COMPARABLE NO. 3 Description	Adjustment
	#34, Klondike mobile Park (304 H Town of Valleyview, AB T0H 3N0		Coolsprings Trailer Park # 21 Peace River		34 Kaybob Mobile Home Park Fox Creek		C 25 Terrace Park Peace River	
DATA SOURCE	MLS #A2108106		MLS#A2183548		MLS#A2008614		MLS#A2186830	
DATE OF SALE			01/31/2025		02/21/2025		02/03/2025	
SALE PRICE	$		$ 13,500		$ 15,000		$ 12,000	
DAYS ON MARKET			48		20000		20	
LIST PRICE	$		$ 18,000		$ 15,000		$ 12,900	
APPROX KMs from SUBJECT			140 km		3 km		140 km	
LOCATION	Valleyview		Peace River		Fox Creek		Peace River	
SITE DIMENSIONS LOT SIZE	1 Rented Lot		1 Rented Lot		1 Rented Lot		1 Rented Lot	
PROPERTY TYPE	Detached		Detached		Detached		Detached	
DESIGN/STYLE	Mobile		Mobile		Mobile		Mobile	
AGE/CONDITION	46	Fair	50	Fair	44	Fair	46	Fair
FLOOR AREA	83	SqM	86 Sq.M.	-300	102 Sq.M.	-2,100	99 Sq.M.	-1,800
	Total Rooms	Bedrooms	Total Rooms	Bedrooms	Total Rooms	Bedrooms	Total Rooms	Bedrooms
ROOM COUNT	1	0	6	3	6	3	6	3
BATHROOMS	0 F	0 P	1		1		1	
BASEMENT	none		none		none		none	
PARKING FACILITIES	Gravel Drive		Paved Drive		Paved Drive		Paved Drive	
Driveway	Gravel Drive		Paved Drive		Paved Drive		Paved Drive	
ADJUSTMENTS (Gross %, Net $)			2.2	-300	14.0	-2,100	15.0	-1,800
ADJUSTED VALUES			$	13,200	$	12,900	$	10,200

ANALYSIS AND COMMENTS

*****Interior access was not granted*****

Final valuation at $12,000 is shown by the best sales available.

**** complete absence of recent similar sales in the Town of Valleyview required the use of sales from similar towns in the region.

ESTIMATED VALUE BY DIRECT COMPARISON APPROACH (rounded): $ 12,000

96

RESIDENTIAL APPRAISAL REPORT

Client Reference: File # 283D25

DIRECT COMPARISON APPROACH

SUBJECT		COMPARABLE NO. 4		COMPARABLE NO. 5		COMPARABLE NO. 6	
		Description	Adjustment	Description	Adjustment	Description	Adjustment
#34, Klondike mobile Park (304 H Town of Valleyview, AB T0H 3N0							
DATA SOURCE	MLS #A2108106						
DATE OF SALE							
SALE PRICE	$	$		$		$	
DAYS ON MARKET							
LIST PRICE	$	$		$		$	
APPROX KMs from SUBJECT							
LOCATION	Valleyview						
SITE DIMENSIONS LOT SIZE	1 Rented Lot						
PROPERTY TYPE	Detached						
DESIGN/STYLE	Mobile						
AGE/CONDITION	46 Fair						
FLOOR AREA	83 SqM						
	Total Rooms / Bedrooms	Total Rooms / Bedrooms		Total Rooms / Bedrooms		Total Rooms / Bedrooms	
ROOM COUNT	1 / 0						
BATHROOMS	0 F 0 P						
BASEMENT	none						
PARKING FACILITIES	Gravel Drive						
Driveway	Gravel Drive						
ADJUSTMENTS (Gross %, Net $)		0.0	0	0.0	0	0.0	0
ADJUSTED VALUES		$	0	$	0	$	0

ANALYSIS AND COMMENTS

9.6

RESIDENTIAL APPRAISAL REPORT

Client Reference: File # 283D25

HISTORY

SUBJECT SOLD WITHIN 3 YEARS OF EFFECTIVE DATE: [X] YES [ ] NO DATE _____ SOURCE _____

SALE TRANSFER HISTORY: (minimum of three years) SALE PRICE _____

No known title changes or listings for sale over the previous 36 months.

SUBJECT LISTED WITHIN 1 YEAR OF EFFECTIVE DATE: [ ] YES [X] NO LAST LIST PRICE _____ UNDER CONTRACT/AGREEMENT OF PURCHASE AND SALE [ ] YES [X] NO OBTAINED [ ] YES [X] NO

SUBJECT CURRENTLY LISTED [ ] YES [X] NO CURRENT LIST PRICE _____ CURRENT/PENDING PURCHASE PRICE _____

AGREEMENTS FOR SALE, OPTIONS, LISTINGS OR MARKETING OF THE SUBJECT: (minimum of one year) No known title changes or listings for sale over the previous 36 months.

EXPOSURE TIME

Exposure Time is the estimated length of time the property interest being appraised would have been offered on the market before the hypothetical consummation of a sale at the estimated value on the Effective Date of the appraisal. (CUSPAP)

90 days

RECONCILIATION AND FINAL VALUE

RECONCILIATION AND FINAL ESTIMATE OF VALUE

*****Interior access was not granted*****

Final valuation at $12,000 is shown by the best sales available.

**** complete absence of recent similar sales in the Town of Valleyview required the use of sales from similar towns in the region.

UPON REVIEWING AND RECONCILING THE DATA, ANALYSES AND CONCLUSIONS OF EACH VALUATION APPROACH, THE MARKET VALUE OF THE INTEREST OF THE SUBJECT PROPERTY

AS AT July 22, 2025 (Effective Date of the Appraisal) **IS ESTIMATED AT $** 12,000

COMPLETED ON July 23, 2025 (Date of Report) AS SET OUT ELSEWHERE IN THIS REPORT, THIS REPORT IS SUBJECT TO ASSUMPTIONS AND LIMITING CONDITIONS, THE VERIFICATION OF WHICH IS OUTSIDE THE SCOPE OF THIS REPORT

SCOPE

The scope of the appraisal encompasses the due diligence undertaken by the appraiser (consistent with the terms of reference from the client, the purpose and authorized use of the report) and the necessary research and analyses to prepare a report in accordance with the Canadian Uniform Standards of Professional Appraisal Practice (CUSPAP) of the Appraisal Institute of Canada. The following comments describe the extent of the process of collecting, confirming and reporting data and its analyses, describe relevant procedures and reasoning details supporting the analyses, and provide the reason for the exclusion of any usual valuation procedures.

The appraisal issue that is the focus of this engagement has been discussed and defined with the client, the work required to solve the issue planned, and the necessary market data acquired, analyzed and reconciled into an estimate of market value in a manner typically expected in a "form" report. The specific tasks and items necessary to complete this assignment include a summary of the following:

1. assembly and summary of relevant information pertaining to the property being appraised, including listings within one year and acquisition particulars if acquired within three years prior to the effective date of the appraisal;
2. On-Site Inspection Exterior and Interior

   Source of interior information: Observed by AIC Member
3. assembly and summary of the pertinent economic and market data;
4. a summary of land use controls pertaining to the subject property;
5. a summary of "Highest and Best Use";
6. a discussion of the appraisal methodologies and procedures employed in arriving at the indications of value;
7. inclusion of photographs, maps, graphics and addendum/exhibits when deemed appropriate; and
8. reconciliation of the collected data into an estimate of market value at the effective date of the appraisal.

DEFINITION OF MARKET VALUE: The most probable price, as of a specified date, in cash, or in terms equivalent to cash, or in other precisely revealed terms, for which the specified property rights should sell after reasonable exposure in a competitive market under all conditions requisite to a fair sale, with the buyer and seller each acting prudently, knowledgeable, and for self-interest, and assuming that neither is under undue duress.
Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby: buyer and seller are typically motivated; both parties are well informed or well advised, and acting in what they consider their own best interests; a reasonable time is allowed for exposure in the open market; payment is made in terms of cash in Canadian dollars or in terms of financial arrangements comparable thereto; and the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

All data considered appropriate for inclusion in the appraisal is, to the best of our knowledge, factual. Due to the type of property being appraised and the nature of the appraisal issue, the findings have been conveyed in this "form" format.
See Addenda.

See Attached Addendum

9.6

RESIDENTIAL APPRAISAL REPORT

Client Reference: File # 283D25

ASSUMPTIONS, LIMITING CONDITIONS, DISCLAIMERS AND LIMITATIONS OF LIABILITY

The certification that appears in this report is subject to compliance with the Personal Information and Electronics Documents Act (PIPEDA), Canadian Uniform Standards of Professional Appraisal Practice ("CUSPAP") and the following conditions:

1. This report is prepared only for the authorized client and authorized users specifically identified in this report and only for the specific use identified herein. No other person may rely on this report or any part of this report without first obtaining consent from the client and written authorization from the authors. Liability is expressly denied to any other person and, accordingly, no responsibility is accepted for any damage suffered by any other person as a result of decisions made or actions taken based on this report. Liability is expressly denied for any unauthorized user or for anyone who uses this report for any use not specifically identified in this report. Payment of the appraisal fee has no effect on liability. Reliance on this report without authorization or for an unauthorized use is unreasonable.
2. Because market conditions, including economic, social and political factors, may change rapidly and, on occasion, without warning, this report cannot be relied upon as of any date other than the effective date specified in this report unless specifically authorized by the author(s).
3. The author will not be responsible for matters of a legal nature that affect either the property being appraised or the title to it. The property is appraised on the basis of it being under responsible ownership. No registry office search has been performed and the author assumes that the title is good and marketable and free and clear of all encumbrances. Matters of a legal nature, including confirming who holds legal title to the appraised property or any portion of the appraised property, are outside the scope of work and expertise of the appraiser. Any information regarding the identity of a property's owner or identifying the property owned by the listed client and/or applicant provided by the appraiser is for informational purposes only and any reliance on such information is unreasonable. Any information provided by the appraiser does not constitute any title confirmation. Any information provided does not negate the need to retain a real estate lawyer, surveyor or other appropriate experts to verify matters of ownership and/or title.
4. Verification of compliance with governmental regulations, bylaws or statutes is outside the scope of work and expertise of the appraiser. Any information provided by the appraiser is for informational purposes only and any reliance is unreasonable. Any information provided by the appraiser does not negate the need to retain an appropriately qualified professional to determine government regulation compliance.
5. No survey of the property has been made. Any sketch in this report shows approximate dimensions and is included only to assist the reader of this report in visualizing the property. It is unreasonable to rely on this report as an alternative to a survey, and an accredited surveyor ought to be retained for such matters.
6. This report is completed on the basis that testimony or appearance in court concerning this report is not required unless specific arrangements to do so have been made beforehand. Such arrangements will include, but not necessarily be limited to: adequate time to review the report and related data, and the provision of appropriate compensation.
7. Unless otherwise stated in this report, the author has no knowledge of any hidden or unapparent conditions (including, but not limited to: its soils, physical structure, mechanical or other operating systems, foundation, etc.) of/on the subject property or of/on a neighbouring property that could affect the value of the subject property. It has been assumed that there are no such conditions. Any such conditions that were visibly apparent at the time of inspection or that became apparent during the normal research involved in completing the report have been noted in the report. This report should not be construed as an environmental audit or detailed property condition report, as such reporting is beyond the scope of this report and/or the qualifications of the author. The author makes no guarantees or warranties, express or implied, regarding the condition of the property, and will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. The bearing capacity of the soil is assumed to be adequate.
8. The author is not qualified to comment on detrimental environmental, chemical or biological conditions that may affect the market value of the property appraised, including but not limited to pollution or contamination of land, buildings, water, groundwater or air which may include but are not limited to moulds and mildews or the conditions that may give rise to either. Any such conditions that were visibly apparent at the time of inspection or that became apparent during the normal research involved in completing the report have been noted in the report. It is an assumption of this report that the property complies with all regulatory requirements concerning environmental, chemical and biological matters, and it is assumed that the property is free of any detrimental environmental, chemical legal and biological conditions that may affect the market value of the property appraised. If a party relying on this report requires information about or an assessment of detrimental environmental, chemical or biological conditions that may impact the value conclusion herein, that party is advised to retain an expert qualified in such matters. The author expressly denies any legal liability related to the effect of detrimental environmental, chemical or biological matters on the market value of the property.
9. The analyses set out in this report relied on written and verbal information obtained from a variety of sources the author considered reliable. Unless otherwise stated herein, the author did not verify client-supplied information, which the author believed to be correct.
10. The term "inspection" refers to observation only as defined by CUSPAP and reporting of the general material finishing and conditions observed for the purposes of a standard appraisal inspection. The inspection scope of work includes the identification of marketable characteristics/amenities offered for comparison and valuation purposes only.
11. The opinions of value and other conclusions contained herein assume satisfactory completion of any work remaining to be completed in a good and workmanlike manner. Further inspection may be required to confirm completion of such work. The author has not confirmed that all mandatory building inspections have been completed to date, nor has the availability/issuance of an occupancy permit been confirmed. The author has not evaluated the quality of construction, workmanship or materials. It should be clearly understood that this visual inspection does not imply compliance with any building code requirements as this is beyond the professional expertise of the author.
12. The contents of this report are confidential and will not be disclosed by the author to any party except as provided for by the provisions of the CUSPAP and/or when properly entered into evidence of a duly qualified judicial or quasi-judicial body. The author acknowledges that the information collected herein is personal and confidential and shall not use or disclose the contents of this report except as provided for in the provisions of the CUSPAP and in accordance with the author's privacy policy. The client agrees that in accepting this report, it shall maintain the confidentiality and privacy of any personal information contained herein and shall comply in all material respects with the contents of the author's privacy policy and in accordance with the PIPEDA.
13. The author has agreed to enter into the assignment as requested by the client named in this report for the use specified by the client, which is stated in this report. The client has agreed that the performance of this report and the format are appropriate for the intended use.
14. This report, its content and all attachments/addendums and their content are the property of the author. The client, authorized users and any appraisal facilitator are prohibited, strictly forbidden, and no permission is expressly or implicitly granted or deemed to be granted, to modify, alter, merge, publish (in whole or in part) screen scrape, database scrape, exploit, reproduce, decompile, reassemble or participate in any other activity intended to separate, collect, store, reorganize, scan, copy, manipulate electronically, digitally, manually or by any other means whatsoever this appraisal report, addendum, all attachments and the data contained within for any commercial, or other, use.
15. If transmitted electronically, this report will have been digitally signed and secured with personal passwords to lock the appraisal file. Due to the possibility of digital modification, only originally signed reports and those reports sent directly by the author can be reasonably relied upon.
16. This report form is the property of the Appraisal Institute of Canada (AIC) and for use only by AIC members in good standing. Use by any other person is a violation of AIC copyright.
17. Where the intended use of this report is for financing or mortgage lending or mortgage insurance, it is a condition of reliance on this report that the authorized user has or will conduct lending, underwriting and insurance underwriting and rigorous due diligence in accordance with the standards of a reasonable and prudent lender or insurer, including but not limited to ensuring the borrower's demonstrated willingness and capacity to service debt obligations on a timely basis, and to conduct loan underwriting or insuring due diligence similar to the standards set out by the Office of the Superintendent of Financial Institutions (OSFI), even when not otherwise required by law. Liability is expressly denied to those that do not meet this condition. Any reliance on this report without satisfaction of this condition is unreasonable.

See Attached Addendum

CERTIFICATION

I certify that, to the best of my knowledge and belief:

1. The statements of fact contained in this report are true and correct;
2. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions and are my impartial and unbiased professional analyses, opinions and conclusions;
3. I have no past, present or prospective interest in the property that is the subject of this report and no personal and/or professional interest or conflict with respect to the parties involved with this assignment.
4. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment;
5. My engagement in and compensation is not contingent upon developing or reporting predetermined results, the amount of value estimate, a conclusion favouring the client, or the occurrence of a subsequent event.
6. My analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the CUSPAP.
7. I have the knowledge and experience to complete this assignment competently, and where applicable this report is co-signed in compliance with CUSPAP.
8. [X] No one has provided professional assistance to the members(s) signing this report;
   [ ] The following individual provided the following professional assistance:
9. As of the date of this report the undersigned has fulfilled the requirements of the AIC's Continuing Professional Development Program.
10. The undersigned is a member/are all members in good standing of the Appraisal Institute of Canada. Where applicable this report is co-signed in compliance with CUSPAP. Where a report bears two signatures, both the signing appraiser and co-signing appraiser assume full responsibility for this report.

PROPERTY IDENTIFICATION

ADDRESS: #34, Klondike mobile Park (304 Hwy Street) CITY: Town of Valleyview PROVINCE: AB POSTAL CODE: T0H 3N0

LEGAL DESCRIPTION: Rented lot

BASED UPON THE DATA ANALYSES AND CONCLUSIONS CONTAINED HEREIN, THE MARKET VALUE OF THE INTEREST IN THE PROPERTY DESCRIBED.

AS AT July 22, 2025 (Effective Date of the appraisal) IS ESTIMATED AT $ 12,000

AS SET OUT ELSEWHERE IN THIS REPORT, THIS REPORT IS SUBJECT TO CERTAIN ASSUMPTIONS AND LIMITING CONDITIONS, THE VERIFICATION OF WHICH IS OUTSIDE THE SCOPE OF THIS REPORT.

SIGNATURE: [signature] AIC CO-SIGNER: (if applicable)

NAME: Dirk Schotz NAME:

AIC DESIGNATION/STATUS: [ ] AIC Candidate Member [X] P.App., CRA [ ] P.App., AACI Membership #: 902306

AIC DESIGNATION/STATUS: [ ] P.App., CRA [ ] P.App., AACI Membership #:

DATE OF REPORT July 23, 2025 DATE OF INSPECTION: July 22, 2025

Limited Inspection - from street

DATE OF REPORT DATE OF INSPECTION:

SOURCE OF DIGITAL SIGNATURE SECURITY: ACI Signature For this appraisal to be valid, an original or a password protected digital signature is required.

ATTACHMENTS AND ADDENDA: [ ] ADDITIONAL SALES [X] EXTRAORDINARY ITEMS [ ] NARRATIVE [X] PHOTOGRAPHS [ ] BUILDING SKETCH [ ] MARKET RENT [X] Comparable Photos

[X] MAPS [X] COST APPROACH [ ] INCOME APPROACH [ ] SCOPE OF WORK [ ] PROGRESS INSPECTION [ ] [ ]

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ADDENDUM

Borrower: Town of Valleyview		File No.: 283D25
Property Address: #34, Klondike mobile Park (304 Hwy Street)		Case No.:
City: Town of Valleyview	Province: AB	Postal Code: T0H 3N0
Lender: Town of Valleyview		

Additional Scope of Appraisal Items

SCOPE OF WORK

Identification & Inspection: We inspected the interior and exterior of the property on the stated inspection date, Our identification of the property also involved a review of mapping prepared by the local municipality, and our earlier files on the property. The photographs appended were taken on the stated inspection date.

Type of Analysis: The approaches as applied to our report were investigated as to their relevance to this assignment, including a review of market data necessary to properly apply these approaches. In this regard the Direct Comparison, and Cost Approaches were deemed most appropriate, and have been applied and later reconciled to a final estimate of value.

Data Research: Publications produced by the local authority provided information on applicable land use controls. Sources of market evidence included, as appropriate, the local real estate board, Land Title Office transactions including those reported by Data Systems and local assessors, and real estate agents, vendors and purchasers active in the market. The Alberta Land Titles service provided information on the state of title.

Audits and Technical Investigations: We did not complete technical investigations such as:
-Detailed inspections or engineering review of the structure, roof or mechanical systems;
-An environmental review of the property;
-A site or building survey;
-Investigations into the bearing qualities of the soils, or
-Audits of financial and legal arrangements reported concerning the leases.

Verification of Third Party Information: The analysis set out in this report relied on written and verbal information obtained from a variety of sources we considered reliable. Unless otherwise stated herein, we did not verify client-supplied information, which we believed to be correct. The mandate for the appraisal did not require a report prepared to the standard appropriate for court purposes or for arbitration, so we did not fully document or confirm by reference to primary sources all information herein.

Additional Assumptions and Limiting Conditions and Extraordinary Items
ORDINARY ASSUMPTIONS AND LIMITING CONDITIONS:

The certification that appears in this appraisal report is subject to compliance with the Personal Information and Electronics Documents Act (PIPEDA), Canadian Uniform Standards of Professional Appraisal Practice ("CUSPAP") and the following conditions:

1. This report is prepared at the request of the client and for the specific use referred to herein. It is not reasonable for any other party to rely on this appraisal without first obtaining written authorization from the client, the authors, subject to the qualification below. Liability is expressly denied to any person other than the client and those who obtain written consent and, accordingly, no responsibility is accepted for any damage suffered by any such person as a result of decisions made or actions based on this report. Diligence by all intended users is assumed.

2. Because market conditions, including economic, social and political factors change rapidly and, on occasion, without warning, the market value estimate expressed as of the date of this appraisal cannot be relied upon as of any other date except with further advice from the appraiser and confirmed in writing.

3. The appraiser will not be responsible for matters of a legal nature that affect either the property being appraised or the title to it. No registry office search has been performed and the appraiser assumes that the title is good and marketable and free and clear of all encumbrances including leases, unless otherwise noted in this report. The property is appraised on the basis of it being under responsible ownership.

4. The subject property is presumed to comply with government regulations including zoning, building codes and health regulations and, if it doesn't comply, its non-compliance may affect market value.

5. No survey of the property has been made. Any sketch in the appraisal report shows approximate dimensions and is included only to assist the reader of the report in visualizing the property.

6. This report is completed on the basis that testimony or appearance in court concerning this appraisal is not required unless specific arrangements to do so have been made beforehand. Such arrangements will include, but not necessarily be limited to, adequate time to review the appraisal report and data related thereto and the provision of appropriate compensation.

7. Unless otherwise stated in this report, the appraiser has no knowledge of any hidden or unapparent conditions of the property (including, but not limited to, its soils, physical structure, mechanical or other operating systems, its foundation, etc.) or adverse environmental conditions (on it or a neighbouring property, including the presence of hazardous wastes, toxic substances, etc.) that would make the property more or less valuable. It has been assumed that there are no such conditions unless they were observed at the time of inspection or became apparent during the normal research involved in completing the appraisal. This report should not be construed as an environmental audit or detailed property condition report, as such reporting is beyond the scope of this report and/or the qualifications of the appraiser. The author makes no guarantees or warranties, express or implied, regarding the condition of the property, and will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. The bearing capacity of the soil is assumed to be adequate.

8. The appraiser is not qualified to comment on environmental issues that may affect the market value of the property appraised, including but not limited to pollution or contamination of land, buildings, water, groundwater or air. Unless expressly stated, the property is assumed to be free and clear of pollutants and contaminants, including but not limited to moulds or mildews or the conditions that might give rise to either, and in compliance with all regulatory environmental requirements, government or otherwise, and free of any environmental condition, past, present or future, that might affect the market value of the property appraised. If the party relying on this report requires information about environmental issues then that party is cautioned to retain an expert qualified in such issues. We expressly deny any legal liability relating to the effect of environmental issues on the market value of the subject property.

9. The analyses set out in this report relied on written and verbal information obtained from a variety of sources we considered reliable. Unless otherwise stated herein, we did not verify client-supplied information, which we believed to be correct.

ADDENDUM

Borrower: Town of Valleyview		File No.: 283D25
Property Address: #34, Klondike mobile Park (304 Hwy Street)		Case No.:
City: Town of Valleyview	Province: AB	Postal Code: T0H 3N0
Lender: Town of Valleyview		

10. The term "inspection" refers to observation and reporting of the general material finishing and conditions seen for the purposes of a standard appraisal inspection. The inspection scope of work includes the identification of marketable characteristics/amenities offered for comparison and valuation purposes only, in accordance with the CUSPAP.

11. The opinions of value and other conclusions contained herein assume satisfactory completion of any work remaining to be completed in a good and workmanlike manner. Further inspection may be required to confirm completion of such work. The appraiser has not confirmed that all mandatory building inspections have been completed to date, nor has the availability/issuance of an occupancy permit been confirmed. The appraiser has not evaluated the quality of construction, workmanship or materials. It should be clearly understood that this physical inspection does not imply compliance with any building code requirements as this is beyond the professional expertise of the appraiser.

12. The contents of this report are confidential and will not be disclosed by the author to any party except as provided for by the provisions of the CUSPAP and/or when properly entered into evidence of a duly qualified judicial or quasi-judicial body. The appraiser acknowledges that the information collected herein is personal and confidential and shall not use or disclose the contents of this report except as provided for in the provisions of the CUSPAP and in accordance with the appraiser's privacy policy. The client agrees that in accepting this report, it shall maintain the confidentiality and privacy of any personal information contained herein and shall comply in all material respects with the contents of the appraiser's privacy policy and in accordance with the PIPEDA.

13. The appraiser has agreed to enter into the assignment as requested by the client named in the report for the use specified by the client, which is stated in the report. The client has agreed that the performance of this appraisal and the report format are appropriate for the intended use.

14. Written consent from the authors must be obtained before any part of the appraisal report can be used for any use by anyone except the client and other intended users identified in the report. Where the client is the mortgagee and the loan is insured, liability is extended to the mortgage insurer. Liability to any other party or for any other use is expressly denied regardless of who pays the appraisal fee.

15. This report form is the property of the Appraisal Institute of Canada (AIC) and for use only by AIC members in good standing. Use by any other person is a violation of AIC copyright. This appraisal report, its content and all attachments/addendums and their content are the property of the author. The client, intended users and any appraisal facilitator are prohibited, strictly forbidden and no permission is expressly or implicitly granted or deemed to be granted, to modify, alter, merge, publish (in whole or in part) screen scrape, database scrape, exploit, reproduce, decompile, reassemble or participate in any other activity intended to separate, collect, store, reorganize, scan, copy, manipulate electronically, digitally, manually or by any other means whatsoever this appraisal report, addendum, all attachments and the data contained within for any commercial, or other, use.

16. If transmitted electronically, this report will have been digitally signed and secured with personal passwords to lock the appraisal file. Due to the possibility of digital modification, only originally signed reports and those reports sent directly by the appraiser, can be relied upon without fault.

17. Where the intended use of this report is for financing or mortgage lending, it is a condition of reliance on this report that the authorized user has or will conduct loan underwriting and rigorous due diligence in accordance with the standards of a reasonable and prudent lender, including but not limited to ensuring the borrower's demonstrated willingness and capacity to service his/her debt obligations on a timely basis, and to conduct such loan underwriting and due diligence in accordance with the standards set out by the Office of the Superintendent of Financial Institutions (OSFI) Residential Mortgage Underwriting Practices and Procedures B-20, even when not otherwise required by law. Liability is expressly denied to those that do not meet this condition.

18. Where the intended use of this report is for mortgage insurance, it is a condition of reliance on this report that the authorized user will conduct loan insurance underwriting and rigorous due diligence in accordance with the standards of a reasonable and prudent mortgage insurer, including but not limited to ensuring the borrower's demonstrated willingness and capacity to service his/her debt obligations on a timely basis, to conduct such loan insurance underwriting and/ due diligence in accordance with the standards set out by the Office of the Superintendent of Financial Institutions (OSFI) Residential Mortgage Insurance Underwriting Practices and Procedures B-21, even when not otherwise required by law. Liability is expressly denied to those that do not meet this condition.

Additional Assumptions and Limiting Conditions and Extraordinary Items
ASSUMPTIONS ON THE PROPERTY:

We did not complete technical investigations such as:

-Inspections or engineering review of the structure, roof, or mechanical systems;

-Technical review of the utilities servicing the subject;

-Investigations into the bearing, percolation, or other qualities of the soils;

-An archaeological survey;

ADDENDUM

Borrower: Town of Valleyview		File No.: 283D25
Property Address: #34, Klondike mobile Park (304 Hwy Street)		Case No.:
City: Town of Valleyview	Province: AB	Postal Code: T0H 3N0
Lender: Town of Valleyview		

-A timber or tree survey;

-A hydrology study;

-An environmental study;

-A site or building survey;

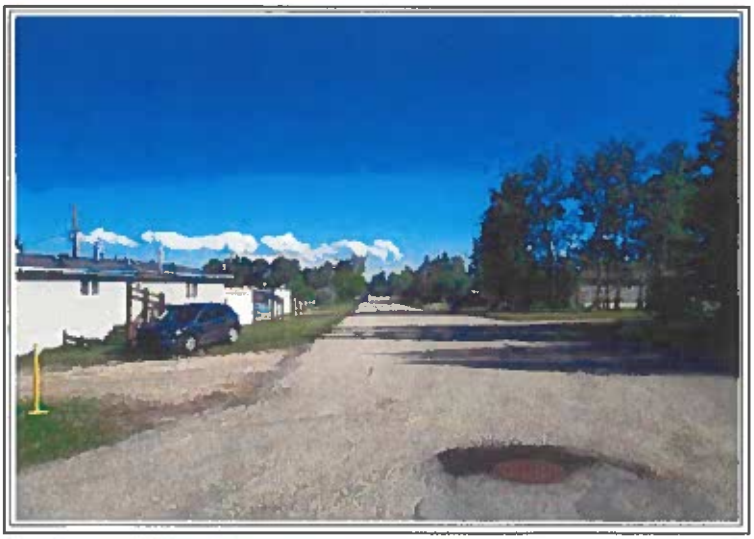
SUBJECT PROPERTY PHOTO ADDENDUM

Borrower: Town of Valleyview		File No.: 283D25
Property Address: #34, Klondike mobile Park (304 Hwy Street)		Case No.:
City: Town of Valleyview	Prov.: AB	P.C.: T0H 3N0
Lender: Town of Valleyview		

FRONT VIEW OF SUBJECT PROPERTY

Appraised Date: July 22, 2025
Appraised Value: $ 12,000

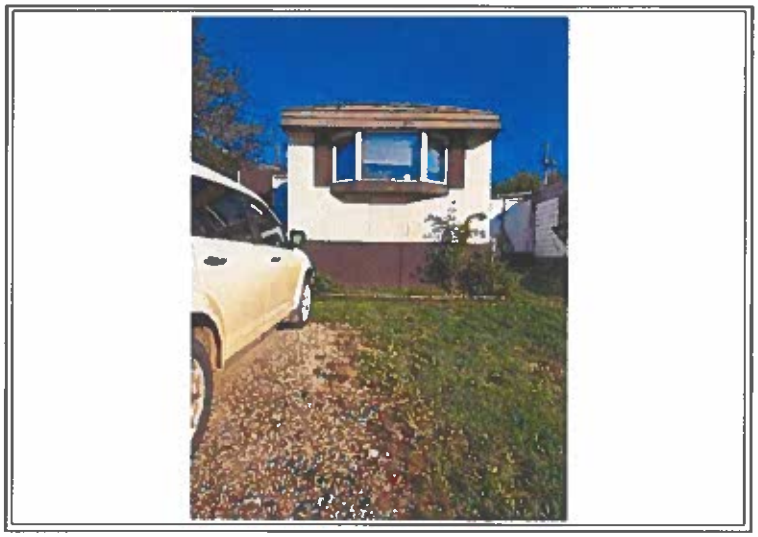
REAR VIEW OF SUBJECT PROPERTY



STREET SCENE

COMPARABLE PROPERTY PHOTO ADDENDUM

Borrower: Town of Valleyview		File No.: 283D25
Property Address: #34, Klondike mobile Park (304 Hwy Street)		Case No.:
City: Town of Valleyview	Prov.: AB	P.C.: T0H 3N0
Lender: Town of Valleyview		



COMPARABLE SALE #1

Coolsprings Trailer Park # 21
Peace River
Sale Date: 01/31/2025
Sale Price: $ 13,500

COMPARABLE SALE #2

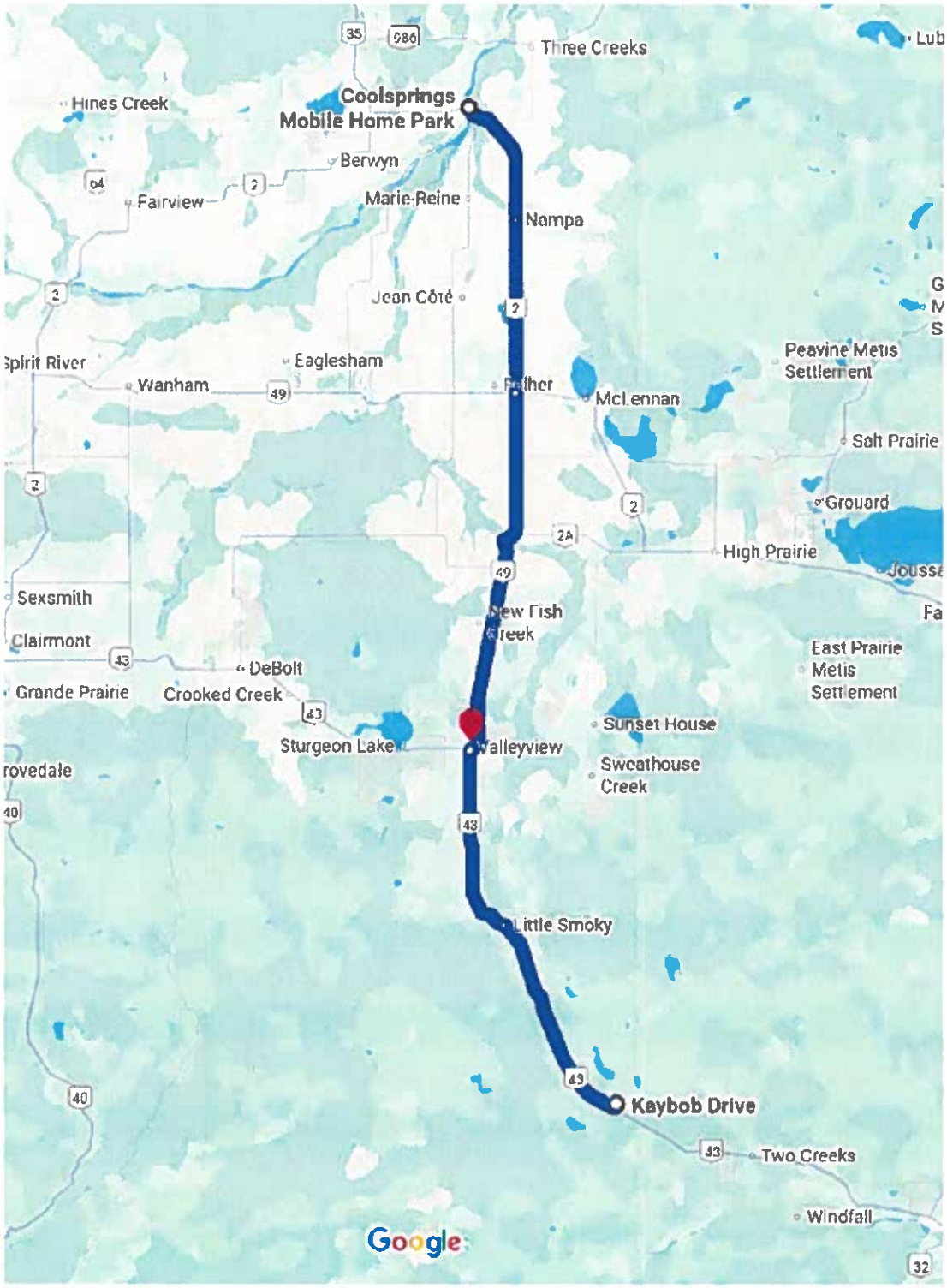
34 Kaybob Mobile Home Park
Fox Creek
Sale Date: 02/21/2025
Sale Price: $ 15,000

COMPARABLE SALE #3

C 25 Terrace Park
Peace River
Sale Date: 02/03/2025
Sale Price: $ 12,000

LOCATION MAP

Borrower: Town of Valleyview		File No.: 283D25
Property Address: #34, Klondike mobile Park (304 Hwy Street)		Case No.:
City: Town of Valleyview	Prov.: AB	P.C.: T0H 3N0
Lender: Town of Valleyview		



Roll	100110
Provincial Linc Number	0
Rural Legal	
Urban Legal	7521716-B-15
Address	#15 WESTVIEW MANUFACTURED HM
Parcel Area	0
Zoning Code	RMH
Zoning Description	MANUFACTURED HOME RESIDENTIAL
Subdivision	
Electoral Area	
Has Structures	True
Residential Occupied	True
Description	
Non-Standard Description	

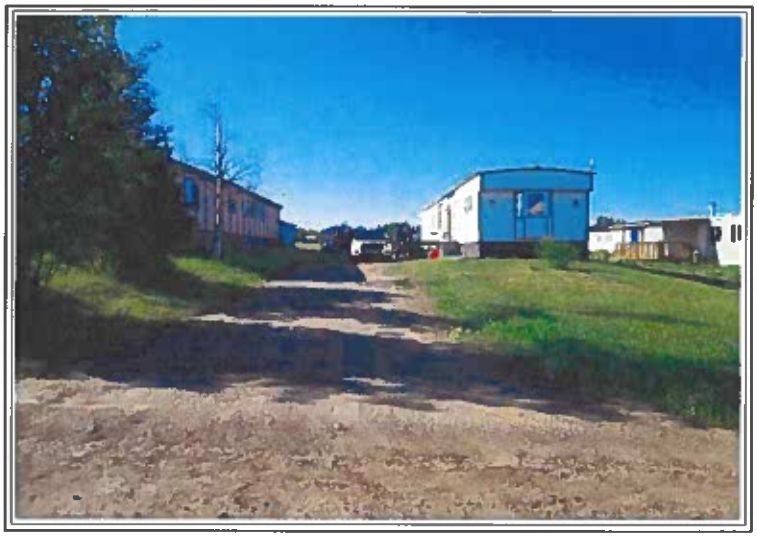
Taxes

Roll	100110
Total Assessment	$28,000.00
Assessment Year	2025
Annual Taxes	$338.80
Tax Year	2025
Primary Year Built	N/A

Date: 7/21/2025 12:00:00 AM

File No. 284D25

APPRAISAL OF



LOCATED AT:

#15, Westview Mobile Home Park (4501 48 Avenue)
Town of Valleyview, AB T0H 3N0

FOR:

Town of Valleyview
Attn: Karen Staples
kstaples@valleyview.ca

BORROWER:

Town of Valleyview

AS OF:

July 22, 2025

BY:

Dirk Schotz
CRA, P.App.

RESIDENTIAL APPRAISAL REPORT

Client Reference: File # 284D25

CLIENT
CLIENT: Town of Valleyview
ATTENTION: Karen Staples
ADDRESS: kstaples@valleyview.com
E-MAIL: kstaples@valleyview.com
PHONE:

APPRAISER
AIC MEMBER: Dirk Schotz
CRA, P.App
COMPANY: Biegel & Perra Appraisals
ADDRESS: 102, 9715 105 Street
Grande Prairie, AB T8V 7X7
E-MAIL: info@gpappraisals.com
PHONE: (780)814-6123

SUBJECT
PROPERTY ADDRESS: #15, Westview Mobile Home Park (4501 48 Avenue) CITY: Town of Valleyview PROVINCE: AB POSTAL CODE: T0H 3N0
LEGAL DESCRIPTION: Rented lot
Source: Town of Valleyview
MUNICIPALITY AND DISTRICT: Town of Valleyview - Westview Mobile Home Park
Property ID: Rented lot
ASSESSMENT: 28,000 Assessment Date 07/01/2024 Taxes $ 339 Year 2024
EXISTING USE: Residential Single Family OTHER USES OCCUPIED BY: Unknown

ASSIGNMENT
NAME: Town of Valleyview Name Type: Applicant
PURPOSE: [X] To estimate market value [ ] To estimate market rent [ ]
AUTHORIZED USE: [X] Conventional first mortgage financing [ ]
AUTHORIZED USERS (by name): Power of Sale - TAX FORFEITURE
REQUESTED BY: [X] Client above [ ] Other Town of Valleyview
VALUE: [X] Current [ ] Retrospective
[ ] Update of original report completed on With an effective date of File No.
PROPERTY RIGHTS / OWNERSHIP: [X] Fee Simple [ ] Leasehold [ ] Condo/Strata [ ] Other
MAINTENANCE FEE (if applicable): $ [X] monthly [ ] annual Source
CONDO/STRATA NAME (if applicable):
APPROACHES USED: [X] DIRECT COMPARISON APPROACH [X] COST APPROACH [ ] INCOME APPROACH
EXTRAORDINARY ASSUMPTIONS & LIMITING CONDITIONS [X] NO [ ] YES
HYPOTHETICAL CONDITION: [X] NO [ ] YES see Extraordinary Items page

NEIGHBOURHOOD
[X] Residential [ ] Commercial [ ] Industrial [ ] Agricultural [ ] First Nations/Indigenous Land
[X] Urban [ ] Suburban [ ] Rural [ ] Recreational/Resort [ ] Forestry/Public/Park
[ ] Improving [X] Stable [ ] Transitioning [ ] Deteriorating [ ]
BUILT UP: [X] Over 75% [ ] 25 - 75% [ ] Under 25%
SUBJECT TYPICAL FOR NBHD: [X] Yes [ ] No (see comments)
[ ] Detrimental Conditions Observed

AGE RANGE (years):	0	65
PRICE RANGE:	25,000	300,000

MARKET OVERVIEW: Supply [ ] High [X] Average [ ] Low
Demand [ ] High [X] Average [ ] Low
PRICE TRENDS: [ ] Increasing [X] Stable [ ] Declining

COMMENTS:
The subject is located centrally located in the Town of Valleyview, in close proximity to the downtown retail core and a primary school. All services are considered close with regional services available approximately 110 kilometers to the west in the City of Grande Prairie.

SITE
SITE DIMENSIONS:
LOT SIZE: Rented Lot Unit of Measurement: Sq.M.
SOURCE: M.D. of Greenview #16. - Tax Roll
TOPOGRAPHY: Level
CONFIGURATION: Rectangular
ZONING CODE/DESCRIPTION: R3 - Man - Manufactured Home Community
ZONING SOURCE: City of G.P. - Tax Roll
OTHER LAND USE CONTROLS [ ] YES [X] NO
EXISTING LAND USE CONFORMS [X] YES [ ] NO
IN FLOODPLAIN/FLOOD ZONE [ ] YES [ ] NO FLOOD MAP DATE:
EASEMENTS

UTILITIES: [X] Natural Gas [X] Storm Sewer [X] Sanitary Sewer [ ] Open Ditch [ ] Septic [ ] Holding Tank
WATER SUPPLY: [X] Municipal [ ] Private Well [ ]
FEATURES: [ ] Gravel Road [X] Paved Road [ ] Lane [X] Sidewalk [X] Curbs [X] Streetlights [ ]
ELECTRICAL: [ ] Overhead [X] Underground [ ]
DRIVEWAY: [X] Private [ ] Shared [ ] None [ ] Single [X] Double [ ] Underground [ ] Laneway [ ]
PARKING: [ ] Garage [ ] Carport [X] Driveway [ ] Street [ ]
LANDSCAPING: [X] Good [ ] Average [ ] Fair [ ] Poor/Other

[ ] Detrimental Conditions Observed
The subject is a vinyl siding clad older mobile home with a gravel drive on a rented lot. No negative features are noted in the area.
*** Some siding is missing from the exterior.

9.6

RESIDENTIAL APPRAISAL REPORT

Client Reference: File # 284D25

IMPROVEMENTS

Year Built (estimated): 1976
YEAR ADDITIONS (estimated): N/A
EFFECTIVE AGE: 49 years
REMAINING ECONOMIC LIFE: Unknown years
☐ Under Construction
☒ Appraised As Is
☐ As if Complete (new construction/renovation)

PROPERTY TYPE: Detached
DESIGN/STYLE: Mobile
CONSTRUCTION: Wood/Platform Frame
WINDOWS: PVC/Vinyl
BASEMENT: None
BASEMENT AREA: 0 Sq M
BASEMENT FINISH: 0 %
FOUNDATION WALLS: unknown

ROOFING: Asphalt Shingle
Condition: ☐ Good ☐ Average ☒ Fair ☐ Poor

EXTERIOR FINISH: Vinyl Siding
Condition: ☐ Good ☐ Average ☐ Fair ☒ Poor

Energy Label: None
Efficiency Rating: None
EV Charger Type: None
Solar Panels: ☐ YES ☒ NO

ELECTRICAL: ☐ Fuses ☒ Breakers
ESTIMATED RATED CAPACITY OF MAIN PANEL: 100 amps
HEATING SYSTEM: Forced air Fuel type: Natural Gas
WATER HEATER: Unknown
COOLING SYSTEM:

INTERIOR FINISH: Walls / Ceilings
Drywall ☐ ☐
Plaster ☐ ☐
Paneling ☒ ☒
Other
Flooring: Unknown
PLUMBING LINES: ABS, Copper Info Source: Inspection
BUILT-INS: ☐ Cooktop ☐ Oven ☒ Dishwasher ☐ Microwave ☐
EXTRAS: ☐ Security System ☐ ☐ HR/ER Ventilator ☐ Pool ☐ Microwave ☐
OVERALL INT. COND: ☒ Good ☐ Average ☐ Fair ☐ Poor
Source of Interior Information: Observed by AIC Member

ROOM ALLOCATION

LEVEL:	Entrance	Living	Dining	Kitchen	Family	Bedrooms	Den	Full Bath	Part Bath	Laundry	Storag		Utility	Room Total	Area
MAIN													1	1	86
SECOND															
THIRD															
ABOVE GRADE TOTALS:	1				Bedrooms	0	Bathrooms	0 F	0 P					1	86
BASEMENT															

SOURCE OF MEASUREMENT UNIT OF MEASUREMENT SqM

GARAGE/PARKING
☐ Attached ☐ Detached ☐ Built-in ☐ Single ☐ Double ☐ Triple ☐
☒ Gravel Drive
☐

SITE IMPROVEMENTS
Gravel drive and landscaped rented lot.

☐ Detrimental Conditions Observed

COMMENTS
Interior access was not granted. Interior condition assumed to be fair.

BASEMENT
None.

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RESIDENTIAL APPRAISAL REPORT

Client Reference: File # 284D25

HIGHEST AND BEST USE

LAND VALUE AS IF VACANT: [X] N/A $ rented SOURCE OF DATA: Market Derived COMMENT: Based on MLS data, and Land Titles Registry records

Existing Use: Residential Single Family

HIGHEST AND BEST USE OF THE LAND AS IF VACANT: [X] Residential [ ] Other

HIGHEST AND BEST USE OF THE LAND AS IMPROVED: [X] Existing Residential Use [ ] Other

HBU COMMENTS PERMITTED/DISCRETIONARY USES:

As Is - Improved Residential

DEFINITION OF HIGHEST AND BEST USE: The reasonably probable use of real property, that is physically possible, legally permissible, financially feasible, maximally productive and that results in the highest value. (CUSPAP)

DIRECT COMPARISON APPROACH

	SUBJECT		COMPARABLE NO. 1			COMPARABLE NO. 2			COMPARABLE NO. 3		
			Description		Adjustment	Description		Adjustment	Description		Adjustment
	#15, Westview Mobile Home Parl Town of Valleyview, AB T0H 3N0		Coolsprings Trailer Park # 21 Peace River			34 Kaybob Mobile Home Park Fox Creek			C 25 Terrace Park Peace River		
DATA SOURCE	MLS #A2108106		MLS#A2183548			MLS#A2008614			MLS#A2186830		
DATE OF SALE			01/31/2025			02/21/2025			02/03/2025		
SALE PRICE	$		$ 13,500			$ 15,000			$ 12,000		
DAYS ON MARKET			48			20000			20		
LIST PRICE	$		$ 18,000			$ 15,000			$ 12,900		
APPROX KMs from SUBJECT			140 km			3 km			140 km		
LOCATION	Valleyview		Peace River			Fox Creek			Peace River		
SITE DIMENSIONS LOT SIZE	1 Rented Lot		1 Rented Lot			1 Rented Lot			1 Rented Lot		
PROPERTY TYPE	Detached		Detached			Detached			Detached		
DESIGN/STYLE	Mobile		Mobile			Mobile			Mobile		
AGE/CONDITION	49	Fair	50	Good		44	Good		46	Good	
FLOOR AREA	86	SqM	86 Sq.M.			102 Sq.M.		-1,800	99 Sq.M.		-1,400
	Total Rooms	Bedrooms	Total Rooms	Bedrooms		Total Rooms	Bedrooms		Total Rooms	Bedrooms	
ROOM COUNT	1	0	6	3		6	3		6	3	
BATHROOMS	0 F	0 P	1			1			1		
BASEMENT	none		none			none			none		
PARKING FACILITIES	Gravel Drive		Paved Drive			Paved Drive			Paved Drive		
Driveway	Gravel Drive		Paved Drive			Paved Drive			Paved Drive		
ADJUSTMENTS (Gross %, Net $)			0.0		0	12.0		-1,800	11.7		-1,400
ADJUSTED VALUES			$		13,500	$		13,200	$		10,600

ANALYSIS AND COMMENTS

*****Interior access was not granted*****

Final valuation at $13,000 is shown by the best sales available.

**** complete absence of recent similar sales in the Town of Valleyview required the use of sales from similar towns in the region.

ESTIMATED VALUE BY DIRECT COMPARISON APPROACH (rounded): $ 13,000

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RESIDENTIAL APPRAISAL REPORT

Client Reference: File # 284D25

DIRECT COMPARISON APPROACH

	SUBJECT	COMPARABLE NO. 4		COMPARABLE NO. 5		COMPARABLE NO. 6	
		Description	Adjustment	Description	Adjustment	Description	Adjustment
	#15, Westview Mobile Home Parl Town of Valleyview, AB T0H 3N0						
DATA SOURCE	MLS #A2108106						
DATE OF SALE							
SALE PRICE	$	$		$		$	
DAYS ON MARKET							
LIST PRICE	$	$		$		$	
APPROX KMs from SUBJECT							
LOCATION	Valleyview						
SITE DIMENSIONS LOT SIZE	1 Rented Lot						
PROPERTY TYPE	Detached						
DESIGN/STYLE	Mobile						
AGE/CONDITION	49 Fair						
FLOOR AREA	86 SqM						
	Total Rooms / Bedrooms	Total Rooms / Bedrooms		Total Rooms / Bedrooms		Total Rooms / Bedrooms	
ROOM COUNT	1 / 0						
BATHROOMS	0 F 0 P						
BASEMENT	none						
PARKING FACILITIES	Gravel Drive						
Driveway	Gravel Drive						
ADJUSTMENTS (Gross %, Net $)		0.0	0	0.0	0	0.0	0
ADJUSTED VALUES		$	0	$	0	$	0

ANALYSIS AND COMMENTS

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RESIDENTIAL APPRAISAL REPORT

Client Reference: File # 284D25

HISTORY

SUBJECT SOLD WITHIN 3 YEARS OF EFFECTIVE DATE: [X] YES [ ] NO DATE _____ SOURCE _____

SALE TRANSFER HISTORY: (minimum of three years) SALE PRICE _____

No known title changes or listings for sale over the previous 36 months.

SUBJECT LISTED WITHIN 1 YEAR OF EFFECTIVE DATE: [ ] YES [X] NO LAST LIST PRICE _____ UNDER CONTRACT/AGREEMENT OF PURCHASE AND SALE [ ] YES [X] NO OBTAINED [ ] YES [X] NO

SUBJECT CURRENTLY LISTED [ ] YES [X] NO CURRENT LIST PRICE _____ CURRENT/PENDING PURCHASE PRICE _____

AGREEMENTS FOR SALE, OPTIONS, LISTINGS OR MARKETING OF THE SUBJECT: (minimum of one year) No known title changes or listings for sale over the previous 36 months.

EXPOSURE TIME

Exposure Time is the estimated length of time the property interest being appraised would have been offered on the market before the hypothetical consummation of a sale at the estimated value on the Effective Date of the appraisal. (CUSPAP)

90 days

RECONCILIATION AND FINAL VALUE

RECONCILIATION AND FINAL ESTIMATE OF VALUE

*****Interior access was not granted*****

Final valuation at $13,000 is shown by the best sales available.

**** complete absence of recent similar sales in the Town of Valleyview required the use of sales from similar towns in the region.

UPON REVIEWING AND RECONCILING THE DATA, ANALYSES AND CONCLUSIONS OF EACH VALUATION APPROACH, THE MARKET VALUE OF THE INTEREST OF THE SUBJECT PROPERTY

AS AT July 22, 2025 (Effective Date of the Appraisal) **IS ESTIMATED AT $** 13,000

COMPLETED ON July 23, 2025 (Date of Report) AS SET OUT ELSEWHERE IN THIS REPORT, THIS REPORT IS SUBJECT TO ASSUMPTIONS AND LIMITING CONDITIONS, THE VERIFICATION OF WHICH IS OUTSIDE THE SCOPE OF THIS REPORT

SCOPE

The scope of the appraisal encompasses the due diligence undertaken by the appraiser (consistent with the terms of reference from the client, the purpose and authorized use of the report) and the necessary research and analyses to prepare a report in accordance with the Canadian Uniform Standards of Professional Appraisal Practice (CUSPAP) of the Appraisal Institute of Canada. The following comments describe the extent of the process of collecting, confirming and reporting data and its analyses, describe relevant procedures and reasoning details supporting the analyses, and provide the reason for the exclusion of any usual valuation procedures.

The appraisal issue that is the focus of this engagement has been discussed and defined with the client, the work required to solve the issue planned, and the necessary market data acquired, analyzed and reconciled into an estimate of market value in a manner typically expected in a "form" report. The specific tasks and items necessary to complete this assignment include a summary of the following:

1. assembly and summary of relevant information pertaining to the property being appraised, including listings within one year and acquisition particulars if acquired within three years prior to the effective date of the appraisal;
2. On-Site Inspection Exterior and Interior
   Source of interior information: Observed by AIC Member
3. assembly and summary of the pertinent economic and market data;
4. a summary of land use controls pertaining to the subject property;
5. a summary of "Highest and Best Use";
6. a discussion of the appraisal methodologies and procedures employed in arriving at the indications of value;
7. inclusion of photographs, maps, graphics and addendum/exhibits when deemed appropriate; and
8. reconciliation of the collected data into an estimate of market value at the effective date of the appraisal.

DEFINITION OF MARKET VALUE: The most probable price, as of a specified date, in cash, or in terms equivalent to cash, or in other precisely revealed terms, for which the specified property rights should sell after reasonable exposure in a competitive market under all conditions requisite to a fair sale, with the buyer and seller each acting prudently, knowledgeable, and for self-interest, and assuming that neither is under undue duress.
Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby: buyer and seller are typically motivated; both parties are well informed or well advised, and acting in what they consider their own best interests; a reasonable time is allowed for exposure in the open market; payment is made in terms of cash in Canadian dollars or in terms of financial arrangements comparable thereto; and the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

All data considered appropriate for inclusion in the appraisal is, to the best of our knowledge, factual. Due to the type of property being appraised and the nature of the appraisal issue, the findings have been conveyed in this "form" format.
See Addenda.

See Attached Addendum

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RESIDENTIAL APPRAISAL REPORT

Client Reference: File # 284D25

ASSUMPTIONS, LIMITING CONDITIONS, DISCLAIMERS AND LIMITATIONS OF LIABILITY

The certification that appears in this report is subject to compliance with the Personal Information and Electronics Documents Act (PIPEDA), Canadian Uniform Standards of Professional Appraisal Practice ("CUSPAP") and the following conditions:

1. This report is prepared only for the authorized client and authorized users specifically identified in this report and only for the specific use identified herein. No other person may rely on this report or any part of this report without first obtaining consent from the client and written authorization from the authors. Liability is expressly denied to any other person and, accordingly, no responsibility is accepted for any damage suffered by any other person as a result of decisions made or actions taken based on this report. Liability is expressly denied for any unauthorized user or for anyone who uses this report for any use not specifically identified in this report. Payment of the appraisal fee has no effect on liability. Reliance on this report without authorization or for an unauthorized use is unreasonable.
2. Because market conditions, including economic, social and political factors, may change rapidly and, on occasion, without warning, this report cannot be relied upon as of any date other than the effective date specified in this report unless specifically authorized by the author(s).
3. The author will not be responsible for matters of a legal nature that affect either the property being appraised or the title to it. The property is appraised on the basis of it being under responsible ownership. No registry office search has been performed and the author assumes that the title is good and marketable and free and clear of all encumbrances. Matters of a legal nature, including confirming who holds legal title to the appraised property or any portion of the appraised property, are outside the scope of work and expertise of the appraiser. Any information regarding the identity of a property's owner or identifying the property owned by the listed client and/or applicant provided by the appraiser is for informational purposes only and any reliance on such information is unreasonable. Any information provided by the appraiser does not constitute any title confirmation. Any information provided does not negate the need to retain a real estate lawyer, surveyor or other appropriate experts to verify matters of ownership and/or title.
4. Verification of compliance with governmental regulations, bylaws or statutes is outside the scope of work and expertise of the appraiser. Any information provided by the appraiser is for informational purposes only and any reliance is unreasonable. Any information provided by the appraiser does not negate the need to retain an appropriately qualified professional to determine government regulation compliance.
5. No survey of the property has been made. Any sketch in this report shows approximate dimensions and is included only to assist the reader of this report in visualizing the property. It is unreasonable to rely on this report as an alternative to a survey, and an accredited surveyor ought to be retained for such matters.
6. This report is completed on the basis that testimony or appearance in court concerning this report is not required unless specific arrangements to do so have been made beforehand. Such arrangements will include, but not necessarily be limited to: adequate time to review the report and related data, and the provision of appropriate compensation.
7. Unless otherwise stated in this report, the author has no knowledge of any hidden or unapparent conditions (including, but not limited to: its soils, physical structure, mechanical or other operating systems, foundation, etc.) of/on the subject property or of/on a neighbouring property that could affect the value of the subject property. It has been assumed that there are no such conditions. Any such conditions that were visibly apparent at the time of inspection or that became apparent during the normal research involved in completing the report have been noted in the report. This report should not be construed as an environmental audit or detailed property condition report, as such reporting is beyond the scope of this report and/or the qualifications of the author. The author makes no guarantees or warranties, express or implied, regarding the condition of the property, and will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. The bearing capacity of the soil is assumed to be adequate.
8. The author is not qualified to comment on detrimental environmental, chemical or biological conditions that may affect the market value of the property appraised, including but not limited to pollution or contamination of land, buildings, water, groundwater or air which may include but are not limited to moulds and mildews or the conditions that may give rise to either. Any such conditions that were visibly apparent at the time of inspection or that became apparent during the normal research involved in completing the report have been noted in the report. It is an assumption of this report that the property complies with all regulatory requirements concerning environmental, chemical and biological matters, and it is assumed that the property is free of any detrimental environmental, chemical legal and biological conditions that may affect the market value of the property appraised. If a party relying on this report requires information about or an assessment of detrimental environmental, chemical or biological conditions that may impact the value conclusion herein, that party is advised to retain an expert qualified in such matters. The author expressly denies any legal liability related to the effect of detrimental environmental, chemical or biological matters on the market value of the property.
9. The analyses set out in this report relied on written and verbal information obtained from a variety of sources the author considered reliable. Unless otherwise stated herein, the author did not verify client-supplied information, which the author believed to be correct.
10. The term "inspection" refers to observation only as defined by CUSPAP and reporting of the general material finishing and conditions observed for the purposes of a standard appraisal inspection. The inspection scope of work includes the identification of marketable characteristics/amenities offered for comparison and valuation purposes only.
11. The opinions of value and other conclusions contained herein assume satisfactory completion of any work remaining to be completed in a good and workmanlike manner. Further inspection may be required to confirm completion of such work. The author has not confirmed that all mandatory building inspections have been completed to date, nor has the availability/issuance of an occupancy permit been confirmed. The author has not evaluated the quality of construction, workmanship or materials. It should be clearly understood that this visual inspection does not imply compliance with any building code requirements as this is beyond the professional expertise of the author.
12. The contents of this report are confidential and will not be disclosed by the author to any party except as provided for by the provisions of the CUSPAP and/or when properly entered into evidence of a duly qualified judicial or quasi-judicial body. The author acknowledges that the information collected herein is personal and confidential and shall not use or disclose the contents of this report except as provided for in the provisions of the CUSPAP and in accordance with the author's privacy policy. The client agrees that in accepting this report, it shall maintain the confidentiality and privacy of any personal information contained herein and shall comply in all material respects with the contents of the author's privacy policy and in accordance with the PIPEDA.
13. The author has agreed to enter into the assignment as requested by the client named in this report for the use specified by the client, which is stated in this report. The client has agreed that the performance of this report and the format are appropriate for the intended use.
14. This report, its content and all attachments/addendums and their content are the property of the author. The client, authorized users and any appraisal facilitator are prohibited, strictly forbidden, and no permission is expressly or implicitly granted or deemed to be granted, to modify, alter, merge, publish (in whole or in part) screen scrape, database scrape, exploit, reproduce, decompile, reassemble or participate in any other activity intended to separate, collect, store, reorganize, scan, copy, manipulate electronically, digitally, manually or by any other means whatsoever this appraisal report, addendum, all attachments and the data contained within for any commercial, or other, use.
15. If transmitted electronically, this report will have been digitally signed and secured with personal passwords to lock the appraisal file. Due to the possibility of digital modification, only originally signed reports and those reports sent directly by the author can be reasonably relied upon.
16. This report form is the property of the Appraisal Institute of Canada (AIC) and for use only by AIC members in good standing. Use by any other person is a violation of AIC copyright.
17. Where the intended use of this report is for financing or mortgage lending or mortgage insurance, it is a condition of reliance on this report that the authorized user has or will conduct lending, underwriting and insurance underwriting and rigorous due diligence in accordance with the standards of a reasonable and prudent lender or insurer, including but not limited to ensuring the borrower's demonstrated willingness and capacity to service debt obligations on a timely basis, and to conduct loan underwriting or insuring due diligence similar to the standards set out by the Office of the Superintendent of Financial Institutions (OSFI), even when not otherwise required by law. Liability is expressly denied to those that do not meet this condition. Any reliance on this report without satisfaction of this condition is unreasonable.

See Attached Addendum

CERTIFICATION

I certify that, to the best of my knowledge and belief:

1. The statements of fact contained in this report are true and correct;
2. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions and are my impartial and unbiased professional analyses, opinions and conclusions;
3. I have no past, present or prospective interest in the property that is the subject of this report and no personal and/or professional interest or conflict with respect to the parties involved with this assignment.
4. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment;
5. My engagement in and compensation is not contingent upon developing or reporting predetermined results, the amount of value estimate, a conclusion favouring the client, or the occurrence of a subsequent event.
6. My analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the CUSPAP.
7. I have the knowledge and experience to complete this assignment competently, and where applicable this report is co-signed in compliance with CUSPAP;
8. [X] No one has provided professional assistance to the members(s) signing this report;
   [ ] The following individual provided the following professional assistance:
9. As of the date of this report the undersigned has fulfilled the requirements of the AIC's Continuing Professional Development Program.
10. The undersigned is a member/are all members in good standing of the Appraisal Institute of Canada. Where applicable this report is co-signed in compliance with CUSPAP. Where a report bears two signatures, both the signing appraiser and co-signing appraiser assume full responsibility for this report.

PROPERTY IDENTIFICATION

ADDRESS: #15, Westview Mobile Home Park (4501 48 Avenue) CITY: Town of Valleyview PROVINCE: AB POSTAL CODE: T0H 3N0

LEGAL DESCRIPTION: Rented lot

BASED UPON THE DATA ANALYSES AND CONCLUSIONS CONTAINED HEREIN, THE MARKET VALUE OF THE INTEREST IN THE PROPERTY DESCRIBED

AS AT July 22, 2025 (Effective Date of the appraisal) IS ESTIMATED AT $ 13,000

AS SET OUT ELSEWHERE IN THIS REPORT, THIS REPORT IS SUBJECT TO CERTAIN ASSUMPTIONS AND LIMITING CONDITIONS, THE VERIFICATION OF WHICH IS OUTSIDE THE SCOPE OF THIS REPORT.

SIGNATURE: Dirk Schotz

NAME: Dirk Schotz

AIC DESIGNATION/STATUS: [ ] AIC Candidate Member [X] P.App., CRA [ ] P.App., AACI Membership #: 902306

DATE OF REPORT July 23, 2025 DATE OF INSPECTION: July 22, 2025

Limited Inspection - from street

SOURCE OF DIGITAL SIGNATURE SECURITY: ACI Signature

For this appraisal to be valid, an original or a password protected digital signature is required.

AIC CO-SIGNER: (if applicable)

NAME:

AIC DESIGNATION/STATUS: [ ] P.App., CRA [ ] P.App., AACI Membership #:

DATE OF REPORT: DATE OF INSPECTION:

ATTACHMENTS AND ADDENDA: [ ] ADDITIONAL SALES [X] EXTRAORDINARY ITEMS [ ] NARRATIVE [X] PHOTOGRAPHS [ ] BUILDING SKETCH [ ] MARKET RENT [X] Comparable Photos [X] MAPS [X] COST APPROACH [ ] INCOME APPROACH [ ] SCOPE OF WORK [ ] PROGRESS INSPECTION [ ] [ ]

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ADDENDUM

Borrower: Town of Valleyview	File No.: 284D25	
Property Address: #15, Westview Mobile Home Park (4501 48 Avenue)	Case No.:	
City: Town of Valleyview	Province: AB	Postal Code: T0H 3N0
Lender: Town of Valleyview		

Additional Scope of Appraisal Items

SCOPE OF WORK

Identification & Inspection: We inspected the interior and exterior of the property on the stated inspection date, Our identification of the property also involved a review of mapping prepared by the local municipality, and our earlier files on the property. The photographs appended were taken on the stated inspection date.

Type of Analysis: The approaches as applied to our report were investigated as to their relevance to this assignment, including a review of market data necessary to properly apply these approaches. In this regard the Direct Comparison, and Cost Approaches were deemed most appropriate, and have been applied and later reconciled to a final estimate of value.

Data Research: Publications produced by the local authority provided information on applicable land use controls. Sources of market evidence included, as appropriate, the local real estate board, Land Title Office transactions including those reported by Data Systems and local assessors, and real estate agents, vendors and purchasers active in the market. The Alberta Land Titles service provided information on the state of title.

Audits and Technical Investigations: We did not complete technical investigations such as:
-Detailed inspections or engineering review of the structure, roof or mechanical systems;
-An environmental review of the property;
-A site or building survey;
-Investigations into the bearing qualities of the soils; or
-Audits of financial and legal arrangements reported concerning the leases.

Verification of Third Party Information: The analysis set out in this report relied on written and verbal information obtained from a variety of sources we considered reliable. Unless otherwise stated herein, we did not verify client-supplied information, which we believed to be correct. The mandate for the appraisal did not require a report prepared to the standard appropriate for court purposes or for arbitration, so we did not fully document or confirm by reference to primary sources all information herein.

Additional Assumptions and Limiting Conditions and Extraordinary Items
ORDINARY ASSUMPTIONS AND LIMITING CONDITIONS:

The certification that appears in this appraisal report is subject to compliance with the Personal Information and Electronics Documents Act (PIPEDA), Canadian Uniform Standards of Professional Appraisal Practice ("CUSPAP") and the following conditions:

1. This report is prepared at the request of the client and for the specific use referred to herein. It is not reasonable for any other party to rely on this appraisal without first obtaining written authorization from the client, the authors, subject to the qualification below. Liability is expressly denied to any person other than the client and those who obtain written consent and, accordingly, no responsibility is accepted for any damage suffered by any such person as a result of decisions made or actions based on this report. Diligence by all intended users is assumed.

2. Because market conditions, including economic, social and political factors change rapidly and, on occasion, without warning, the market value estimate expressed as of the date of this appraisal cannot be relied upon as of any other date except with further advice from the appraiser and confirmed in writing.

3. The appraiser will not be responsible for matters of a legal nature that affect either the property being appraised or the title to it. No registry office search has been performed and the appraiser assumes that the title is good and marketable and free and clear of all encumbrances including leases, unless otherwise noted in this report. The property is appraised on the basis of it being under responsible ownership.

4. The subject property is presumed to comply with government regulations including zoning, building codes and health regulations and, if it doesn't comply, its non-compliance may affect market value.

5. No survey of the property has been made. Any sketch in the appraisal report shows approximate dimensions and is included only to assist the reader of the report in visualizing the property.

6. This report is completed on the basis that testimony or appearance in court concerning this appraisal is not required unless specific arrangements to do so have been made beforehand. Such arrangements will include, but not necessarily be limited to, adequate time to review the appraisal report and data related thereto and the provision of appropriate compensation.

7. Unless otherwise stated in this report, the appraiser has no knowledge of any hidden or unapparent conditions of the property (including, but not limited to, its soils, physical structure, mechanical or other operating systems, its foundation, etc.) or adverse environmental conditions (on it or a neighbouring property, including the presence of hazardous wastes, toxic substances, etc.) that would make the property more or less valuable. It has been assumed that there are no such conditions unless they were observed at the time of inspection or became apparent during the normal research involved in completing the appraisal. This report should not be construed as an environmental audit or detailed property condition report, as such reporting is beyond the scope of this report and/or the qualifications of the appraiser. The author makes no guarantees or warranties, express or implied, regarding the condition of the property, and will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. The bearing capacity of the soil is assumed to be adequate.

8. The appraiser is not qualified to comment on environmental issues that may affect the market value of the property appraised, including but not limited to pollution or contamination of land, buildings, water, groundwater or air. Unless expressly stated, the property is assumed to be free and clear of pollutants and contaminants, including but not limited to moulds or mildews or the conditions that might give rise to either, and in compliance with all regulatory environmental requirements, government or otherwise, and free of any environmental condition, past, present or future, that might affect the market value of the property appraised. If the party relying on this report requires information about environmental issues then that party is cautioned to retain an expert qualified in such issues. We expressly deny any legal liability relating to the effect of environmental issues on the market value of the subject property.

9. The analyses set out in this report relied on written and verbal information obtained from a variety of sources we considered reliable. Unless otherwise stated herein, we did not verify client-supplied information, which we believed to be correct.

ADDENDUM

Borrower: Town of Valleyview		File No.: 284D25
Property Address: #15, Westview Mobile Home Park (4501 48 Avenue)		Case No.:
City: Town of Valleyview	Province: AB	Postal Code: T0H 3N0
Lender: Town of Valleyview		

10. The term "inspection" refers to observation and reporting of the general material finishing and conditions seen for the purposes of a standard appraisal inspection. The inspection scope of work includes the identification of marketable characteristics/amenities offered for comparison and valuation purposes only, in accordance with the CUSPAP.

11. The opinions of value and other conclusions contained herein assume satisfactory completion of any work remaining to be completed in a good and workmanlike manner. Further inspection may be required to confirm completion of such work. The appraiser has not confirmed that all mandatory building inspections have been completed to date, nor has the availability/issuance of an occupancy permit been confirmed. The appraiser has not evaluated the quality of construction, workmanship or materials. It should be clearly understood that this physical inspection does not imply compliance with any building code requirements as this is beyond the professional expertise of the appraiser.

12. The contents of this report are confidential and will not be disclosed by the author to any party except as provided for by the provisions of the CUSPAP and/or when properly entered into evidence of a duly qualified judicial or quasi-judicial body. The appraiser acknowledges that the information collected herein is personal and confidential and shall not use or disclose the contents of this report except as provided for in the provisions of the CUSPAP and in accordance with the appraiser's privacy policy. The client agrees that in accepting this report, it shall maintain the confidentiality and privacy of any personal information contained herein and shall comply in all material respects with the contents of the appraiser's privacy policy and in accordance with the PIPEDA.

13. The appraiser has agreed to enter into the assignment as requested by the client named in the report for the use specified by the client, which is stated in the report. The client has agreed that the performance of this appraisal and the report format are appropriate for the intended use.

14. Written consent from the authors must be obtained before any part of the appraisal report can be used for any use by anyone except the client and other intended users identified in the report. Where the client is the mortgagee and the loan is insured, liability is extended to the mortgage insurer. Liability to any other party or for any other use is expressly denied regardless of who pays the appraisal fee.

15. This report form is the property of the Appraisal Institute of Canada (AIC) and for use only by AIC members in good standing. Use by any other person is a violation of AIC copyright. This appraisal report, its content and all attachments/addendums and their content are the property of the author. The client, intended users and any appraisal facilitator are prohibited, strictly forbidden and no permission is expressly or implicitly granted or deemed to be granted, to modify, alter, merge, publish (in whole or in part) screen scrape, database scrape, exploit, reproduce, decompile, reassemble or participate in any other activity intended to separate, collect, store, reorganize, scan, copy, manipulate electronically, digitally, manually or by any other means whatsoever this appraisal report, addendum, all attachments and the data contained within for any commercial, or other, use.

16. If transmitted electronically, this report will have been digitally signed and secured with personal passwords to lock the appraisal file. Due to the possibility of digital modification, only originally signed reports and those reports sent directly by the appraiser, can be relied upon without fault.

17. Where the intended use of this report is for financing or mortgage lending, it is a condition of reliance on this report that the authorized user has or will conduct loan underwriting and rigorous due diligence in accordance with the standards of a reasonable and prudent lender, including but not limited to ensuring the borrower's demonstrated willingness and capacity to service his/her debt obligations on a timely basis, and to conduct such loan underwriting and due diligence in accordance with the standards set out by the Office of the Superintendent of Financial Institutions (OSFI) Residential Mortgage Underwriting Practices and Procedures B-20, even when not otherwise required by law. Liability is expressly denied to those that do not meet this condition.

18. Where the intended use of this report is for mortgage insurance, it is a condition of reliance on this report that the authorized user will conduct loan insurance underwriting and rigorous due diligence in accordance with the standards of a reasonable and prudent mortgage insurer, including but not limited to ensuring the borrower's demonstrated willingness and capacity to service his/her debt obligations on a timely basis, to conduct such loan insurance underwriting and/ due diligence in accordance with the standards set out by the Office of the Superintendent of Financial Institutions (OSFI) Residential Mortgage Insurance Underwriting Practices and Procedures B-21, even when not otherwise required by law. Liability is expressly denied to those that do not meet this condition.

Additional Assumptions and Limiting Conditions and Extraordinary Items
ASSUMPTIONS ON THE PROPERTY:

We did not complete technical investigations such as:

-Inspections or engineering review of the structure, roof, or mechanical systems;

-Technical review of the utilities servicing the subject;

-Investigations into the bearing, percolation, or other qualities of the soils;

-An archaeological survey;

ADDENDUM

Borrower: Town of Valleyview		File No.: 284D25
Property Address: #15, Westview Mobile Home Park (4501 48 Avenue)		Case No.:
City: Town of Valleyview	Province: AB	Postal Code: T0H 3N0
Lender: Town of Valleyview		

-A timber or tree survey;

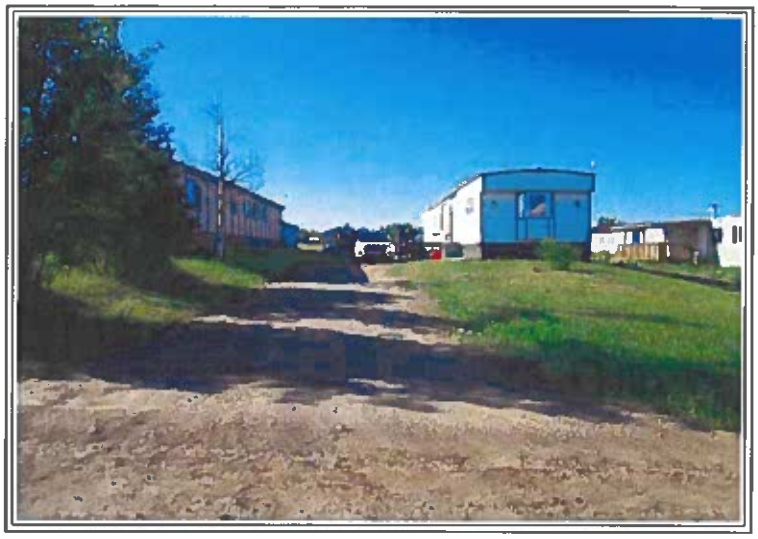
-A hydrology study;

-An environmental study;

-A site or building survey;

SUBJECT PROPERTY PHOTO ADDENDUM

Borrower: Town of Valleyview		File No.: 284D25
Property Address: #15, Westview Mobile Home Park (4501 48 Avenue)		Case No.:
City: Town of Valleyview	Prov.: AB	P.C.: T0H 3N0
Lender: Town of Valleyview		



FRONT VIEW OF SUBJECT PROPERTY

Appraised Date: July 22, 2025
Appraised Value: $ 13,000

REAR VIEW OF SUBJECT PROPERTY

STREET SCENE

COMPARABLE PROPERTY PHOTO ADDENDUM

Borrower: Town of Valleyview		File No.: 284D25
Property Address: #15, Westview Mobile Home Park (4501 48 Avenue)		Case No.:
City: Town of Valleyview	Prov.: AB	P.C.: T0H 3N0
Lender: Town of Valleyview		

COMPARABLE SALE #1

Coolsprings Trailer Park # 21
Peace River
Sale Date: 01/31/2025
Sale Price: $ 13,500

COMPARABLE SALE #2

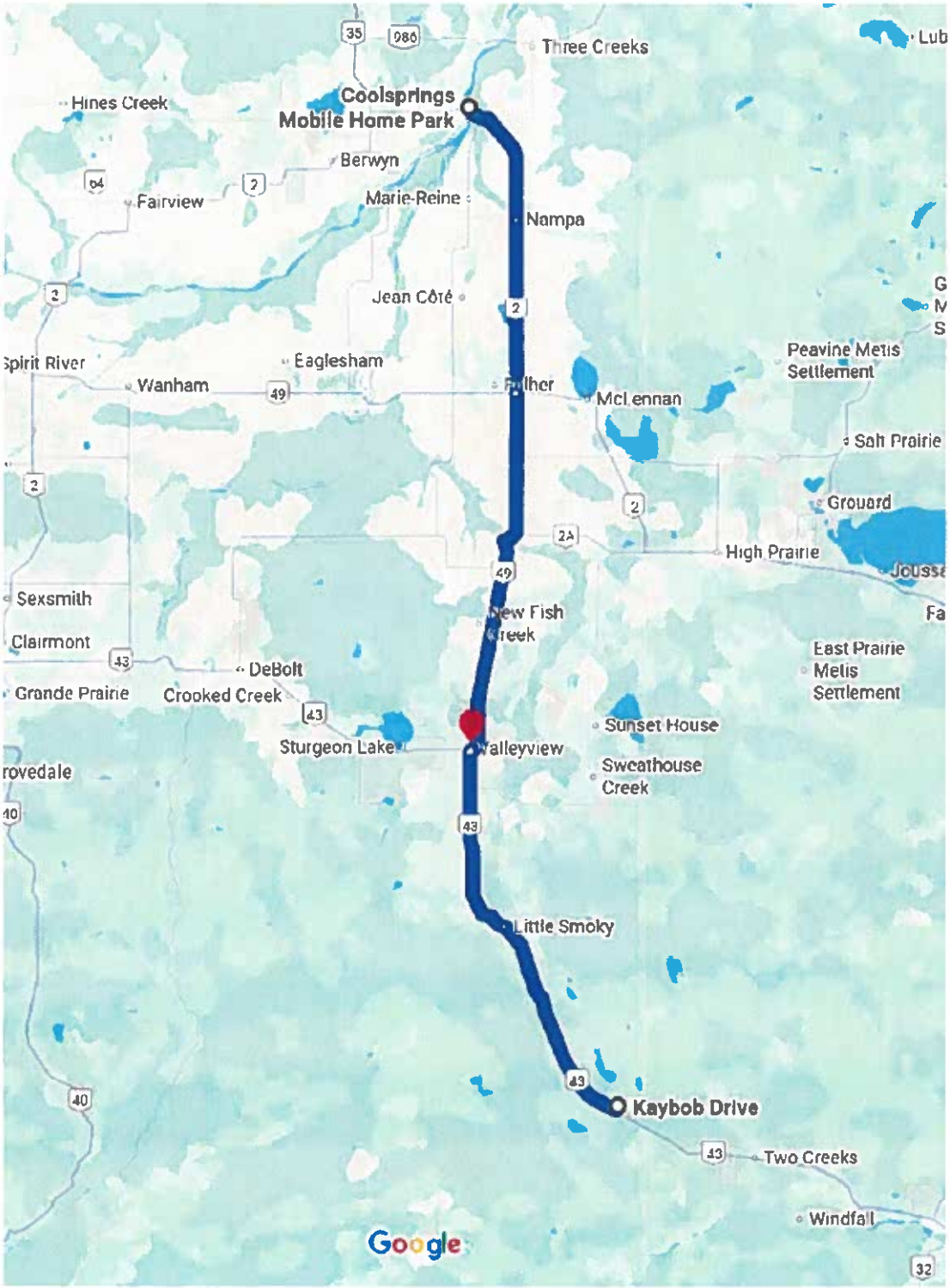
34 Kaybob Mobile Home Park
Fox Creek
Sale Date: 02/21/2025
Sale Price: $ 15,000

COMPARABLE SALE #3

C 25 Terrace Park
Peace River
Sale Date: 02/03/2025
Sale Price: $ 12,000

LOCATION MAP

Borrower: Town of Valleyview		File No.: 284D25
Property Address: #15, Westview Mobile Home Park (4501 48 Avenue)		Case No.:
City: Town of Valleyview	Prov.: AB	P.C.: T0H 3N0
Lender: Town of Valleyview		



TOWN OF VALLEYVIEW
PORTAL TO THE PEACE

Town of Valleyview

Request For Decision

Date:	**August 11, 2025**
From:	**Tracy Stewart, Director of Community Services**
Subject:	**Contracted By-Law Enforcement Services**

1.0 PURPOSE

To consider entering into an agreement with **Integrated Municipal Support Corp (IMS Corp.),** a division of Apex Security, for contracted bylaw enforcement services in the Town of Valleyview.

2.0 BACKGROUND AND DISCUSSION

At the July 21, 2025 Regular Council Meeting, a delegation raised concerns regarding vagrancy in the downtown core and broader issues related to bylaw enforcement. Members of the RCMP were also in attendance.

Following the departure of the Town's Peace Officer earlier this year, a three-month trial of a full-time Bylaw Enforcement Officer model was implemented. The delegation expressed concern over a perceived decline in service levels since the change.

Employing a bylaw enforcement officer in a small town presents a number of unique challenges:

- **Limited talent pool:** a lack of qualified local candidates
- **High turnover risk:** once trained, officers often leave for better-paying jobs
- **One-person department:** limited coverage due to vacations, sick days, etc.; difficulty when safety requires more than one person (backup)
- **Personal familiarity:** officers face pressure when dealing with individuals they know

Employing a peace officer can be equally as challenging for reasons such as:

- **Regulatory Burden:** Strict training and compliance standards
- **Appointment Delays:** Often lengthy timelines for provincial appointments
- **Increased Liability:** More enforcement authority, but higher legal and operational risk
- **Higher Costs:** Estimated $186,000 per year for salary, benefits, and equipment

- **Succession Risk:** Difficult to recruit and retain the right individual

In light of these challenges, Administration explored an alternative model of contracting bylaw enforcement services to a third party. After reaching out to a number of agencies, Administration identified one interested party and met with them for the purpose of developing a proposal.

IMS Corporation has proposed a full-service solution of providing one dedicated Bylaw Enforcement Officer working full-time, 5 days a week. The proposal includes:

- all necessary training
- supervision
- uniforms
- equipment
- a marked patrol vehicle
- dispatch support
- GPS tracking
- monthly reporting
- community education sessions to help build public awareness around local bylaws

The Town would provide physical office space.

Cost of the service is **$13,695 per month or $164,340 per year**. To compare, employing a bylaw officer costs the Town approximately $100,000 per year (salary, benefits, vehicle, fuel, insurance) while a peace officer would cost approximately $186,000 per year.

Benefits of the arrangement for the Town include:

- **Predictable Costs:** All-inclusive pricing structure with no unexpected expenses
- **Professional Oversight:** Access to a managed enforcement team with built-in supervision
- **Community Focus:** Emphasis on education and voluntary compliance to build public trust and improve understanding of local bylaws
- **Reduced Risk:** Shifts enforcement liability away from the municipality and ensures compliance with current regulations

For these reasons, Administration is recommending entering into a one year contract with IMS Corp. to provide bylaw enforcement services for the Town of Valleyview.

3.0 ALTERNATIVES

3.1 Council may approve entering into an agreement with IMS Corp to provide bylaw enforcement services for full-time service.

3.2 Council may direct Administration to request a proposal from IMS Corp to provide bylaw enforcement services for part-time service.

3.3 Council may receive the proposal as information.

4.0 FINANCIAL IMPLICATIONS

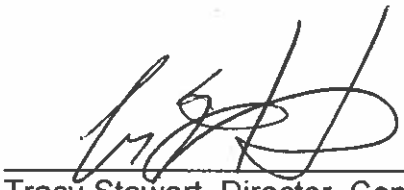
The contracted service would cost $64,340 more than employing a bylaw officer and $21,660 less than employing a peace officer.

5.0 ATTACHMENTS

IMS Corp. Proposal – Contracted Bylaw Services

6.0 RECOMMENDATIONS

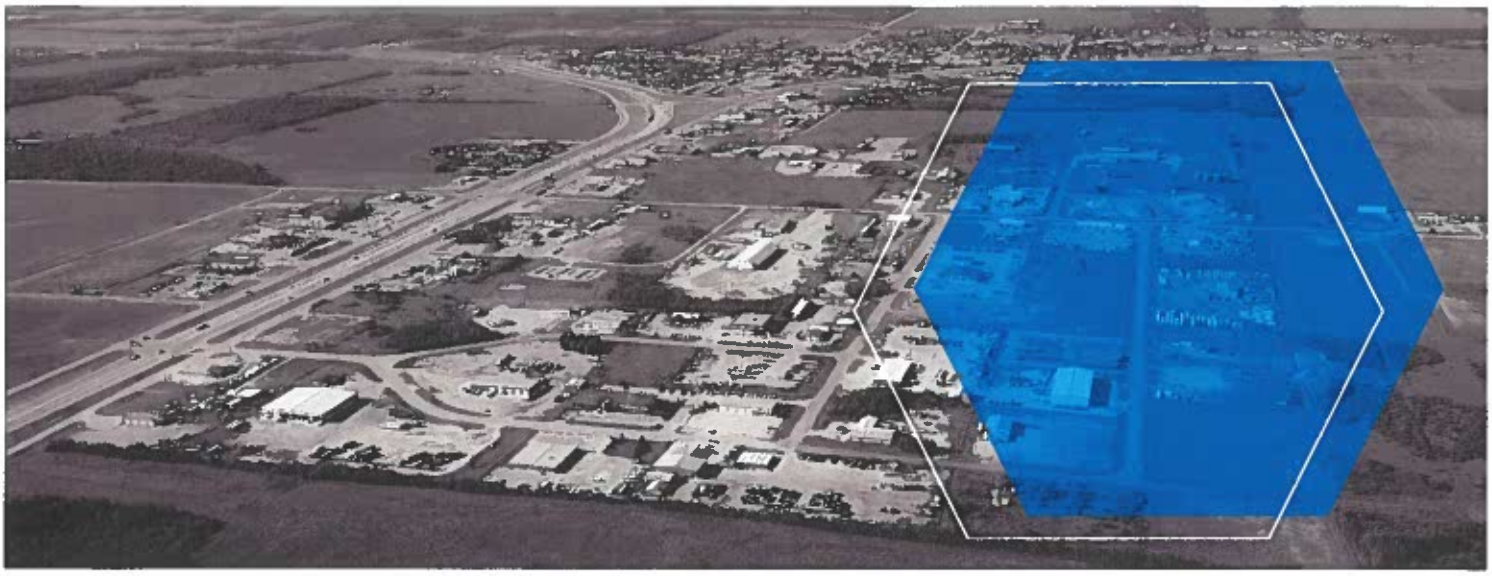
That Council approves entering into a one-year contract with IMS Corp. for the provision of bylaw enforcement services, as discussed.

Submitted By: 

Tracy Stewart, Director, Community Services

Approved By: 

Jim Fedyk, Chief Administrative Officer



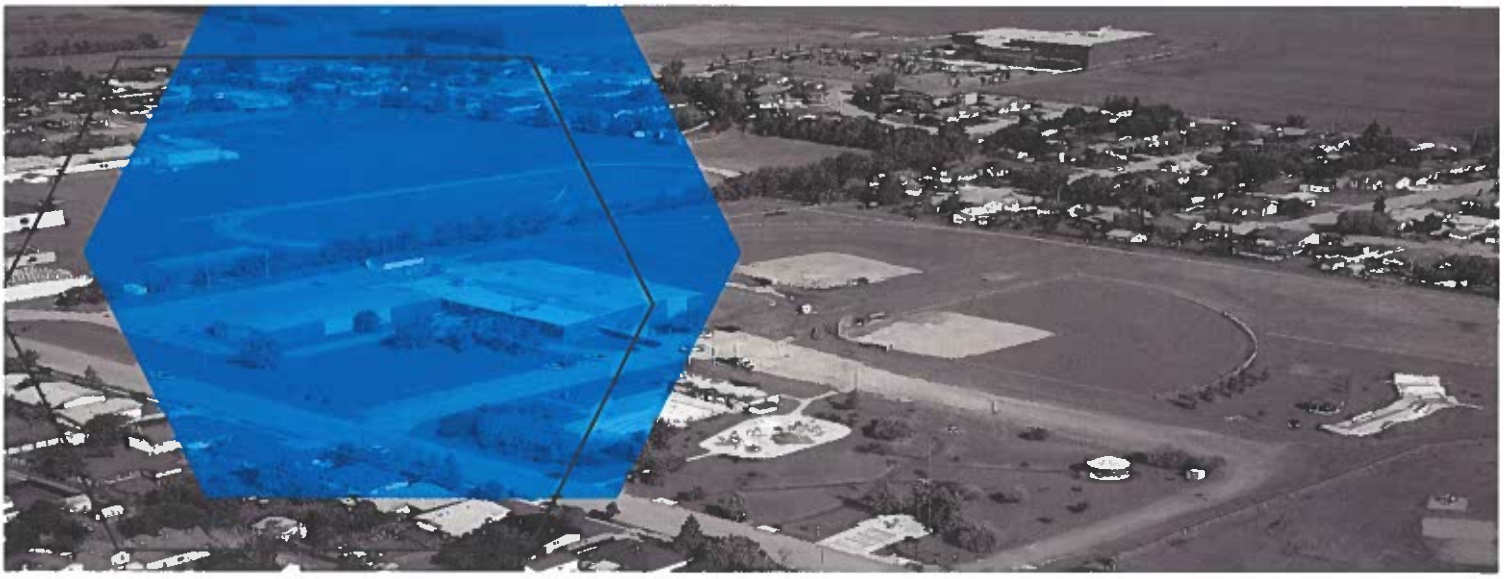
BYLAWS

BYLAWS

REGULAR COUNCIL MEETING

COUNCIL CHAMBERS

TOWN ADMINISTRATION OFFICE



CORRESPONDENCE

CORRESPONDENCE

REGULAR COUNCIL MEETING

COUNCIL CHAMBERS

TOWN ADMINISTRATION OFFICE

ELECTED OFFICIALS ORIENTATION SEMINAR

October 29, 2025

8:30 a.m. - 4:00 p.m.

Starting 8:00 a.m. w/Continental Breakfast

at the St. Isidore Cultural Centre (Bouchard Street, St. Isidore, AB

Orientation Facilitator

George Cuff

"Canada's leading advisor, consultant and author on the art and principles of governance and effective organizations".

Seminar Covers:

- The role of municipalities in Alberta
- Municipal organization and functions
- Roles and responsibilities of Council and Councillors, and;
- Roles and responsibilities of the Chief Administrative Officer and staff.

Brought to you by NORTHERN SUNRISE COUNTY

Please register by October 3.
Registration: $200 / per person.
(includes continental breakfast and lunch)
Contact: Lisa Robinson, NSC Executive Assistant
Email: lrobinson@northernsunrise.net or Call:780.625.3274

Accommodations available at Chateau Nova - Peace River
Room block Reference # 2507ELECTE Room Rate $134 +tax
Book by September 28 for a guaranteed room rate
Phone for Reservations: 780-624-3344