

# Growth Management Study

Town of Morinville | April 2024

FINAL REPORT

Prepared by ISL Engineering and Land Services Ltd.



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## 1.0 Introduction

### 1.1 Preamble

The Town of Morinville is preparing for a comprehensive update to its Municipal Development Plan (MDP) in 2024. To inform this process, the Town has engaged ISL Engineering and Land Services Ltd. (ISL) and *metroeconomics* to undertake a 40-Year (2024-2064) Growth Management Study (GMS). This pivotal study will provide the baseline data required to understand Morinville's current and projected growth dynamics, thus better positioning the Town to initiate a comprehensive planning process throughout the MDP review and update.

The GMS identifies when, where, why, and how all types of future development could be accommodated within Morinville. It also reflects Morinville's role as a member municipality of the Edmonton Metropolitan Region Board (EMRB) and its responsibility to the existing Edmonton Metropolitan Region Growth Plan (EMRGP) and other emerging EMRB policies.

The GMS includes historical growth and demographic analyses, alternative population and employment projections with a recommended growth scenario, comprehensive land analyses with land supply depletion estimates, an analysis of opportunities and constraints within the study area, and a recommended land use concept for the Town to consider during the MDP review and update process.

### 1.2 History of the Town's Growth

Morinville is located on Treaty 6 territory and has historical ties to the Indigenous communities of the Blackfoot, Stoney, Cree, and Metis. Morinville was founded by Father Morin, a French-Canadian missionary who began bringing settlers from Montreal in 1892. In 1894, Morinville had a chapel, a store, a post office, and other businesses, establishing itself as a growing centre for commerce and entertainment in the area.

Discovered in 1895, the Cardiff coal mine played a pivotal role in Morinville's early economy, operating until 1944. The mine's prosperity prompted a temporary boom, with the town growing to accommodate workers. The arrival of the Canadian National Railway in 1906 also marked a turning point, enhancing Morinville's connectivity and further advancing its growth.

Morinville transitioned from a Hamlet to a Village in 1901 and achieved Town status on April 18, 1911, with a population of 1,165. **Map 1.1** depicts the evolution of the Town boundary from 1901 to 2024.

In 1917, most of the quarter section currently located to the southeast of the intersection between 100 Avenue (Highway 642) and 100 Street was separated from the Town boundary, followed by other separations in May and July of 1925, and April 1929. The four separations contracted the municipal boundary by 173.9 ha, from 266.3 ha in 1901 to 92.4 ha in 1929. The first annexation occurred in January 1954 (5.4 ha), shortly followed by a second annexation in December of the same year (2.3 ha). Since then, and until the end of the 20<sup>th</sup> century, the Town has undergone the following boundary adjustments: an annexation and concurrent separation of a road allowance in January 1969 (143.0 ha) and a series of annexations in January 1974 (186.4 ha), January 1978 (222.0 ha), January 1979 (75.9 ha), January 1981 (4.9 ha), and January 1983 (401.0 ha). Morinville's last annexation in 1983 was triggered by high growth. Consumption of those lands annexed in 1983 however was stunted by the effects of the oil crash that occurred in the early 1980s.

The Town has not had any boundary adjustments since 1983. A historical analysis of the population growth is presented in **Chapter 2** of this report.

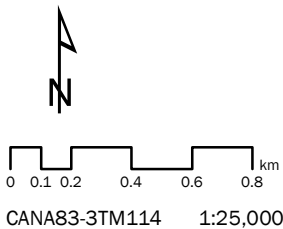
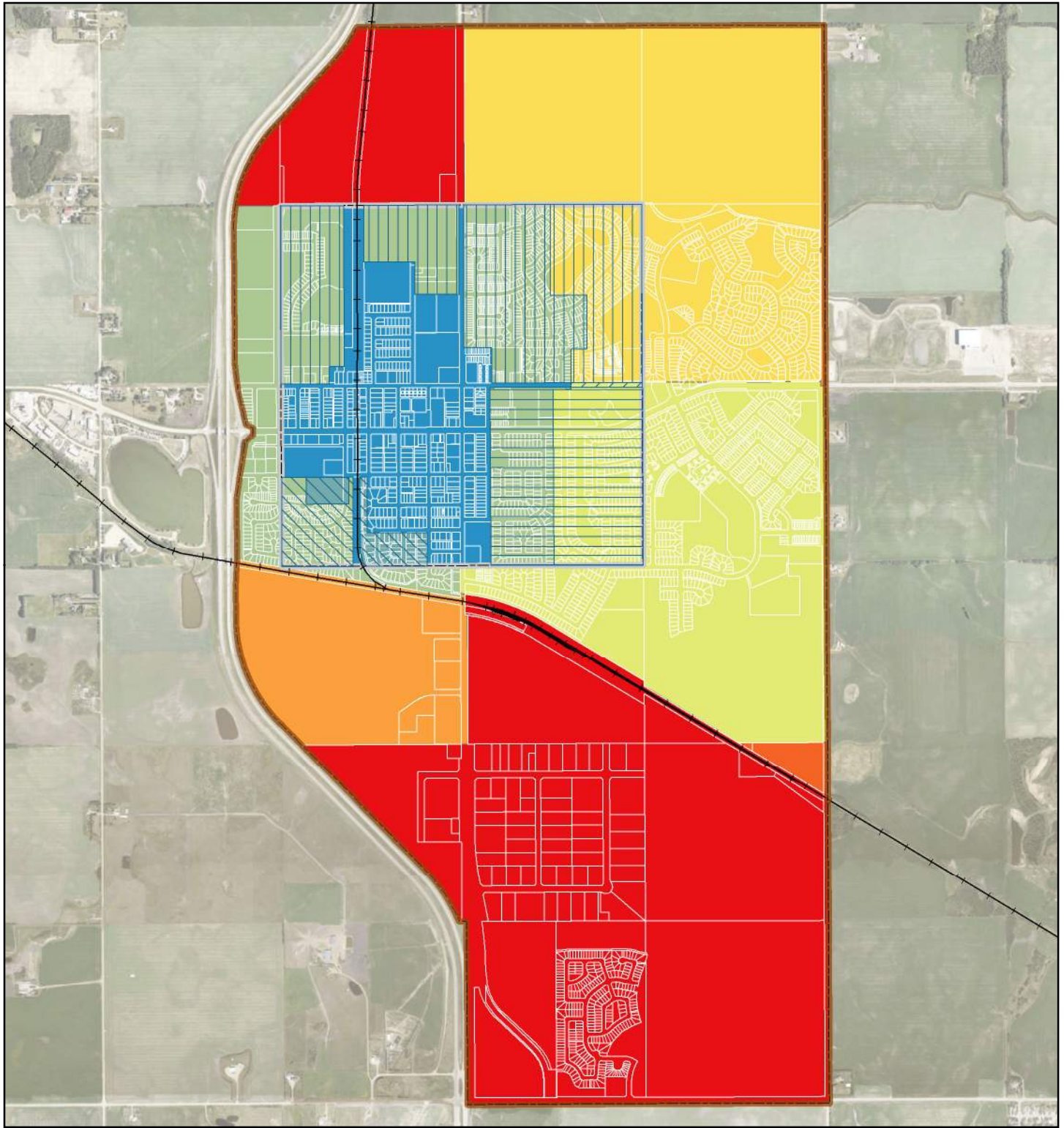
### 1.3 Study Area

**Map 1.2** presents the Town and its regional context. Morinville is in the northern portion of the Edmonton Metropolitan Region (EMR), surrounded by Sturgeon County, and is approximately 34 km (45-minute drive) north of Downtown Edmonton. Located at the intersection of Highway 2 and Highway 642, the Town is bisected by two CN railroads: one provides direct connectivity to Edmonton and the Town of Westlock, and the other reaches the Town of Legal. Alexander No. 134, an Indigenous reserve home to the Alexander First Nation, is located around 20 km west of Morinville, while the Town of Bon Accord is 20 km east. The closest urban municipality is the City of St. Albert, which is located 17 km south of Morinville and is less than a 15-minute drive along Highway 2.

The GMS Study Area corresponds to the Town's municipal boundary, as shown in **Map 1.3**.

As mentioned, Morinville is located east of Highway 2 where it intersects with Highway 642, which turns into 100 Avenue as it passes through the Town. The main CN railroad bisects the Town in a west-southeast direction, starting around 600 m south of Highway 642. This rail line also constitutes the southern boundary of most of the current development footprint within the Town, with the exception of the Morinville Business Industrial Park and the South Glens subdivision, both of which are relatively isolated from the Town's urban core, and now the Westwinds neighbourhood, which started subdividing in 2017. To the north, the Town has four significant water features, including Sunshine Lake, The Lakes, Houle Pond, and Fish and Game Pond. Heritage Lake is just outside of the Town to the west at the southwest corner of Highway 2 and Highway 642. The Little Egg Creek (Manawan Canal) bisects the northeastern corner of the Town and also plays an important role in stormwater management. South of the rail line, stormwater generally outfalls to ditches that connect to the Carrot Creek drainage basin and heads southward.

Since the purpose of the GMS is to inform the forthcoming MDP review and update, there is no immediate need to study the opportunities and constraints of lands beyond the Town's boundary. Nonetheless, the future land requirements analysis presented in Chapter 7 includes an estimate of the number of years left until the Town's remaining residential, commercial, industrial, and institutional land supply is expected to be depleted. The results of this analysis offer suggested timing for when the Town may need to look beyond its current boundaries to accommodate growth. All other analyses contained in this report are limited to the lands currently within the Town's jurisdiction.



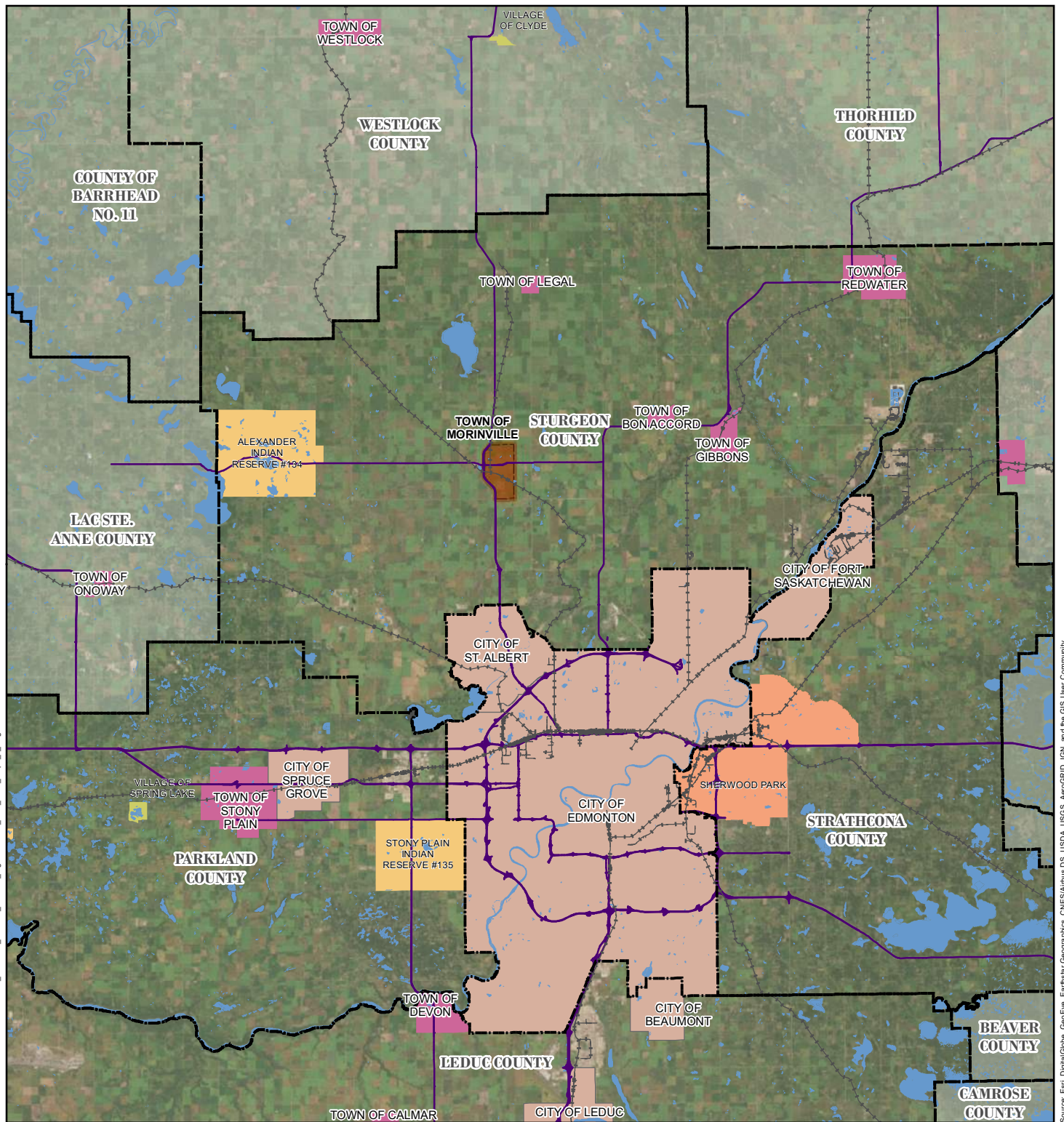
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| —+— Railway                              | ■ 1901 Incorporation |
| □ 1901 Village Boundary at Incorporation | ■ 1954 Annexation    |
| ■ Current Town Boundary Since 1983       | ■ 1969 Annexation    |
| □ 1917 Separation                        | ■ 1974 Annexation    |
| □ 1925 Separation                        | ■ 1978 Annexation    |
| □ 1929 Separation                        | ■ 1979 Annexation    |
| □ 1969 Separation (101 Avenue)           | ■ 1981 Annexation    |
|  | ■ 1983 Annexation    |

**TOWN OF MORINVILLE:  
GROWTH MANAGEMENT  
STUDY**

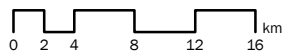
**MAP 1.1: BOUNDARY  
ADJUSTMENT HISTORY**













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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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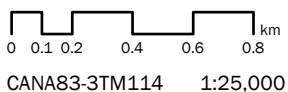
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|--|--|
|  Town of Morinville |  Rural Municipality |
|  Railway            |  City               |
|  Highway            |  Town               |
|  Water Body         |  Village            |
|  |  Indigenous Reserve |
|  |  Urban Service Area |













**TOWN OF MORINVILLE:  
GROWTH MANAGEMENT  
STUDY**

**MAP 1.2:  
REGIONAL CONTEXT**





- 
- |  |   |
|--|---|
|  Town Boundary (GMS Study Area) |  Watercourse               |
|  Railway                        |  Water Body                |
|  Arterial Road                  |  Wetland (Open Water Only) |
|  Collector Road                 |  Parcel                    |
|  Local Road                     |   |



# TOWN OF MORINVILLE: GROWTH MANAGEMENT STUDY

### MAP 1.3: STUDY AREA

## 2.0 Historical Population Growth Analysis

### 2.1 Morinville Historical Population Growth

**Table 2.1** shows the Town's historical population growth according to federal census results since 1901 (and municipal census results since 1955). Overall changes, compound annual growth rates and average growth in people per year between federal and municipal censuses are presented. **Figure 2.1** illustrates the Town's historical population growth from 1981 to 2021.

Table 2.1: Morinville Historical Population Growth, 1901-2021

Year	Federal Census History					Municipal Census History			
	Original Population	Revised Population <sup>1</sup>	Change Over Period	Compound Annual Growth <sup>2</sup>	Average People per Year	Population	Change Over Period	Compound Annual Growth <sup>2</sup>	Average People per Year
1901	49		—	—	—				
1906	203		314.3%	32.9%	31				
1911	385		89.7%	13.7%	36				
1916	331		-14.0%	-3.0%	-11				
1921	460		39.0%	6.8%	26				
1926	562		22.2%	4.1%	20				
1931	570		1.4%	0.3%	2				
1936	554		-2.8%	-0.6%	-3				
1941	580		4.7%	0.9%	5				
1946	735		26.7%	4.9%	31				
1951	892		21.4%	3.9%	31				
1955						889	—	—	—
1956	957		7.3%	1.4%	13				
1957						933	4.9%	2.4%	22
1958						957	2.6%	2.6%	24
1961	935		-2.3%	-0.5%	-4	948	-0.9%	-0.3%	-3
1966	995		6.4%	1.3%	12				
1970						1,251	32.0%	3.1%	34
1971	1,475		48.2%	8.2%	96				
1973						1,483	18.5%	5.8%	77
1975						1,881	26.8%	12.6%	199
1976	2,097	2,105	42.2%	7.3%	124	2,059	9.5%	9.5%	178
1977						2,198	6.8%	6.8%	139
1979						3,398	54.6%	24.3%	600
1980						4,207	23.8%	23.8%	809

<sup>1</sup> Revision to population count due to a boundary adjustment occurring between federal censuses.

<sup>2</sup> Compounded annually.



Year	Federal Census History					Municipal Census History			
	Original Population	Revised Population <sup>1</sup>	Change Over Period	Compound Annual Growth <sup>2</sup>	Average People per Year	Population	Change Over Period	Compound Annual Growth <sup>2</sup>	Average People per Year
1981	4,657	4,679	121.2%	17.2%	510	4,584	9.0%	9.0%	377
1982						4,943	7.8%	7.8%	359
1983						5,109	3.4%	3.4%	166
1984						5,247	2.7%	2.7%	138
1985						5,273	0.5%	0.5%	26
1986	5,364		14.6%	2.8%	137	5,293	0.4%	0.4%	20
1987						5,407	2.2%	2.2%	114
1988						5,409	0.0%	0.0%	2
1989						5,542	2.5%	2.5%	133
1990						5,860	5.7%	5.7%	318
1991	6,104		13.8%	2.6%	148	6,011	2.6%	2.6%	151
1992						6,088	1.3%	1.3%	77
1993						6,240	2.5%	2.5%	152
1994						6,255	0.2%	0.2%	15
1996	6,226		2.0%	0.4%	24				
2001	6,540		5.0%	1.0%	63				
2006	6,775		3.6%	0.7%	47				
2008						7,228	15.6%	1.0%	70
2009						7,636	5.6%	5.6%	408
2011	8,569		26.5%	4.8%	359	8,504	11.4%	5.5%	434
2014						9,402	10.6%	3.4%	299
2016	9,848		14.9%	2.8%	256	9,893	5.2%	2.6%	246
2020						10,578	6.9%	1.7%	171
2021	10,385		5.5%	1.1%	107				

Sources: Statistics Canada (1901-2021), Alberta Municipal Affairs (1951-2019), and Town of Morinville (2020)

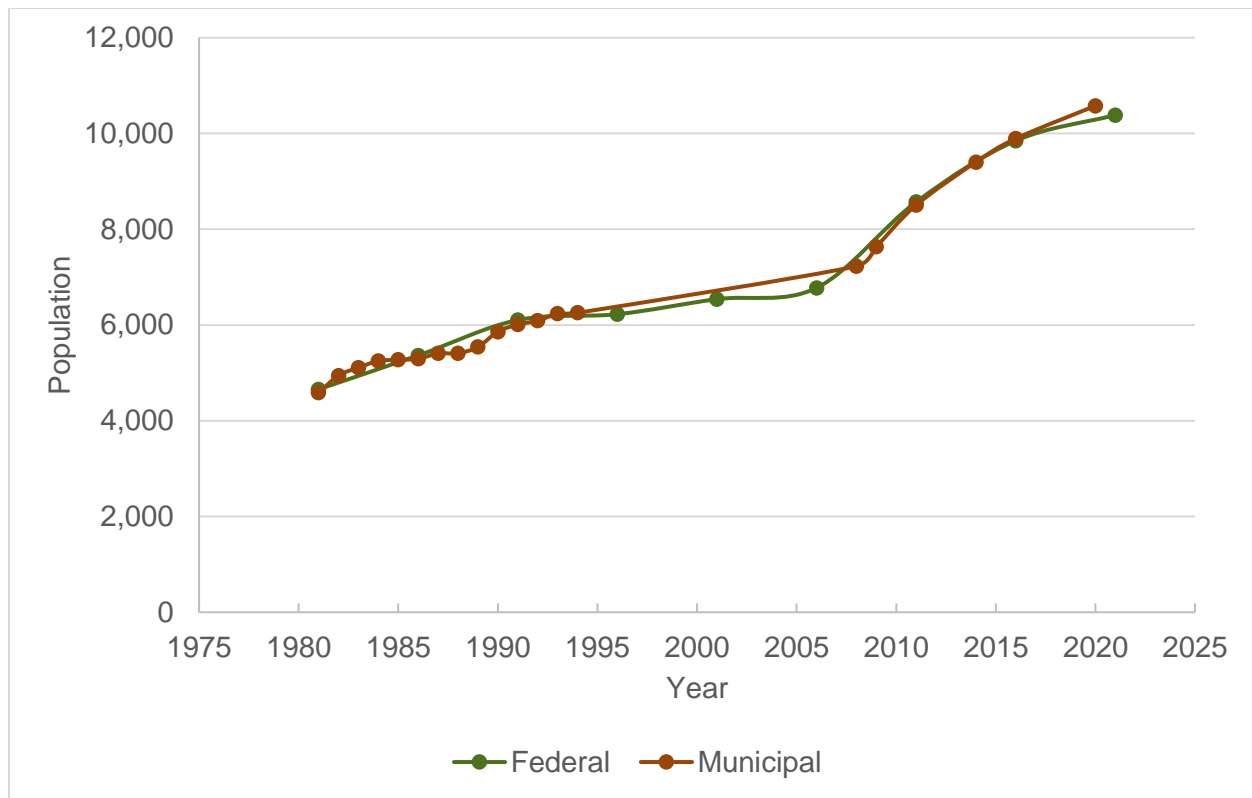


Figure 2.1: Morinville Historical Population Growth, 1981-2021

The following are key observations from Table 2.1 and Figure 2.1.

- Over the course of its history, Morinville has grown from a population of 49 in 1901 to 10,385 in 2021.
- At its 2021 population of 10,385, the Town has:
  - Nearly doubled its population over the past 37 years since recording a population of 5,247 in 1984 – an increase of 5,138.
- Among the various federal censuses conducted between 1981 and 2021, Morinville's compound annual growth rate has varied between 0.4% and 17.2%.

**Table 2.2** illustrates the Town's growth rates over various intervals from 1981, ranging from the past 10 years to the past 40 years.

Table 2.2: Morinville Historical Population Growth Between Various Intervals, 1981-2021

Time Period	Change Over Period	Compound Annual Growth	Average People per Year
40 (1981-2021)	121.9%	2.0%	143
35 (1986-2021)	93.6%	1.9%	143
30 (1991-2021)	70.1%	1.8%	143
25 (1996-2021)	66.8%	2.1%	166
20 (2001-2021)	58.8%	2.3%	192
15 (2006-2021)	53.3%	2.9%	241
10 (2011-2021)	21.2%	1.9%	182
5 (2016-2021)	5.5%	1.1%	107

Morinville's population growth pattern over the past 40 years is reflective of several factors, including the following:

- employment opportunities within the town and in proximity to Edmonton;
- proximity and accessibility to the surrounding Edmonton Metropolitan Region and its large population and employment bases, which attract global economic opportunities and advantages; and
- a high quality of life that makes Morinville attractive to new and long-time residents.<sup>3</sup>

In addition, Morinville's accelerated growth pattern in recent years is reflective of several factors including:

- lower housing prices in Morinville compared to Edmonton, and
- an efficient commuting corridor to St. Albert, Edmonton, the Acheson Industrial Area, CFB Edmonton, and Alberta's Industrial Heartland via the provincial highway network.

**Figure 2.2** illustrates how Morinville's population growth between 2006 and 2021 has performed against projections presented in regional planning documents over the same period, including the 2007 Capital Region Integrated Growth Management Plan (CRIGMP), the 2009 Capital Region Growth Plan (CRGP), and the 2016 EMRGP.<sup>4</sup> Morinville's actual population growth has significantly outpaced or trended above the two sets of 2009 CRGP projections. The 2007 CRIGMP and the 2016 EMRGP High Case projections predicted Morinville's actual pace of population growth through 2020 in a relatively accurate manner. It appears the economic shock that began in 2020 resulted in population decline between the 2020 municipal census and the 2021 federal census, resulting in an actual growth end point that aligns with the 2016 EMRGP Low Case projection. However, a difference in census methodologies or enumeration rates may have also contributed to the apparent decline.

<sup>3</sup> According to a 2019 Research and Engagement Report commissioned by the Town in support of the Parks, Recreation, Culture and Trails Master Plan.

<sup>4</sup> The 2023 EMRB population projections will be introduced in Chapter 4: Population and Employment Projections.

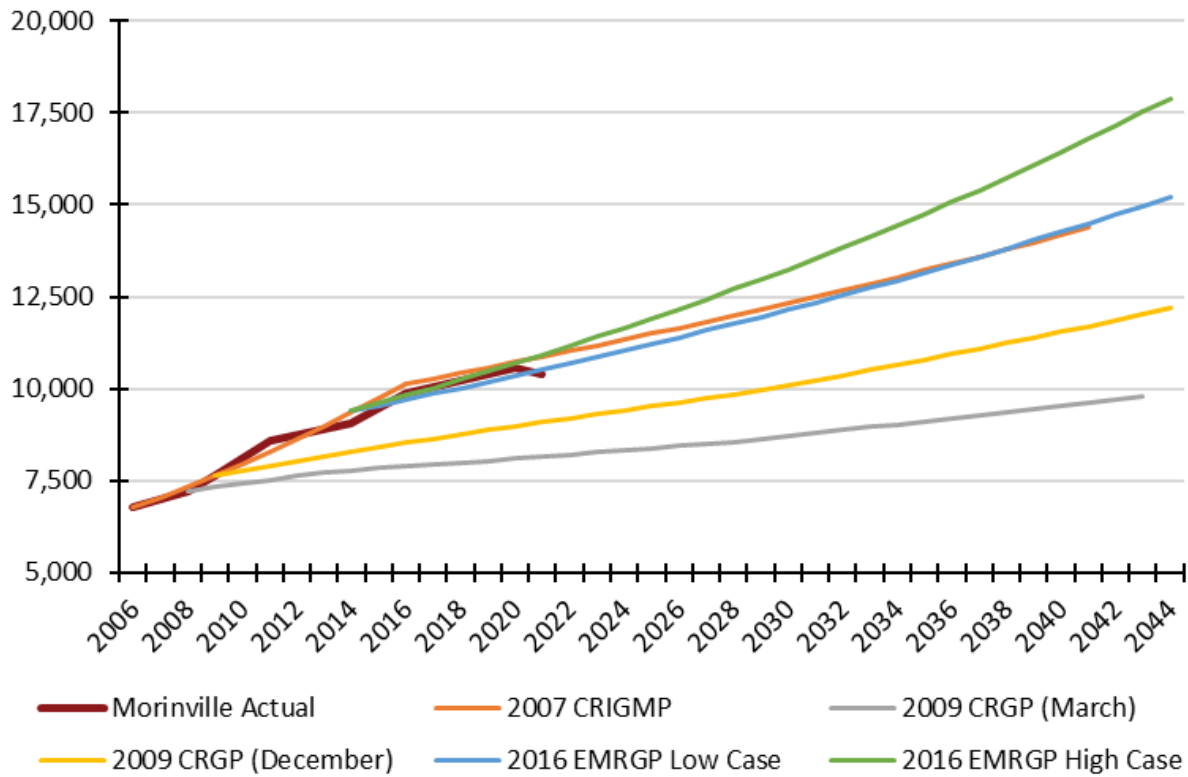


Figure 2.2: Morinville Actual Population Growth Compared to Projections and Forecasts since 2006

### 3.0 Demographic Profile and Emerging Trends Analysis

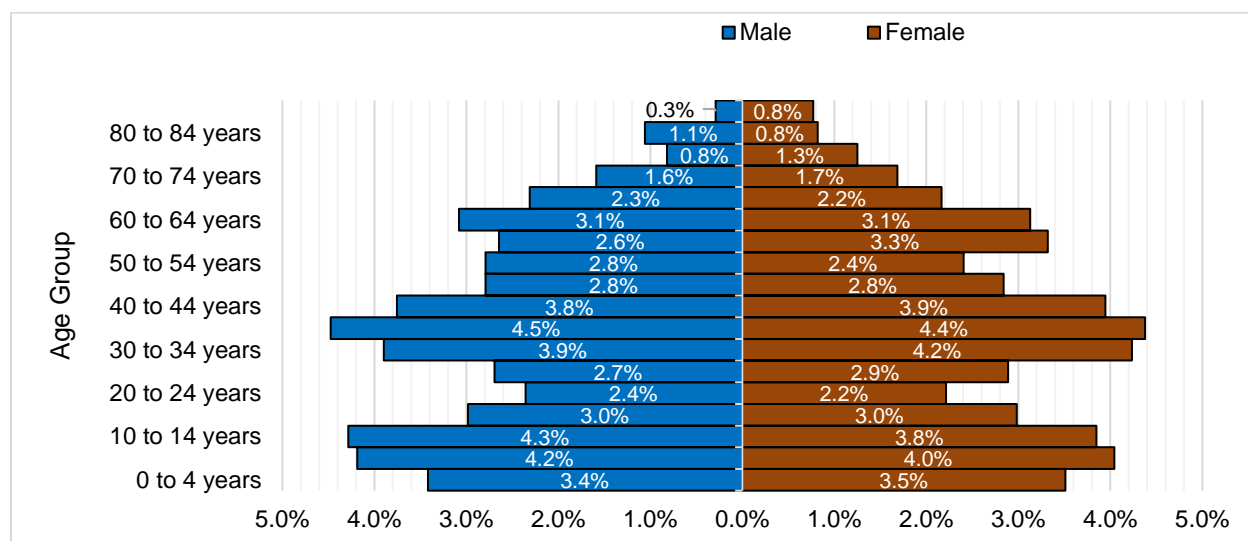
This chapter presents a demographic profile for the Town of Morinville, focused on population, age, household characteristics, mobility status, education, and employment. Where available, demographic indicators have been compared to those of the Edmonton Metropolitan Region and the Province of Alberta.

#### 3.1 Population

In 2021, Morinville's population was 10,385. Between 2016 to 2021, the Town's population increased by 5.5%, which is an average annual growth rate of 1.1%. Over the same period, the Edmonton Metropolitan Region's population grew by 7.3%. Both of these jurisdictions had a higher growth rate than the province of Alberta, which grew by 4.8% between 2016 and 2021.

#### 3.2 Age

In 2021, the average age of Morinville's population was 36.9. In comparison to the age distribution of Alberta and of Canada, Morinville has a smaller proportion of seniors, a smaller proportion of adults, and a higher proportion of children. Morinville's relatively large proportion of young people indicates that over the next ten years, there will be an increase in school-age children and teenagers and a large population entering the workforce. Although the current population of seniors is relatively low in Morinville, it is expected that the senior population will increase over the next ten years as the current adult age group ages into the senior category.



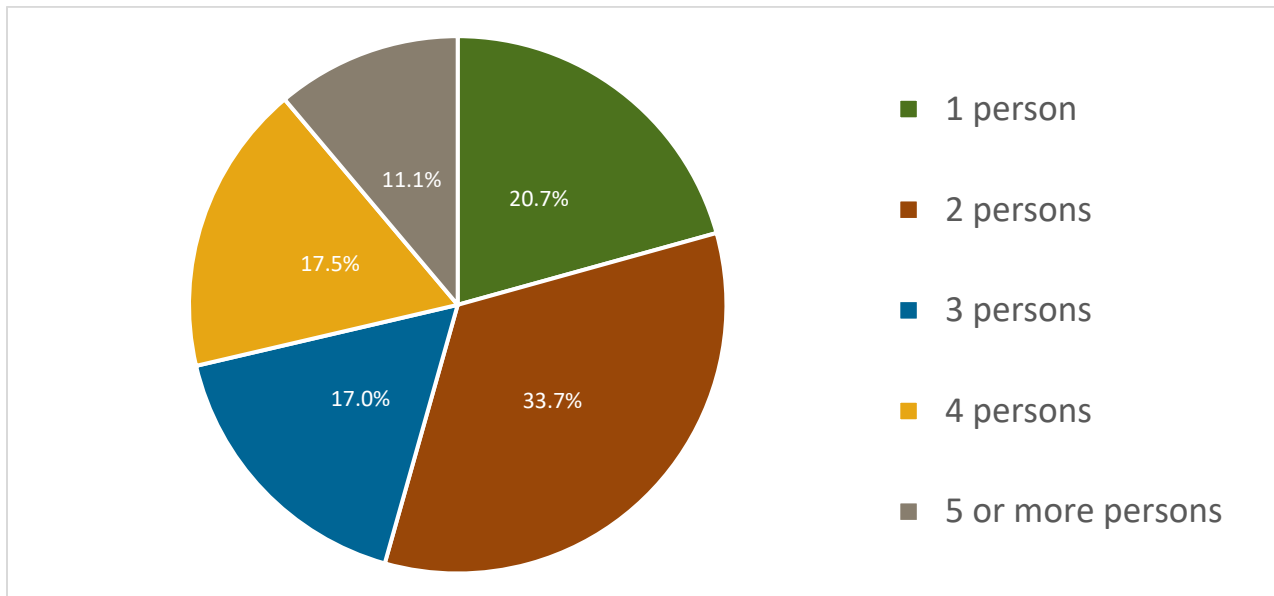
Source: Statistics Canada Census Report, 2021

Figure 3.1: Breakdown Population by Age Group and Gender, Town of Morinville (2021)

### 3.3 Households

#### Household Size

In 2021, the average household size in Morinville was 2.7, which was slightly higher than in the Edmonton Metropolitan Region and Alberta, where the average household size was 2.6. When broken down by number of persons, the largest portion of households in Morinville in 2021 were 2-person households (33.7%), followed by 1-person households (20.7%), and 4-person households (17.5%). The breakdown of households by size is shown in **Figure 3.2** below.



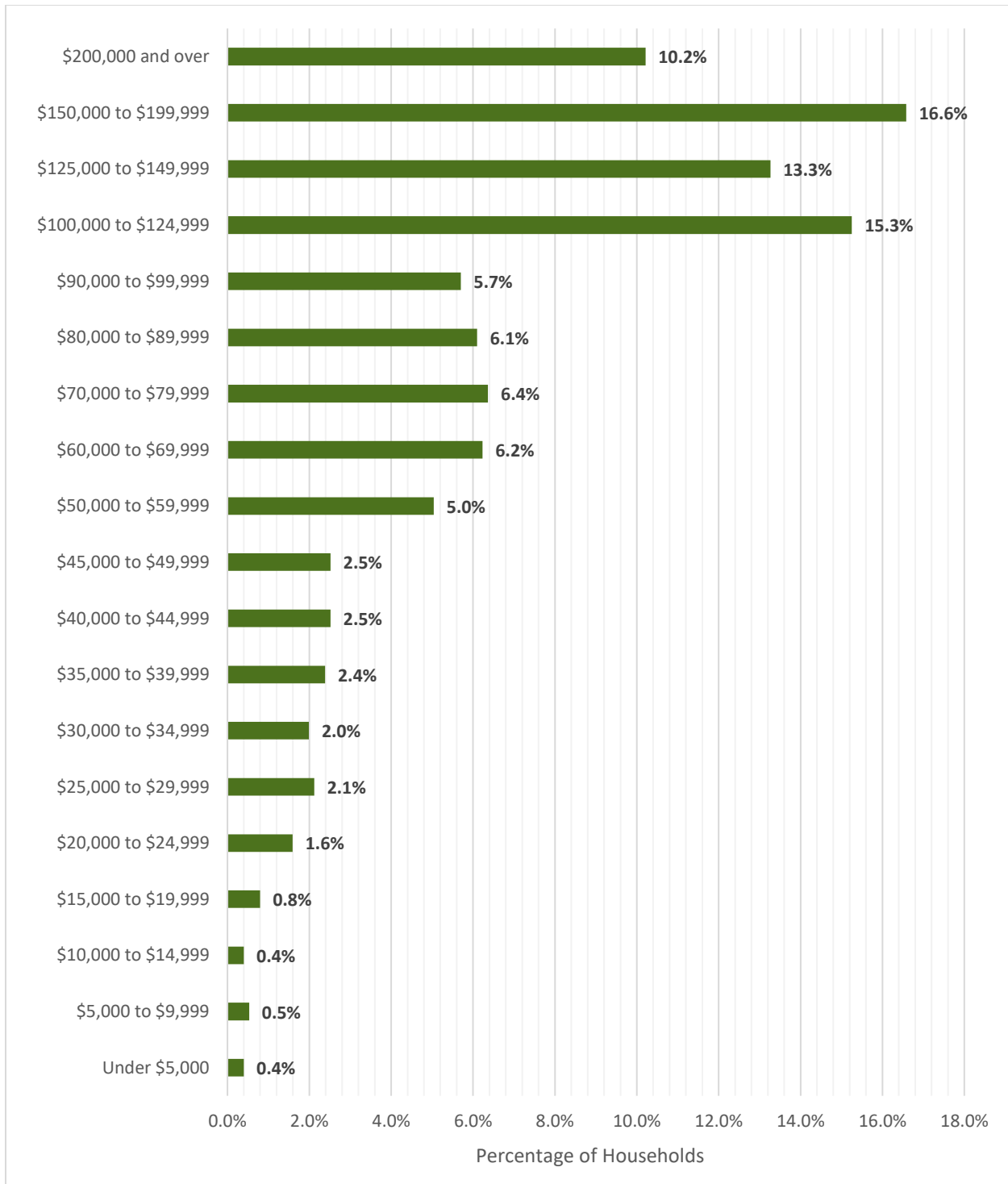
Source: Statistics Canada Census Report, 2021

Figure 3.2: Breakdown of Households by Size, Town of Morinville (2021)

#### Household Income

In 2021, the average household income in Morinville was \$117,500 before tax and the median household income was \$108,000 before tax. The average household income in Morinville was slightly lower than in the province of Alberta in the same year, which was \$119,700 before tax, while the median household income in Morinville was slightly higher than in Alberta, which was \$96,000 before tax.

Median household income is a stronger indicator of income since it is not affected by the relatively small number of extremely low and extremely high-income earners in any given geographic area. Both in Morinville and Alberta, the average income is higher than the median income, indicating that a relatively high percentage of the total household income both in the Town and in the Province is concentrated in the wealthiest households. However, the difference between the two indicators in Morinville is \$9,500 (8.1%), while in Alberta it is \$23,700 (19.8%), indicating that the Town has a far lower percentage of income disproportionately concentrated amongst the top-earners than the Province. Thus, income inequity is higher in Alberta as a whole than it is in Morinville.

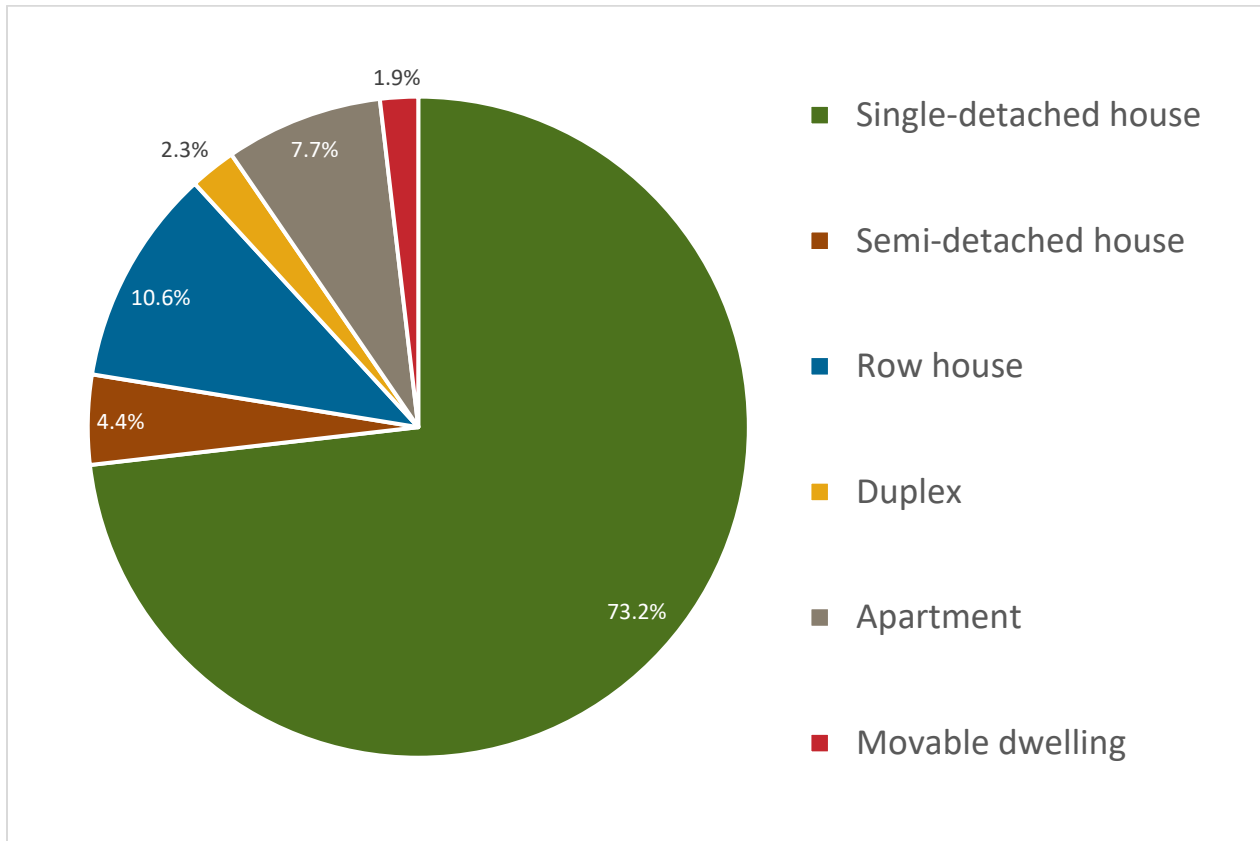


Source: Statistics Canada Census Report, 2021

Figure 3.3: Breakdown of Households by Household Income Bracket, Town of Morinville (2021)

### Households by Dwelling Type

As shown in **Figure 3.4**, the majority of households in Morinville live in single-detached dwellings (73.2%). Row houses<sup>5</sup> account for the next highest share of dwelling type, at 10.6%. This is followed by apartments (7.7%), semi-detached houses<sup>6</sup> (4.4%), duplexes<sup>7</sup> (2.3%), and movable dwellings<sup>8</sup> (1.9%). In contrast, single-detached dwellings make up approximately 50% of dwelling types across the Edmonton Metropolitan Region, showing a lower proportion of single-detached dwellings when compared to Morinville.



Source: Statistics Canada Census Report, 2021

Figure 3.4: Breakdown of Households by Dwelling Type, Town of Morinville (2021)

<sup>5</sup> Equivalent to *Ground-Oriented Multiple Unit Dwelling* in the Town's Land Use Bylaw (LUB).

<sup>6</sup> Equivalent to *Duplex – Side-by-Side* in the Town's LUB.

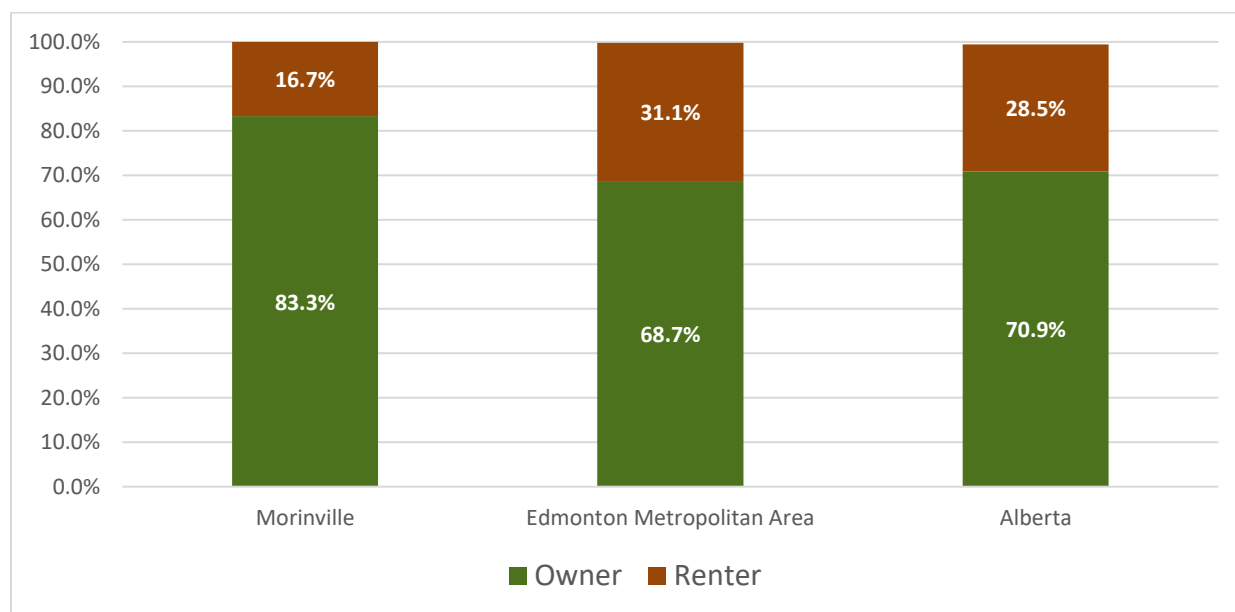
<sup>7</sup> Equivalent to *Duplex – Stacked* in the Town's LUB.

<sup>8</sup> Equivalent to *Manufactured Home Unit* in the Town's LUB.



### Households By Tenure

In 2021, 83.3% of households owned their residence and 16.7% were renters. As shown in the figure below, Morinville had a higher percentage of owner households than both the Edmonton Metropolitan Region and Alberta, at 68.7% and 70.9% respectively.



Source: Statistics Canada Census Report, 2021

Figure 3.5: Breakdown of Households by Tenure, Town of Morinville, Edmonton Metropolitan Region, and Alberta (2021)

### 3.4 Mobility Status

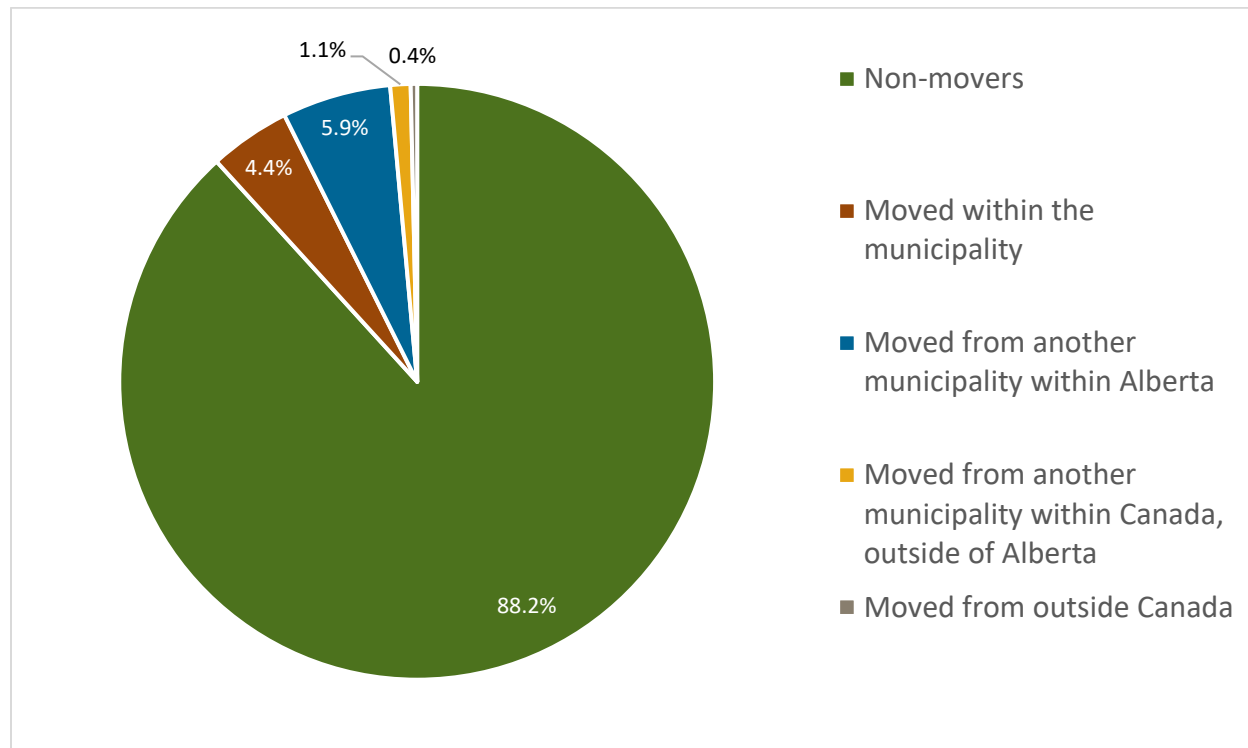
As shown in **Figure 3.6**, 88.2% of Morinville residents lived in the same residence in 2021 as they did one year prior (referred to as 'non-movers') and 11.8% did not (referred to as movers). Movers are classified as migrants, if they moved from a different census subdivision, and non-migrants, if they moved within the same census subdivision (the Town). In Morinville, 62.6% of movers, or 7.4% of the total population, are considered migrants, and 37.4% of movers, or 4.4% of the total population, are considered non-migrants.

In turn, migrants are classified as internal migrants, if they moved in from another census subdivision within Alberta (referred to as intraprovincial migrants) or from another province in Canada (referred to as interprovincial migrants); and external migrants, if they moved in from outside Canada. In Morinville, 95.2% of migrants or 7% of the total population are internal migrants, and 4.8% of migrants or 0.4% of the total population are external migrants. Additionally, 84.3% of internal migrants or 5.9% of the total population are intraprovincial migrants, and 15.7% of internal migrants or 1.1% of the total population are interprovincial migrants.

**Table 3.1** provides a comparison of the Town's and the Province's population distribution by mobility status, including 1-year and 5-year records. The Town has a very similar 1-year split between movers (11.8%) and non-movers (88.2%) compared to the Province (13.3% and 86.7% respectively). However, while about two thirds of the Town's mover population is migrant, for the Province that number is only around one third. Another significant difference is that only 4.8% of the Town's migrant population are external migrants (foreigners), while in the Province that statistic is as high as 15.8%.

In terms of the 5-year records, the Town and the Province have almost the same split between movers (41.3% and 41.1% respectively) and non-movers (58.7% and 58.9% respectively). However, there is still a significant difference between the migrant and non-migrant distribution in the two geographies. In the Province, this distribution is almost even, with 52.9% of movers being non-migrants and 47.1% being migrants; on the other hand, the Town's population of movers is made up mostly of migrants (73.9%) compared to non-migrants (26.1%). Finally, the difference in external migrants is more pronounced compared to the 1-year records: while only 1.7% of the Town's migrant population are considered external migrants (foreigners), in the Province this number is as high as 21.6%.

In conclusion, the Town's 1 and 5-year splits between movers and non-movers are similar to the Province's. However, in the Province, the majority of movers change their place of residence within their current census subdivision (non-migrants), while in the Town movers come primarily from other census subdivisions (migrants). In both the Town and the Province, most migrants come from within Canada, although the Province sees a higher influx of foreign migrants than the Town, especially when considering the 5-year record.



Source: Statistics Canada Census Report, 2021

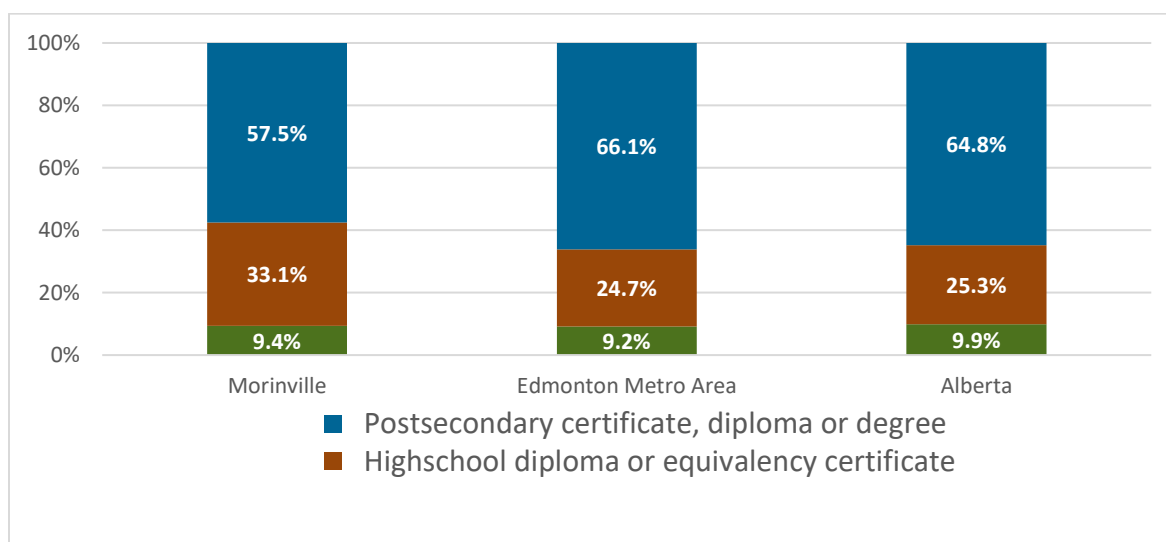
Figure 3.6: Mobility Status One Year Ago, Town of Morinville (2021)

Table 3.1: Mobility Status One and Five Years Ago, Morinville and Alberta (2021)

Mobility Status	1-Year		5-Years	
	Morinville	AB	Morinville	AB
Non-movers	88.2%	86.7%	58.7%	58.9%
Movers	11.8%	13.3%	41.3%	41.1%
Non-migrants	37.4%	67.0%	26.1%	52.9%
Migrants	62.6%	33.0%	73.9%	47.1%
Internal migrants	95.2%	84.2%	98.3%	78.4%
Intraprovincial migrants	84.3%	70.2%	76.8%	72.3%
Interprovincial migrants	15.7%	29.8%	23.2%	27.7%
External migrants	4.8%	15.8%	1.7%	21.6%

### 3.5 Education

In 2021, just over half (57.5%) of Morinville's population between the ages of 25 and 64 had received a postsecondary certificate, diploma, or degree. Of the population aged 25 to 64, 33.1% had received a high school diploma or equivalency certificate as their highest level of education, and 9.1% had not received any certificate, diploma, or degree. The percentage of the population aged 25 to 64 with a postsecondary certificate, diploma, or degree in Morinville is slightly lower than that of the Edmonton Metropolitan Region (66.1%) and of Alberta (64.8%).



Source: Statistics Canada Census Report, 2021

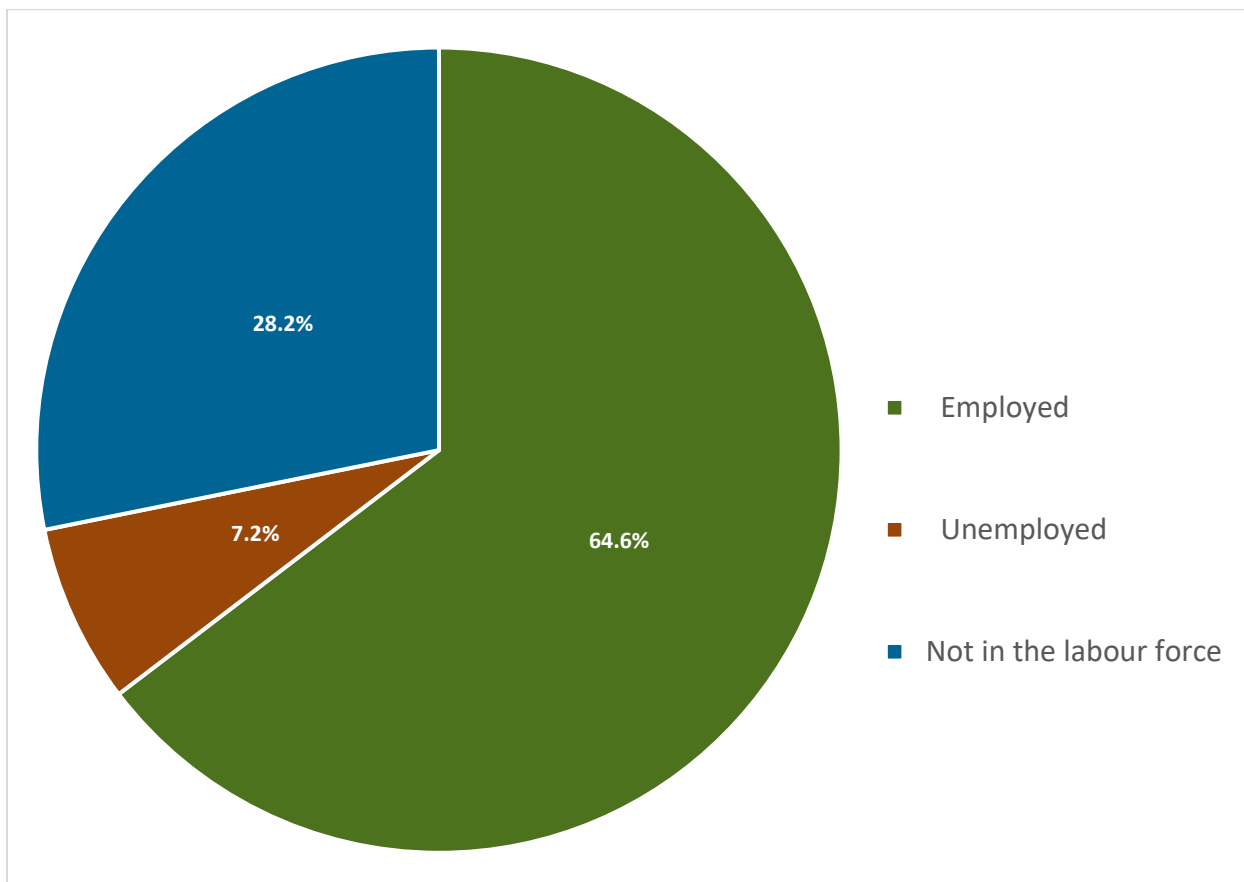
Figure 3.7: Highest certificate, diploma or degree for the population aged 25 to 64 years, Town of Morinville, Edmonton Metropolitan Region, and Alberta (2021)

### 3.6 Employment

As shown in **Figure 3.8**, in 2021, 64.6% of Morinville's population was employed, 7.2% was unemployed, and 28.2% was not in the labour force. Based on the large portion of young people in Morinville, as described in Section 3.2, it is likely that over the next ten years there will be an increase in the size of the labor force. The proportion of the population not in the labor force may decrease in proportion to the overall population as the large youth cohort enters the labor force. However, this will be slightly offset by the aging of the current workforce into retirement.

In 2021, Morinville's participation rate, which indicates the percentage of the working-age population that is either employed or actively seeking employment, was 71.8%. In the same year, the employment rate, which indicates the percentage of the working-age population that is employed, was 64.6%. Morinville's unemployment rate in 2021, which indicates the percentage of the labor force that is unemployed and actively seeking employment, was 10.0%. Morinville's unemployment rate was slightly lower than the Edmonton Metropolitan Region's and Alberta's in 2021, which were 11.5% and 11.9%, respectively.

A more in-depth analysis of the economic conditions and drivers of employment in the Town of Morinville is presented in Chapter 4 of this report.

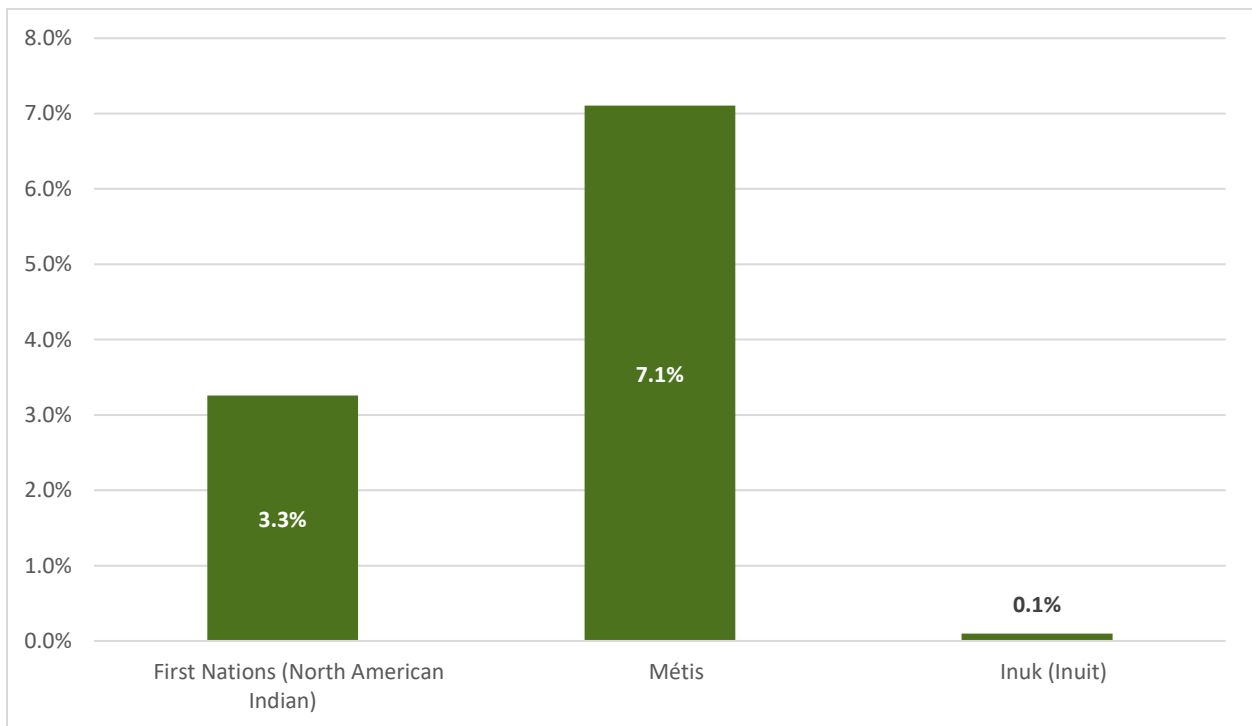


Source: Statistics Canada Census Report, 2021

Figure 3.8: Labour Force Status, Town of Morinville (2021)

### 3.7 Ethnicity

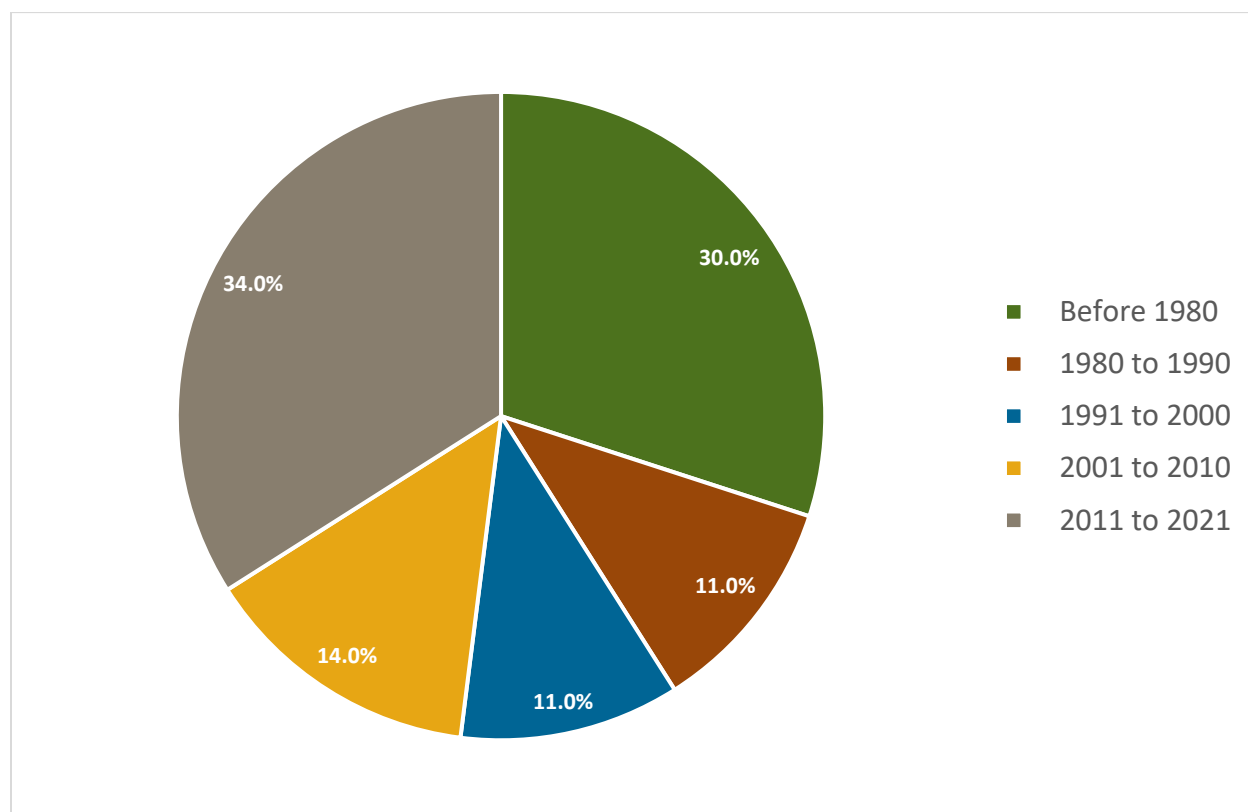
According to the 2021 Statistics Canada census, 10.9% of the Town's population identifies as Indigenous and 89.1% as non-Indigenous. Furthermore, 10.5% of the Town's population identify with a single indigenous identity, with the majority of residents identifying as Metis (7.1%), followed by First Nations (3.3%), and Inuk (0.1%). Other indigenous residents indicated they have more than one Indigenous identity (0.2%) or have a different Indigenous identity (0.2%). **Figure 3.9** shows the distribution of Indigenous residents by major Indigenous group.



Source: Statistics Canada Census Report, 2021

Figure 3.9: Indigenous Identity, Morinville (2021)

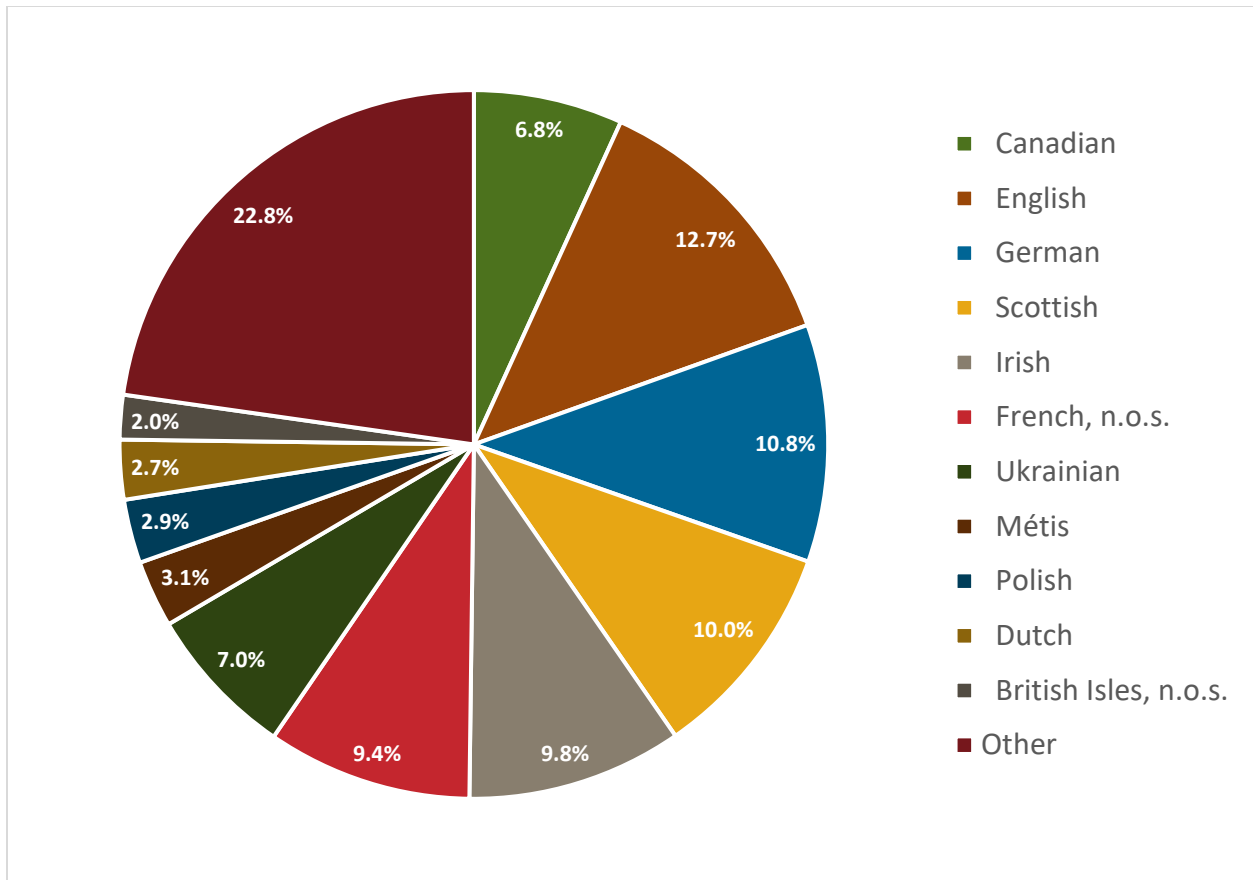
The Town also has a small percentage of immigrant population. The 2021 census recorded that 94.8% of Town residents are non-immigrants, 4.9% are immigrants, and 0.3% are temporary residents. About a third of the immigrant population migrated before 1980 and another third migrated after 2011. The number of migrants that have moved into the Town since 2011 is almost the same as the total number of migrants that moved in between 1980 and 2010, indicating an accelerated growth in immigrant population.



Source: Statistics Canada Census Report, 2021

Figure 3.10: Immigrant Population by Period of Immigration, Morinville (2021)

In terms of ethnic background, most Town residents indicated they are of English descent (12.7%), followed by German (10.8%) and Scottish (10%). These trends align with the major ethnic origin groups at a provincial level. **Figure 3.11** shows the distribution of the Town's population by main ancestry country or ethnic identity. Only those categories that represent more than 2% of residents are included separately; all other categories have been grouped under "others". The complete records are shown in **Table 3.1**. The data shows that there is a significant prevalence of European ancestry, followed by Indigenous ethnic identities (Metis and First Nations). Other notable ethnic backgrounds include Russian, French Canadian, Filipino, American, and Chinese.



Source: Statistics Canada Census Report, 2021

Figure 3.11: Ethnic Background (≥2% Representation), Morinville (2021)

Table 3.2: Ethnic Background (complete records), Morinville (2021)<sup>9</sup>

Ethnicity	Percentage of Town's Total Population
Canadian	6.8%
English	12.7%
German	10.8%
Scottish	10.0%
Irish	9.8%
French, n.o.s.	9.4%
Ukrainian	7.0%
Métis	3.1%
Polish	2.9%
Dutch	2.7%
British Isles, n.o.s.	2.0%
<b>Subtotal Ethnicity ≥ 2% Representation</b>	<b>77.2%</b>
<b>Other (Includes all ethnicities listed below)</b>	<b>22.8%</b>
Norwegian	1.7%
Italian	1.5%
Welsh	1.3%
Caucasian (White), n.o.s.	1.2%
Cree, n.o.s.	1.2%
First Nations (North American Indian), n.o.s.	1.1%
Russian	1.1%
Swedish	1.0%
Belgian	0.9%
French Canadian	0.9%
European, n.o.s.	0.8%
Filipino	0.7%
American	0.7%
Danish	0.6%
Chinese	0.6%
Romanian	0.5%
Hungarian	0.5%
North American Indigenous, n.o.s.	0.5%
Austrian	0.5%
Northern European, n.o.s.	0.5%

Ethnicity	Percentage of Town's Total Population
Albertan	0.4%
Newfoundlander	0.3%
Czechoslovakian, n.o.s.	0.3%
Indian (India)	0.2%
Acadian	0.2%
Sri Lankan	0.2%
Czech	0.2%
Portuguese	0.2%
African, n.o.s.	0.2%
Greek	0.2%
Swiss	0.2%
Croatian	0.2%
Icelandic	0.2%
Saskatchewanian	0.2%
Mexican	0.1%
Mennonite	0.1%
Finnish	0.1%
Flemish	0.1%
Québécois	0.1%
Slovak	0.1%
Algonquin	0.1%
Blackfoot, n.o.s.	0.1%
Spanish	0.1%
Jewish	0.1%
Mi'kmaq, n.o.s.	0.1%
Chilean	0.1%
British Columbian	0.1%
Cherokee	0.1%
Japanese	0.1%
Australian	0.1%
Ojibway	0.0%
Inuit, n.o.s.	0.0%
Slovenian	0.0%
New Brunswicker	0.0%
Yugoslavian, n.o.s.	0.0%
<b>TOTAL</b>	<b>100%</b>

Source: Statistics Canada Census Report, 2021

<sup>9</sup> These records are based on a sample of the total population.



## ■ 4.0 Population and Employment Projections

This chapter assesses Morinville's economic and demographic potential to 2066.<sup>10</sup> It describes:

- the methodology used to assess Morinville's growth potential;
- the Base Growth projection; and
- the Low and High Growth projection alternatives.

The chapter also compares these projections with the actual historical growth trajectories experienced by earlier generation bedroom communities in the Edmonton CMA as well as the 2023 population projections recently accepted by the EMRB. It closes with conclusions and suggests recommendations based on the projection results and comparisons.

### 4.1 Projections Methodology

*metroeconomics* has developed a community-based projection system that takes account of the economic and demographic factors influencing an area's potential population, dwelling, and employment growth. The key factors determining population growth in suburban communities are the willingness of communities to accommodate growth, the relative affordability of dwellings in those communities, and the potential for job growth within the community or nearby. Job opportunities for residents include the jobs that define the economic base of the community itself and the jobs in nearby communities where residents can readily commute to. Jobholders' growth leads to growth in dependents, growth in workers and dependents leads to increased need for community services, increased need for community services results in growth in jobs required to serve the population. Population growth, in turn, leads to the need for more dwellings and more places to work, shop, socialize, or be entertained, all resulting in a need for more developable land.

The projection system quantitatively considers the growth factors described above and creates detailed population projections by age and gender, households by age of head, dwellings by structural type, employment within the community by industry, employment among residents, births, deaths, and net migration. A detailed explanation of the system is included in [Appendix A](#).

### 4.2 The Base Case Projection

Morinville has an estimated population of almost 11,000 people as of 2023. Between 2001 and 2021, Morinville's population grew from 6,550 people to 10,405, while the number of residents who worked grew from 3,425 to 4,990; this preserved the ratio of total population to total employed residents at close to 2.0 over that time.

Over those two decades, the number of jobs located in Morinville grew from 1,880 to 2,795, resulting in the activity rate – employment by place of work per 1,000 residents – falling from 287 in 2001 to 269 in 2021. The decline in the activity rate indicates that Morinville's population grew faster than its employment base over that period. Note that the number of Morinville residents who worked (4,990 in 2021) exceeded the number of jobs located in Morinville (2,795 in 2021) by a wide margin (2,195). Therefore, Morinville was a net "exporter" each day of 44 percent of its working residents to nearby job centres.

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<sup>10</sup> The timeframe of this Growth Study is 2024-2064. However, in conducting population projections, two *stub years* are used as a buffer, anticipating any technical or administrative delays in finalizing and adopting this document.

A location quotient decomposition of the jobs in Morinville in 2021 reveals agriculture, other primary industries (oil and gas extraction), and manufacturing dominate the Town's economic base. Economic base employment accounted for only 275 of the total 2,795 jobs located within the Town, or just 9.8 percent of the total. Manufacturing accounted for 200 of the 275 economic base jobs in Morinville, agriculture for 40, and other primary industries (mining, forestry) for 35. In most communities across Canada, economic base jobs accounted for 18 to 22 percent of the total jobs in the community. Thus, Morinville's economic base is relatively thin compared to that of most communities. A detailed explanation of the location quotient procedure is included in **Appendix B**.

Due to the pandemic heavily impacting working from home for most of 2020 and 2021 (recovering only gradually through 2022 and 2023), the data from the 2021 federal census regarding commuter patterns are heavily skewed. A better indicator of commuter patterns is revealed by data from the 2016 federal census. In 2016, the number of Morinville residents who worked (5,205) was more than twice the jobs available within Morinville that year (2,510) implying that on a net basis, 2,695 residents commuted daily to jobs outside of Morinville that year. The 2016 census reveals that 1,385 commuted to Edmonton, 670 to St. Albert, 480 to Sturgeon County, 100 to Strathcona County, and the remainder to other nearby communities. The number of out-commuters significantly decreased between 2016 (2,695) and 2021 (2,195) due to the pandemic. That number has likely recovered considerably since 2021 and is estimated to be in the 2,400 range as of 2023.

This assessment strongly suggests growth in the number of employed residents of Morinville in the future – and thus in its population – depends more on the growth in commuter opportunities nearby than on the growth in economic base job opportunities in Morinville itself. Morinville is already established as one of the more populated and faster growing suburban communities in the Edmonton census metropolitan area (CMA).<sup>11</sup> As a result, since the CMA is expected to offer considerable commuter opportunities for Morinville residents in the future, Morinville's population growth prospects in the decades ahead are considerable.

Drawing on *metroeconomics'* nation-wide projection system, jobs in agriculture, mining, and manufacturing – those defining Morinville's economic base – are expected to increase province-wide, Region-wide and in Morinville, but only moderately. For Morinville, the 275 economic base jobs in 2021 are projected to grow to about 325 by 2066, or by 50 in total, providing only a modest incentive for population growth in the Town.

In the future, agriculture jobs in Morinville are projected to decline from 40 in 2021 to 37 in 2046 and to 33 in 2066, continuing the downtrend of previous decades that saw agriculture jobs decrease from 105 in 2006 to 70 in 2011, 40 in 2016, and 40 in 2021.

It is understood that the EMRB seeks to more than double the direct economic output (value added or GDP) from the agriculture sector in the Region from \$11.4 billion in 2021 to \$27.0 billion in 2046. (Regional Agriculture Master Plan, August 2021, page 18). It is important to recognize, however, that the agriculture sector is highly productive: output per worker in agriculture province-wide grew from about \$71,000 in 2006 to an estimated \$122,000 in 2020 just before the pandemic (it fell to about \$95,000 per worker during the pandemic in 2021 but was nevertheless still higher by a wide margin that year than it

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<sup>11</sup> In 2021 the Edmonton Census Metropolitan Area (CMA) included 33 cities, towns and villages of which just 17 had populations exceeding 2,000. Among the 33 Morinville ranked 12<sup>th</sup> in total population in 2021 and over the 2016 to 2021 span its population grew 6.2 percent compared to 8.2 percent for the CMA itself, 7<sup>th</sup> fastest among the 17 more populated suburban communities.

had been in 2006). (Note: All productivity values are measured in constant 2012 dollars to eliminate the misrepresentation of the impacts of price swings on the *volume* of activity). These productivity levels were achieved province-wide even as the number of jobs in agriculture in Alberta fell from 69,540 in 2006 to 54,215 in 2021. In other words, Morinville's historical decline in agriculture jobs mirrors provincial trends.

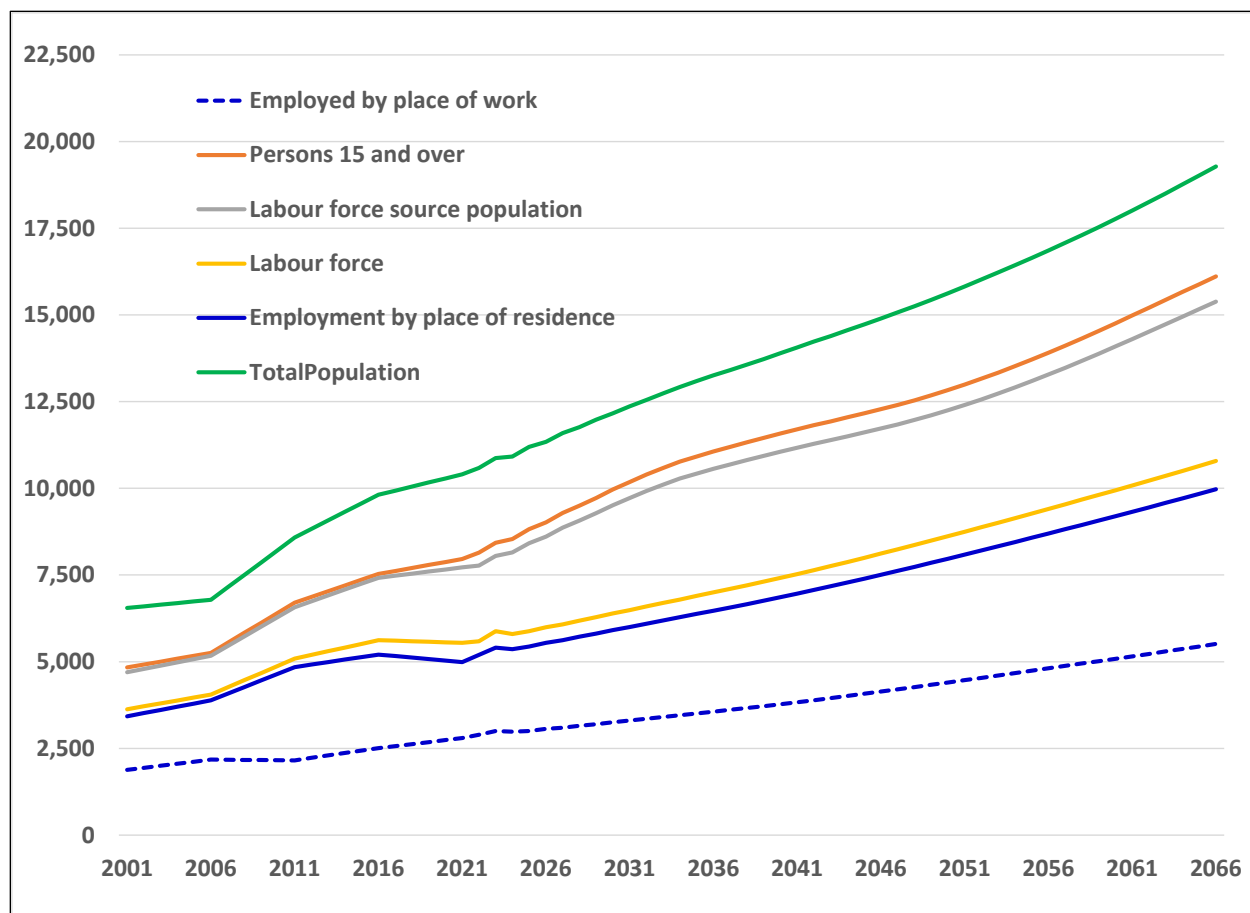
Productivity in agriculture province-wide and in the EMR is expected to continue to grow in the future. Provincial data suggests agriculture productivity recovered from \$95,000 in 2021 to \$128,000 in 2022. *metroeconomics* projects it will grow to \$240,000 by 2046 and to more than \$500,000 by 2066. These projected levels may appear high, but they assume future agriculture productivity will continue to grow at the 3.8 percent average annual pace achieved over the 2006 to 2022 span. Productivity across all other industries grows only about 1.0 percent annually.

A 3.8 percent annual pace of productivity growth in the future implies the agriculture sector of Morinville – even with employment falling from 40 in 2021 to 37 in 2046 – will see its agriculture sector value added (GDP) *increase* over that span from an estimated \$3.8 billion in pandemic-impacted 2021 and \$5.2 billion in pandemic-recovered 2022 to \$8.9 billion in 2046 and to \$16.5 billion in 2066. Production will grow even as jobs decline because the expected pace of growth in productivity exceeds the expected modest pace of decline in jobs. *In other words, the projected growth put forward here for production from Morinville's agriculture sector is fully consistent with the stated ambitions of the EMRB for agriculture growth in the Region.*

In contrast to projected job growth within Morinville, jobs in the Edmonton CMA, however, are projected to grow from 585,000 in 2021 to 1.2 million in 2066, more than doubling over that span. Against that backdrop, the number of Morinville residents commuting to nearby locations could potentially increase from 2,400 today to 4,500 or more by 2066.

Between 2024 and 2066, job growth in Morinville, coupled with the commuter growth prospects of the area, will likely give rise to modest economic base job growth in Morinville. With job growth in Edmonton, St. Albert, and other nearby communities, increased opportunities for commuters should increase the Town's projected employed population from about 5,200 today to almost 10,000 in 2066, resulting in a projected gain in Morinville's total population from almost 11,000 today to more than 19,000 by 2066. *metroeconomics* considers this outcome the most likely for Morinville in the decades ahead.

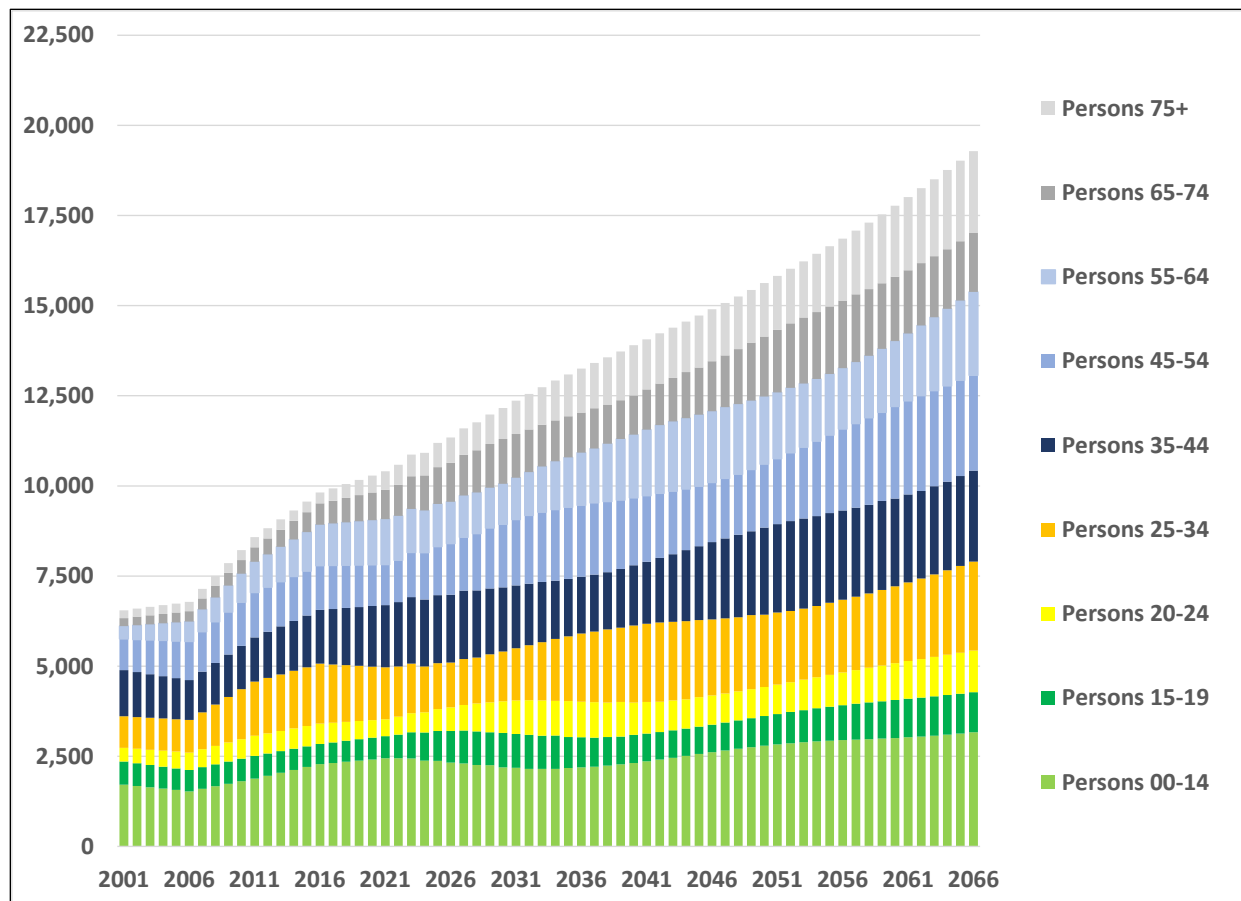
**Figure 4.1** illustrates Morinville's historical (2001 to 2023) and projected (2024 to 2066) path of population and labour market activity.



Source: Statistics Canada and *metroeconomics*

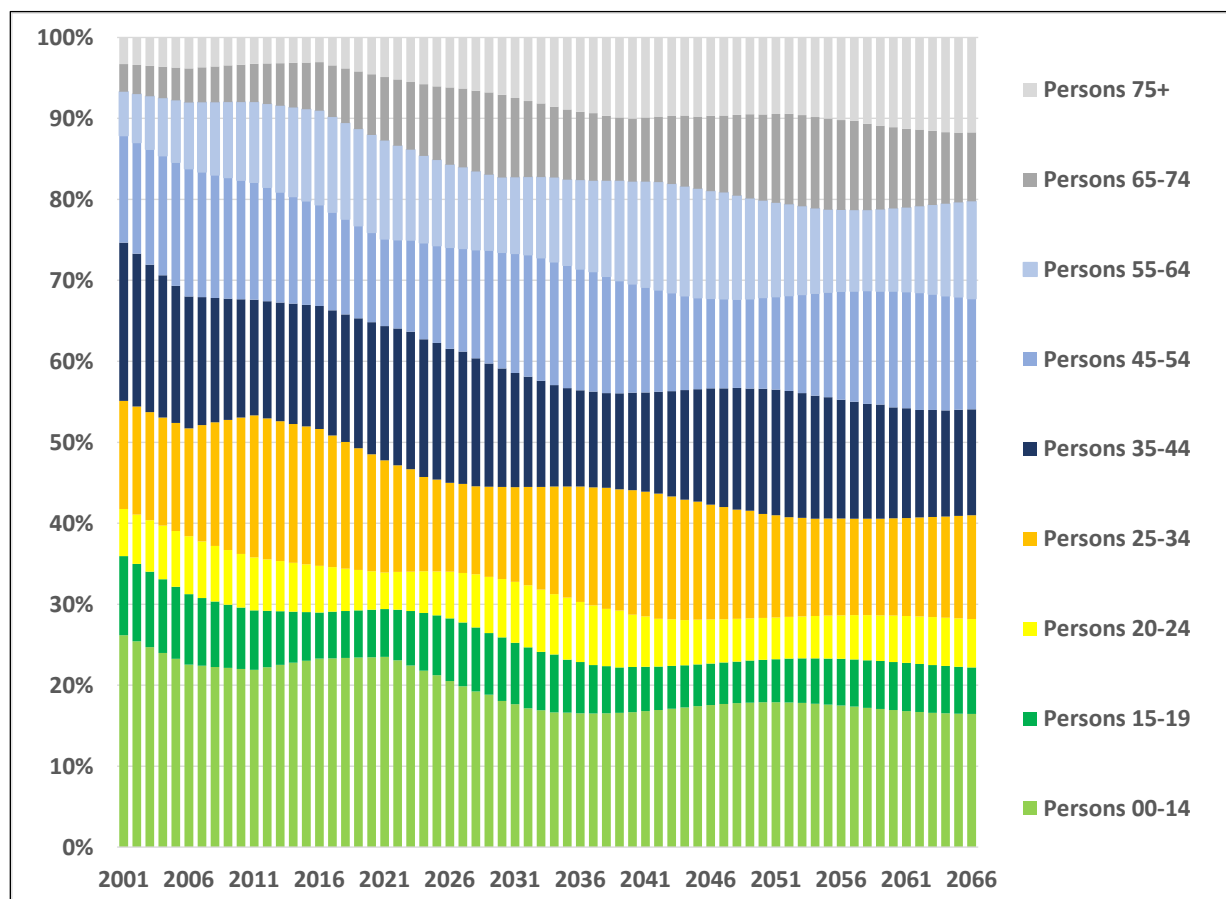
Figure 4.1: Morinville's Population and Labour Market Activities, Actual (2001 to 2023) and Projected (2024 to 2066)

**Figures 4.2 and 4.3** illustrate the population of Morinville historically and projected by major age group both in level (top panel) and percent share terms (bottom panel). Over the 2021 to 2066 span, the Town's population is projected to grow in the Base Case by an average of 197 per year with that growth primarily the result of net in-migration of 157 per year and net natural growth of 40 per year (births 165 per year and deaths 125). Though most migrants tend to be young – aged 20 to 40 – the share of the total population over 55 will nevertheless increase steadily.



Source: Statistics Canada and *metroeconomics*

Figure 4.2: Morinville's Population by Major Age Group, Actual (2001 to 2023) and Projected (2024 to 2066), Number of People by Major Age



Source: Statistics Canada and *metroeconomics*

Figure 4.3: Morinville's Population by Major Age Group, Actual (2001 to 2023) and Projected (2024 to 2066), Percent Share of the Total by Major Age

**Figure 4.4** reveals the number of dwellings in Morinville will need to increase by 3,773 units over the 45-year span between 2021 and 2066 (averaging 84 units per year), with most of the units being commuter-attracting ground related categories including single-detached, semi-detached, row houses, and movable dwellings based on preferences by age of household head in 2021 and on the projected growth in population by age. In comparison, dwellings grew by 1,725 units between 2001 and 2021 (an average of 86 per year).

Dwelling Types	Level			Change	
	2001	2021	2066	01-21	21-66
<b>Total number of dwellings</b>	<b>2,025</b>	<b>3,750</b>	<b>7,523</b>	<b>1,725</b>	<b>3,773</b>
Single-detached	1,640	2,760	5,470	1,120	2,710
Semi-detached	80	180	363	100	183
Row house	105	405	818	300	413
Apartment, detached duplex	0	55	137	55	82
Apartment, building 5+ storeys	0	130	268	130	138
Apartment, building <5 storeys	130	145	316	15	171
Other single-attached house	0	0	0	0	0
Movable dwelling	70	75	151	5	76
<b>Ground related</b>	<b>1,895</b>	<b>3,605</b>	<b>7,207</b>	<b>1,710</b>	<b>3,602</b>
<b>Apartment, building 5+ storeys</b>	<b>130</b>	<b>145</b>	<b>316</b>	<b>15</b>	<b>171</b>

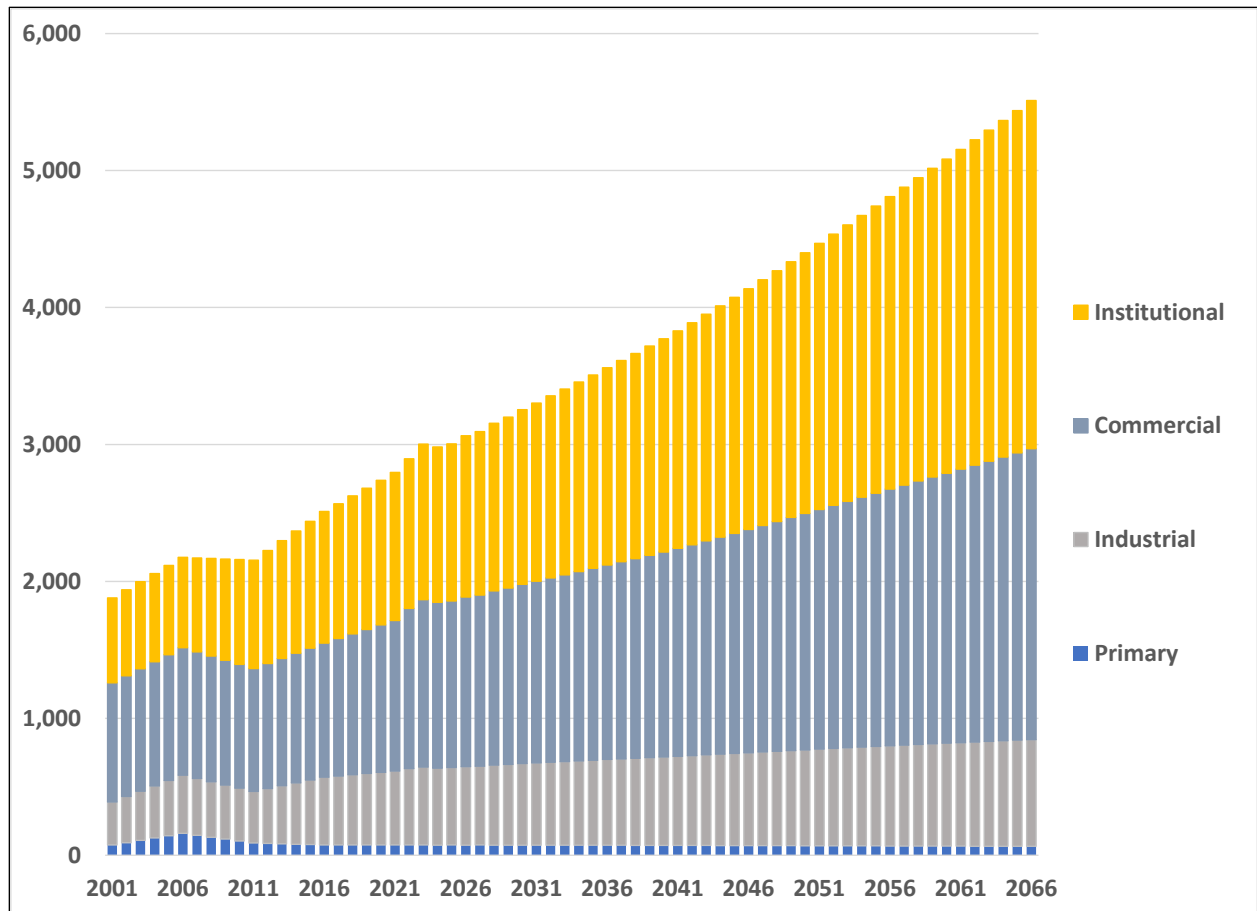
Source: Statistics Canada and *metroeconomics*

Figure 4.4: Morinville's Dwellings by Structural Type, Actual (2001 and 2021) Projected (2066)

Between 2001 and 2021, the number of persons per dwelling declined from 3.23 to 2.77 or by 0.46 persons per unit (PPU). The PPU is projected to fall to 2.55 by 2066 or by 0.25 persons per unit. The aging of the existing population over the 2021 to 2066 span tends to reduce the PPU but the in-migration of young people tends to raise it.

It was noted above that the 275 economic base jobs in Morinville in 2021 are projected to grow to about 325 by 2066, or by 50 in total. The projected growth in population, however, driven mostly by commuter growth, means population serving (community base) jobs in the Town will need to grow considerably to meet the needs of the new residents. Including both economic base and community base jobs, the total number of jobs in Morinville is projected to increase from 2,795 in 2021 to 5,510 in 2066 or by 2,715. **Figure 4.5** illustrates most of the growth will be in the commercial and institutional categories with virtually no growth in the primary industries category (agriculture and mining), and only modest growth in the industrial category (utilities, construction, manufacturing, wholesale trade, transportation, and warehousing).

In other words, **Figure 4.5** illustrates the growing dominance of commercial and institutional employment both historically and projected among the job opportunities provided locally.



Source: Statistics Canada and *metroeconomics*

Figure 4.5: Morinville's Employment by Place of Work by Major Industry Group, Actual (2001 to 2023) Projected (2024 to 2066)

As the interest of the Town is in the 40-year span to 2066, it should be noted that in the Base Case:

- the total population is projected to grow by 7,640 from 10,870 to 18,510;
- the number of employed residents will grow by 4,180 from 5,400 to 9,580;
- the number of jobs in the Town will grow by 2,290 from 3,000 to 5,290; and
- the number of dwelling units will grow by 3,280 from 3,910 to 7,190.



### 4.3 The Low and High Case Projection Alternatives

The assessment above clearly shows Morinville's future population, dwellings, and jobs depend mostly on the commuter growth prospects in nearby communities within the Edmonton CMA, and on those commuters choosing to locate their families within the Town due to lower cost and ground-related dwelling options available in Morinville.

In consideration of this, alternative projections to the Base Case were developed assuming higher and lower future growth rates for commuting residents. Higher commuter growth rates for Morinville could result from: (a) a stronger than projected outlook for Alberta and the Edmonton CMA in general than was assumed in generating the Base Case; or (b) Morinville capturing a greater share of the Edmonton CMA's commuter growth than assumed in the Base Case. Conversely, lower future growth rates for Morinville commuters could result from a less robust future for the Edmonton CMA than assumed in the Base Case or from Morinville capturing a smaller share of the CMA's commuter growth.

The High Case was generated assuming commuter employment among residents will grow 0.25 percent faster per year to 2066 than was assumed in the Base Case, while the Low Case was generated assuming commuter employment among residents will grow 0.25 percent slower per year to 2066 than was assumed in the Base Case.

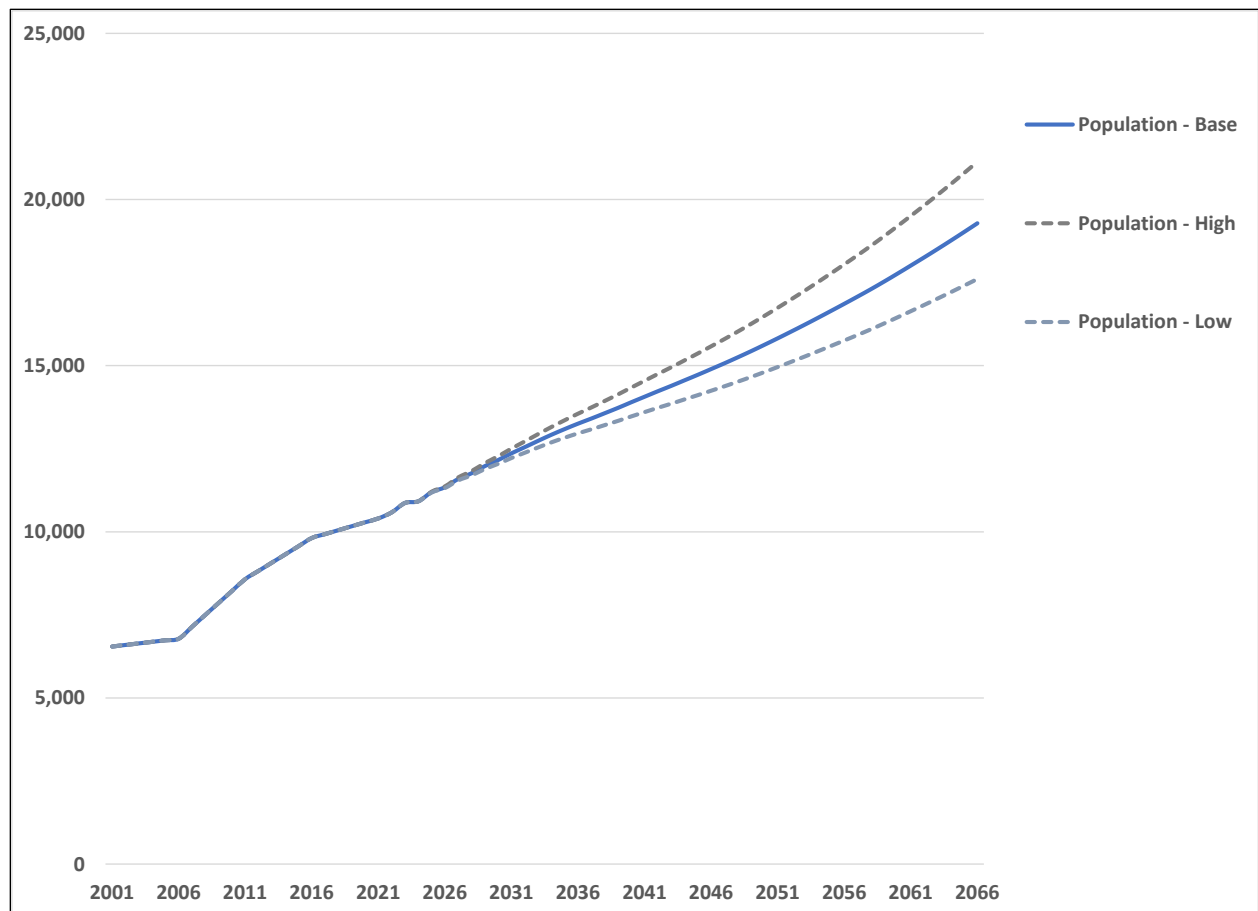
The High Case alternative generates the following results for 2066 compared to the Base Case:

- The population reaches 21,130 in the High Case compared to 18,510 in the Base Case;
- Employed residents reach 10,560 compared to 9,580;
- Jobs in Town reach 5,995 compared to 5,290; and
- Dwellings reach 8,220 compared to 7,190.

The Low Case alternative generates the following results for 2066 compared to the Base Case:

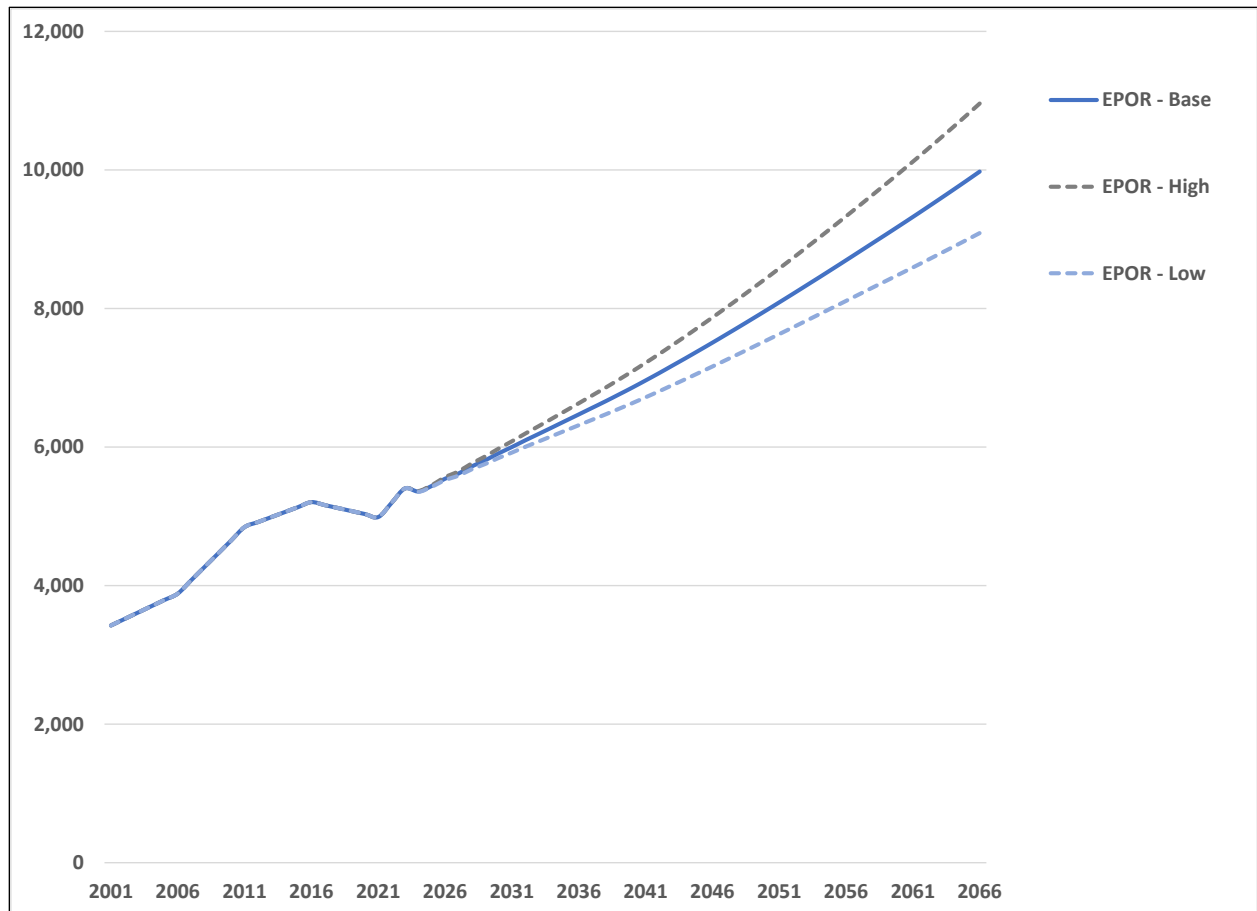
- The population reaches 17,605 in the Low Case compared to 18,510 in the Base Case;
- Employed residents reach 9,085 compared to 9,580;
- Jobs in Town reach 5,070 compared to 5,290; and
- Dwellings reach 6,890 compared to 7,190.

**Figures 4.6 through 4.9** illustrate the historical path and compare the projected Base, Low, and High Case paths for Morinville's total population (**Figure 4.6**), total employed residents (**Figure 4.7**), total employment by place of work within Morinville (**Figure 4.8**) and total number of dwellings (**Figure 4.9**).



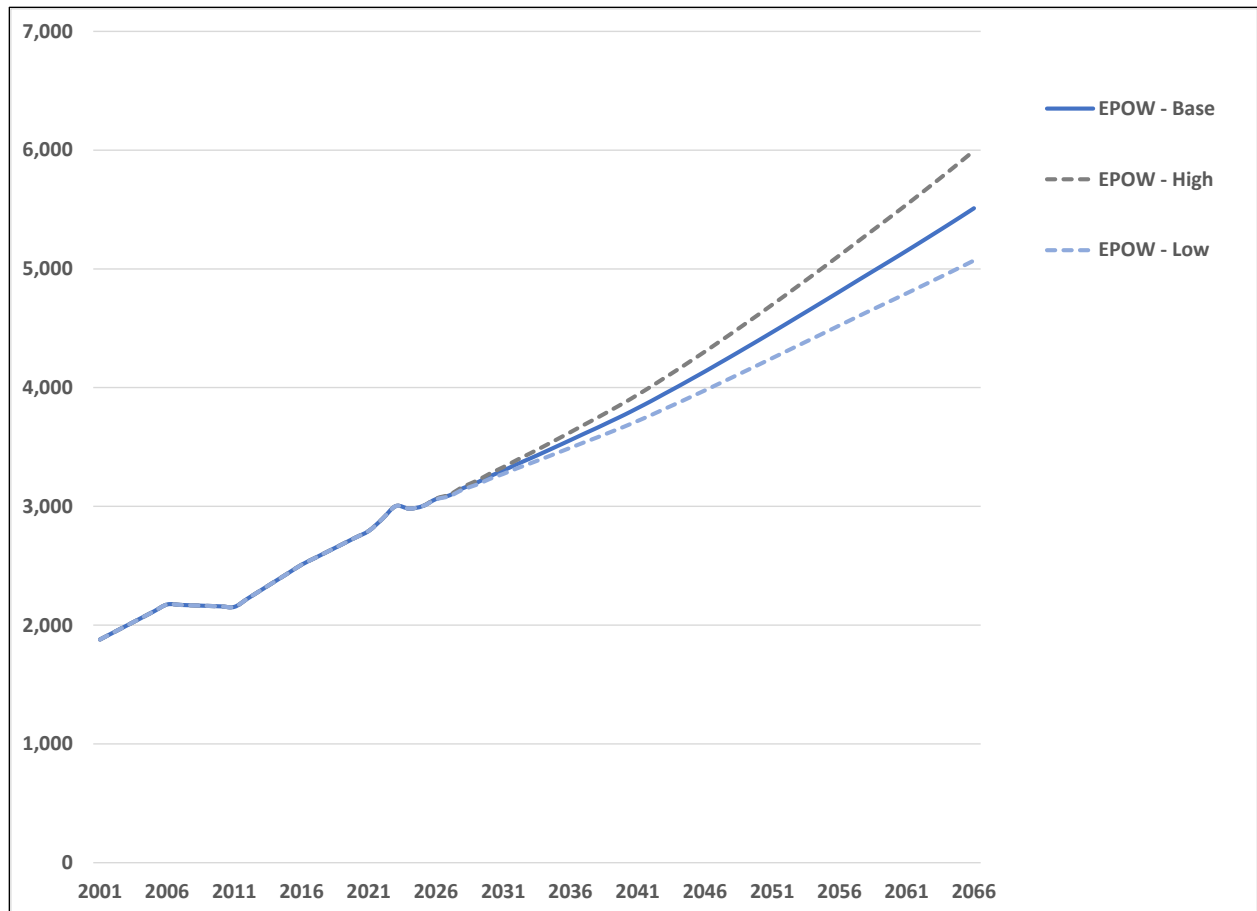
Source: Statistics Canada and *metroeconomics*

Figure 4.6: Morinville's Total Population: Base, Low and High Cases, Actual (2001 to 2023) Projected (2024 to 2066)



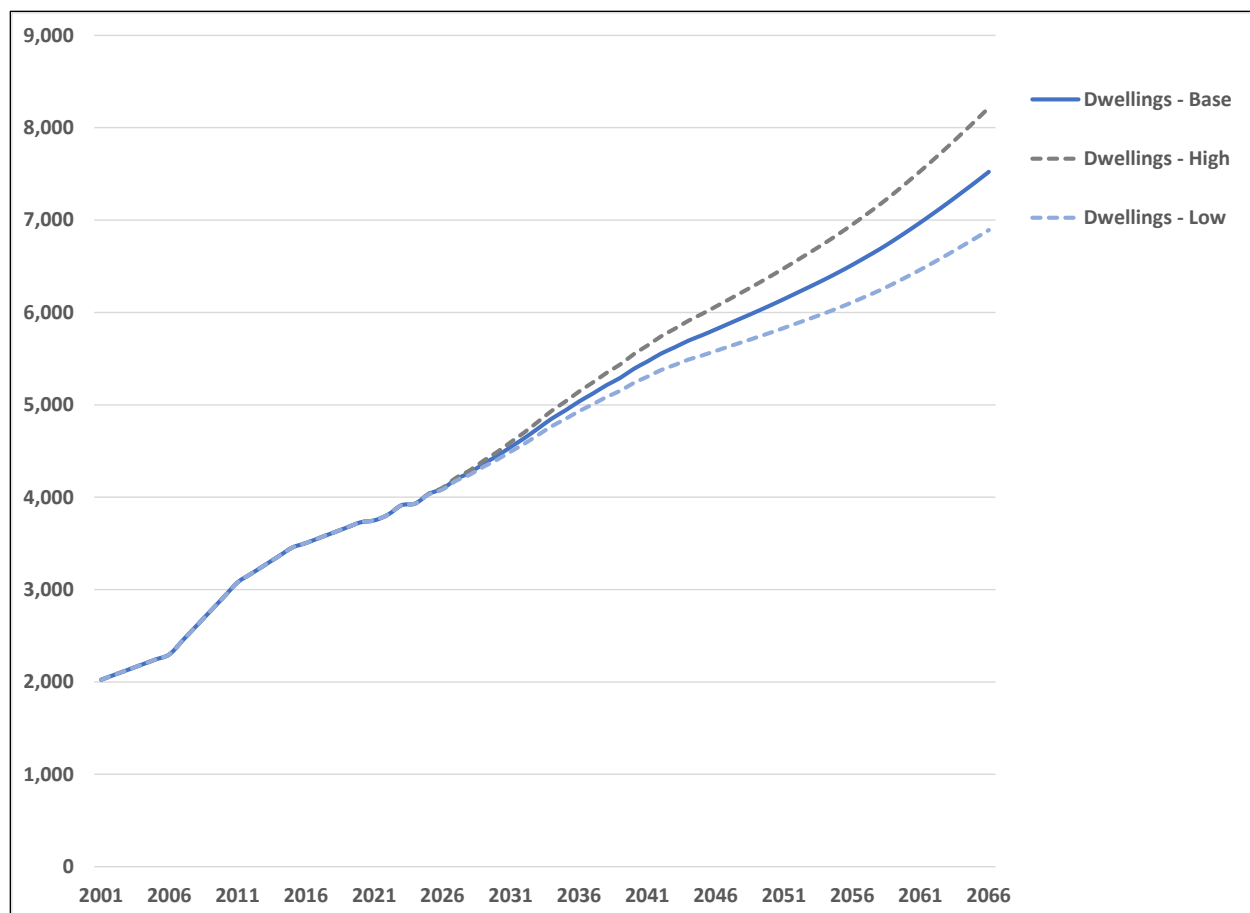
Source: Statistics Canada and *metroeconomics*

Figure 4.7: Morinville's Total Employed Residents: Base, Low and High Cases, Actual (2001 to 2023) Projected (2024 to 2066)



Source: Statistics Canada and *metroeconomics*

Figure 4.8: Morinville's Total Employment by Place of Work: Base, Low and High Cases, Actual (2001 to 2023) Projected (2024 to 2066)

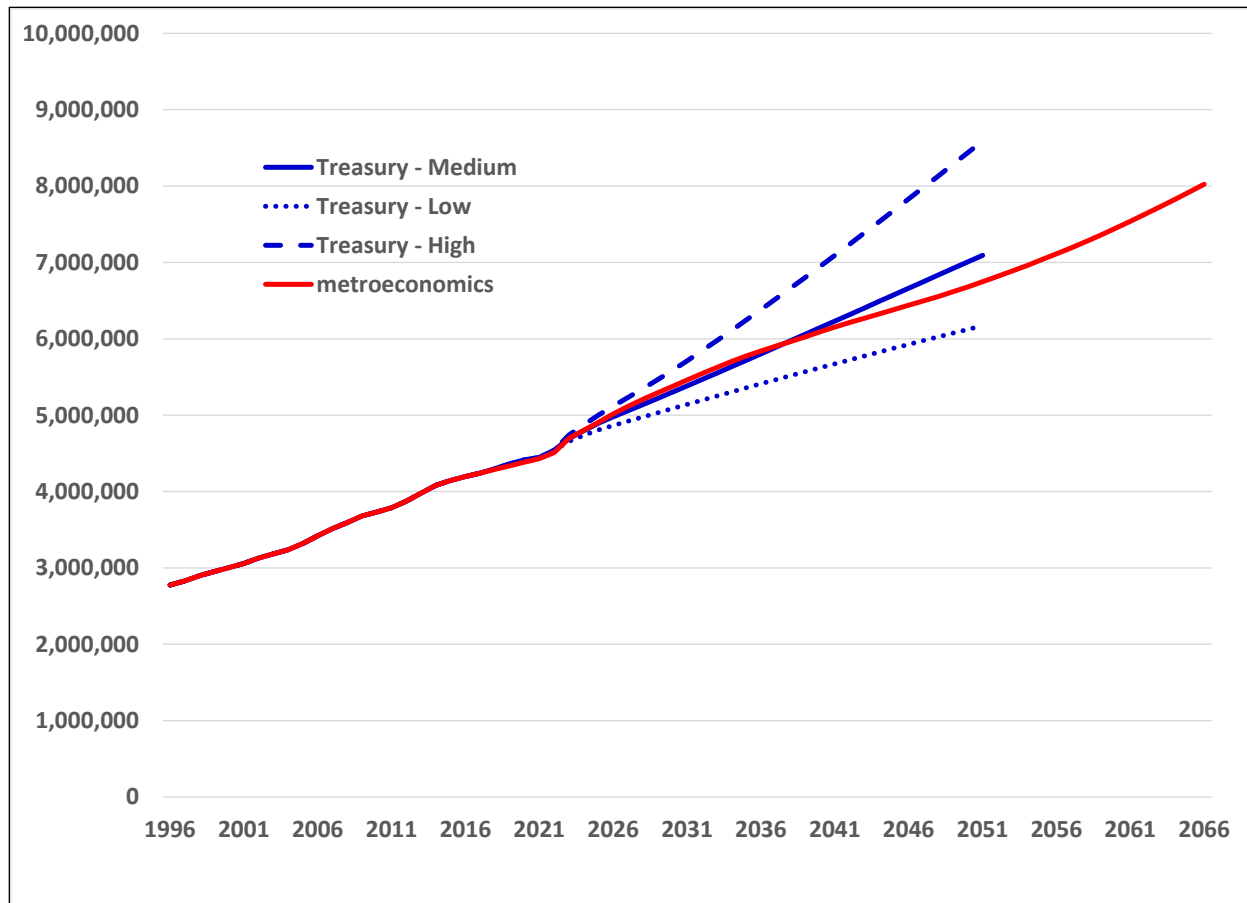


Source: Statistics Canada and *metroeconomics*

Figure 4.9: Morinville's Total Dwellings: Base, Low and High Cases, Actual (2001 to 2023) Projected (2024 to 2066)

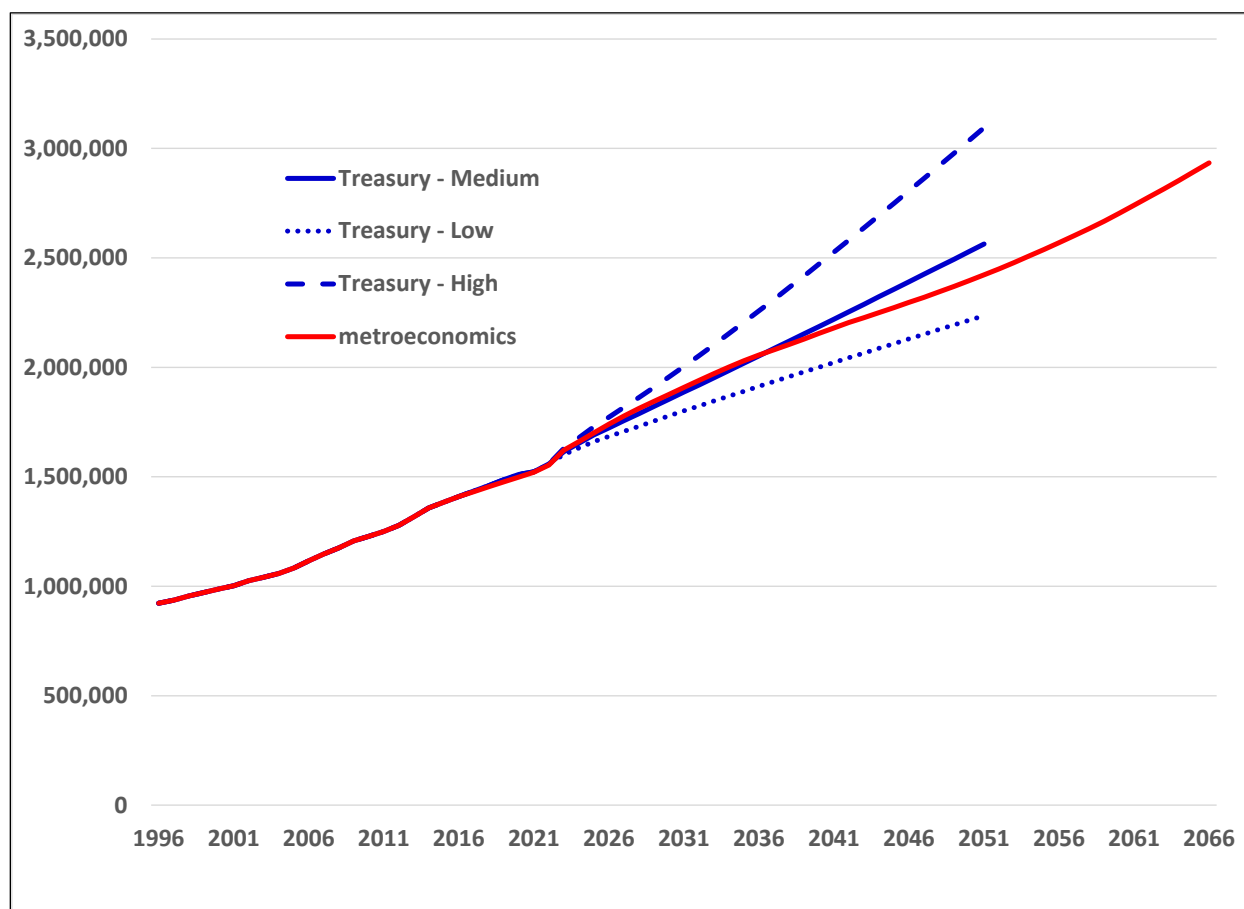
The Low, Medium, and High Case projections described above were developed against the backdrop of *metroeconomics*' Base Case projections for Alberta and Census Division (CD) 4811. CD 4811 can be considered as representing the broader Edmonton CMA.

Alberta Treasury Board and Finance (Treasury) annually updates population projections for Alberta and for each of its constituent census divisions. The most recent projections (July 2023) extend to 2051. They are compared here for the province and for CD 4811 to *metroeconomics*' current (October 2023) Base Case projections to 2066 for both jurisdictions. **Figure 4.10** compares *metroeconomics*' projections for Alberta to the province's Base, Low, and High Case projections for Alberta. **Figure 4.11** compares *metroeconomics*' projections for CD 4811 to the province's Base, Low, and High Case projections for CD 4811.



Source: Statistics Canada and *metroeconomies*

Figure 4.10: Alberta Total Population: Treasury Compared to *metroeconomies*, Actual (1996 to 2023) Projected (2024 to 2066)



Source: Statistics Canada and *metroeconomies*

Figure 4.11: Census Division 4811 Total Population: Treasury Compared to *metroeconomies*, Actual (1996 to 2023) Projected (2024 to 2066)

The comparisons suggest *metroeconomies*' Base Case projections for Alberta and CD 4811 – which serve as inputs to the projections developed here for Morinville – track the Treasury Base Case projections for both jurisdictions out to 2036. However, they end up in 2051 lower than the Treasury Base Case projections by 4.8 percent in the case of Alberta and 5.5 percent in the case of CD 4811 but higher than the Treasury's Low Case projections for that year by 9.3 percent and 8.3 percent, respectively.

The comparisons suggest *metroeconomies*' view of the future of Alberta and CD 4811 is slightly less optimistic than the province's view of the future for both jurisdictions. The projections developed here for Morinville – which extend another 15 years beyond the horizon of the Treasury projections – might therefore be considered slightly on the conservative side relative to the Treasury projections.

**Figure 4.12** provides estimated values for 2023 and projected values for 2063 (the span of interest to the Town), for each of the three case projections for Morinville for a number of key economic and demographic variables.

#### 4.4 Comparison to Historical Population Growth of Bedroom Communities

A bedroom community is a populated place that is predominantly residential in nature, often with limited commercial or industrial development and therefore has limited local employment opportunities. As such, residents of bedroom communities typically work outside their community of residence.

In Alberta, the emergence of high-growth bedroom communities in proximity to metropolitan core cities commenced in the late 1940s through the 1950s. In the Edmonton CMA, the first generation of high-growth bedroom communities included Jasper Place and Beverly (both since annexed by Edmonton), as well as Sherwood Park and St. Albert.

Since then, the Edmonton CMA has seen the rise of additional generations of bedroom communities. The second generation of communities – Spruce Grove, Leduc, and Fort Saskatchewan – began experiencing significant growth in the late 1960s, while the third generation featuring Stony Plain and Beaumont followed shortly thereafter in the mid-1970s.

**Table 4.1** presents the historical growth trajectories of all bedroom communities in the Edmonton CMA when they reached 10,000 people. **Figure 4.12** illustrates the growth experienced by these communities in the 9 to 54 years since surpassing 10,000 people, compared to Morinville's three growth scenario projections.

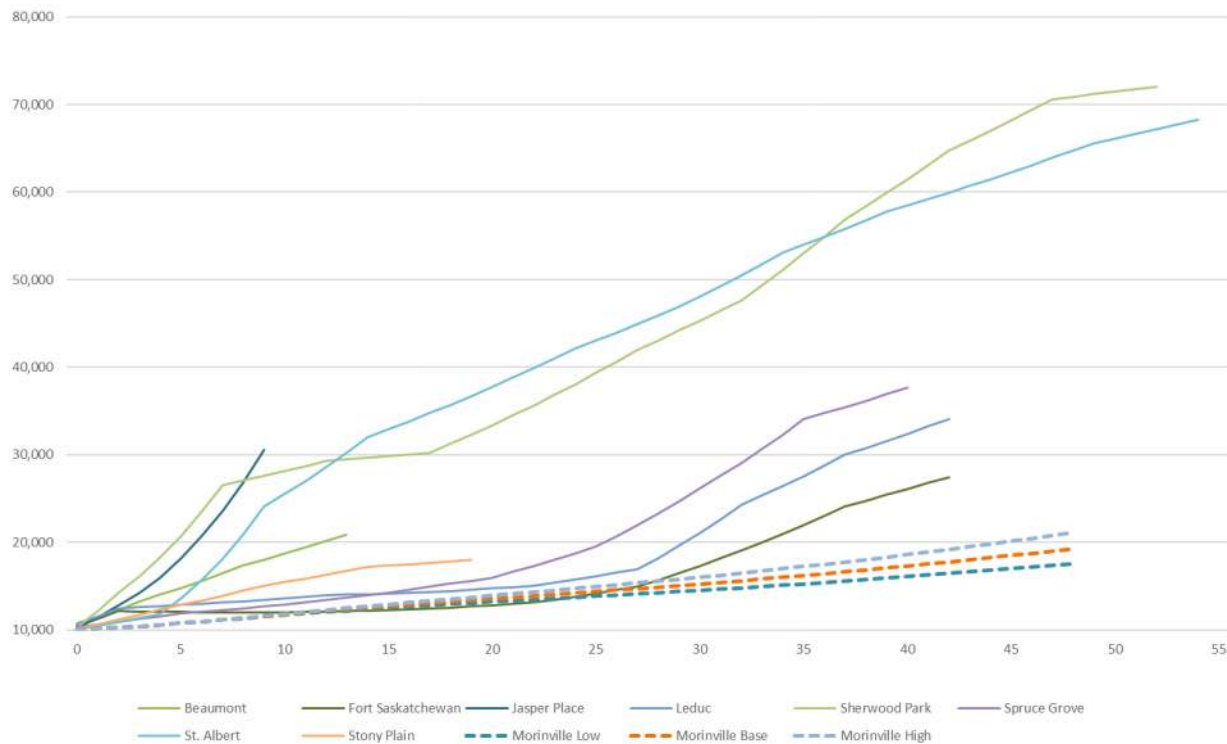
Table 4.1: Historical Growth of Bedroom Communities in Edmonton CMA from 10,000

Year	Beaumont (2008-2021)	Fort Saskatchewan (1979-2021)	Jasper Place (1952-1961)	Leduc (1979-2021)	Sherwood Park (1969-2021)	Spruce Grove (1981-2021)	St. Albert (1967-2021)	Stony Plain (2002-2021)
0	10,489	10,444	10,217	10,736	10,320	10,326	10,118	10,089
1	11,349	11,274	11,421	11,571	12,140	10,626	10,514	10,615
2	12,278	12,169	12,768	12,471	14,282	10,936	10,927	11,168
3	13,284	12,132	14,274	12,599	16,166	11,254	11,355	11,750
4	14,020	12,094	15,957	12,729	18,298	11,581	11,800	12,363
5	14,797	12,057	18,168	12,860	20,711	11,918	13,615	12,859
6	15,617	12,020	20,685	12,992	23,442	12,105	15,709	13,375
7	16,483	11,983	23,551	13,126	26,534	12,295	18,125	13,912
8	17,396	12,002	26,815	13,291	27,063	12,489	20,913	14,470
9	18,044	12,021	30,530	13,457	27,602	12,685	24,129	15,051
10	18,717	12,040		13,626	28,152	12,884	25,530	15,456
11	19,414	12,059		13,797	28,713	13,150	27,012	15,872
12	20,138	12,078		13,970	29,285	13,422	28,581	16,300
13	20,888	12,143		14,036	29,475	13,699	30,240	16,738
14		12,209		14,103	29,667	13,982	31,996	17,189
15		12,275		14,170	29,860	14,271	32,888	17,347
16		12,341		14,237	30,054	14,598	33,804	17,506
17		12,408		14,305	30,249	14,933	34,746	17,667
18		12,547		14,448	31,257	15,275	35,715	17,829
19		12,688		14,591	32,300	15,625	36,710	17,993
20		12,831		14,737	33,376	15,983	37,738	
21		12,975		14,884	34,489	16,631	38,795	
22		13,121		15,032	35,639	17,305	39,881	



Year	Beaumont (2008-2021)	Fort Saskatchewan (1979-2021)	Jasper Place (1952-1961)	Leduc (1979-2021)	Sherwood Park (1969-2021)	Spruce Grove (1981-2021)	St. Albert (1967-2021)	Stony Plain (2002-2021)
23		13,469		15,400	36,827	18,007	40,998	
24		13,827		15,778	38,055	18,736	42,146	
25		14,194		16,165	39,323	19,496	43,054	
26		14,570		16,561	40,634	20,679	43,982	
27		14,957		16,967	41,989	21,933	44,930	
28		15,699		18,228	43,064	23,263	45,899	
29		16,477		19,582	44,166	24,674	46,888	
30		17,294		21,037	45,296	26,171	48,066	
31		18,151		22,600	46,456	27,588	49,273	
32		19,051		24,279	47,645	29,082	50,511	
33		19,976		25,327	49,357	30,656	51,780	
34		20,946		26,421	51,131	32,316	53,081	
35		21,964		27,562	52,969	34,066	53,978	
36		23,030		28,752	54,873	34,753	54,890	
37		24,149		29,993	56,845	35,455	55,817	
38		24,778		30,772	58,342	36,170	56,760	
39		25,424		31,571	59,878	36,900	57,719	
40		26,087		32,390	61,454	37,645	58,450	
41		26,766		33,231	63,072		59,190	
42		27,464		34,094	64,733		59,939	
43					65,869		60,698	
44					67,026		61,466	
45					68,202		62,269	
46					69,400		63,083	
47					70,618		63,908	
48					70,896		64,743	
49					71,174		65,589	
50					71,454		66,109	
51					71,735		66,634	
52					72,017		67,162	
53							67,695	
54							68,232	

Source: Statistics Canada (1961-2021), Alberta Municipal Affairs (1960-2019), and various municipal censuses (2020-2023) as compiled and interpolated by ISL.



Source: Statistics Canada (1961-2021), Alberta Municipal Affairs (1960-2019), and various municipal censuses (2020-2023) as compiled and interpolated by ISL.

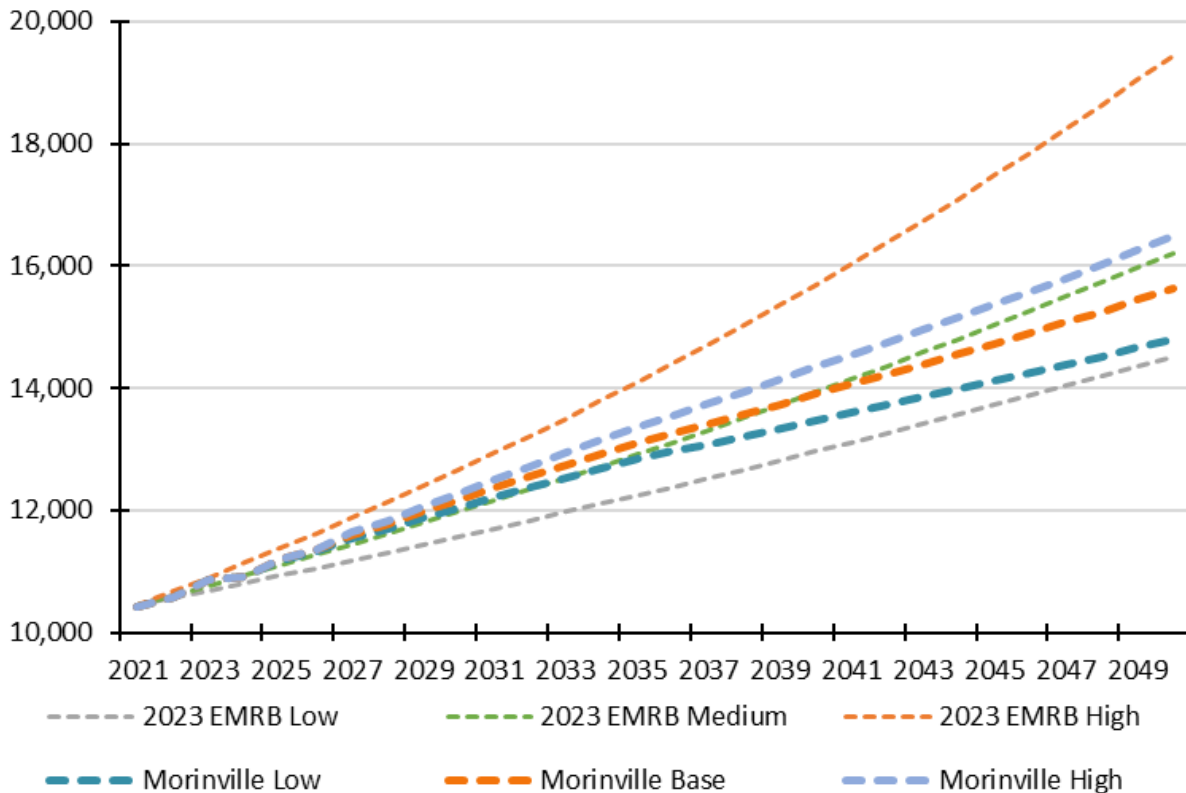
Figure 4.12: Morinville Projections Compared to Growth of Bedroom Communities in Edmonton CMA from 10,000

The following are key observations and a recommendation arising from Table 4.1 and Figure 4.12.

- Since surpassing 10,000 people, the population growth of the three first generation high-growth bedroom communities – Jasper Place, Sherwood Park, and St. Albert – exploded within the first 10 years.
- Growth in Spruce Grove, Leduc, and Fort Saskatchewan was relatively consistent and sustainable for the first 20-25 years after surpassing 10,000 people, after which all three experienced growth spikes and have begun to parallel the absolute growth of Sherwood Park and St. Albert.
- Beaumont and Stony Plain have experienced higher growth in the years following the 10,000-person milestone compared to Spruce Grove, Leduc, and Fort Saskatchewan.
- The three projection scenarios produced by *metroeconomics* reveal trajectories similar to what was experienced by Fort Saskatchewan for the first 25 years.
- Based on the range of historical population growth trajectories above, the three projection scenarios by *metroeconomics* are reasonable.
- As Morinville continues to grow, population projections should be revisited on a regular basis to best prepare for unanticipated growth as spikes in future growth are in the realm of possibility.

#### 4.5 Comparison to 2023 EMRB Population Projections

In August 2023, the EMRB accepted its latest set of population, housing, and employment projections by municipality – the first set since those included in the 2016 EMRGP, which were originally published in 2014. **Figure 4.13** illustrates this Growth Study’s population projections with the 2023 EMRB population projections through 2050 – the horizon of the latter’s projections.



Source: *metroeconomics* and the Edmonton Metropolitan Region Board as interpolated by ISL.

Figure 4.13: Morinville Projections Compared to 2023 EMRB Population Projections<sup>12</sup>

<sup>12</sup> Population projections completed by the EMRB often differ from those completed by local governments due to different study contexts, geographic extents, data sources, and underlying assumptions. Regional projections are typically completed at a higher level and therefore result in data that is less specific to each member municipality. As such, it is common for local governments to complete independent projections that address their unique needs.

The following are key observations and a recommendation arising from Figure 4.13.

- The Morinville Low Case results in a 2050 projected population that exceeds the 2023 EMRB Low projection by nearly 300 people.
- The Morinville Base Case results in a 2050 projected population that is less than the 2023 EMRB Medium projection by nearly 600 people.
- The Morinville High Case results in a 2050 projected population that is less than the 2023 EMRB High projection by nearly 3,000 people.
- Due to the variability between the two sets of population projections, the modelling in this Growth Study should include land requirement estimates for all six cases.

## 4.6 Recommended Growth Scenario

The analysis developed above indicates that Morinville faces a future of persistent population growth driven primarily by expanding commuter opportunities offered by nearby communities within the Edmonton CMA, that is further supported by the town's relative attractiveness and affordability as a place to live. *metroeconomics'* Base Case projections represent the most likely future for Morinville, given the expectations for the future of the province and the Edmonton CMA. The Town could also choose to reference *metroeconomics'* High Case projections to understand the maximum serviceability and land needs. Using the Low Case projections is discouraged as it presents a risk of underestimating infrastructure requirements when planning for future growth, which would put the Town in a precarious position should the growth rate increase suddenly and/or rapidly.

The extent to which Morinville grows faster or slower than the Base Case presented here partly depends on the relative performance of the province and the Edmonton CMA. However, those factors are largely beyond the control of Morinville's leaders.

More importantly, the Town's future depends on how its electors and leaders react to the future of Morinville presented herein. Morinville controls the planning and fiscal tools used to develop policies and approaches that impact its future, either to support or discourage the pace of growth depicted here. Application of these tools will determine whether Morinville follows the Base, High, or Low Case path.

Morinville's population prospects are driven mostly by the potential for job growth in nearby communities. Economic base jobs in Morinville are mostly concentrated in industries with only modest growth prospects. While not out of the question, attracting a major employer such as an engineering firm, a specialized health care facility, an electric car battery manufacturer, etc., presents a significant challenge. In sharp contrast, the Town's low activity rate of just 276 jobs per 1,000 residents indicates population serving jobs per capita are low and that residents need to travel to nearby communities to access these services. The activity rate in 2023 for CD 4811 is about 403 jobs per 1,000 residents and for Alberta is about 404 jobs per 1,000 residents, which suggests that expanding population serving jobs within Morinville would increase the Town's attractiveness as a residential choice for commuters in the Edmonton CMA. The Town reports that Morinville has a total of 30,000 sq ft of approved and unconstructed retail commercial developments in the queue, which reveals the private sector is interested in increasing the community's population serving job level – and thus the activity rate.

## ■ 5.0 Status of Town Lands

This chapter presents an assessment of the current state of the Town's lands. Key questions that will be answered in this chapter include: What are the impacts of the statutory plans in effect on the current land use designations for unabsorbed lands within the Town? How much absorbed residential, commercial, industrial, institutional, and agricultural land is there today? How much remnant residential, commercial, industrial, and institutional land is there to accommodate future growth? How fast have lands within the Town been absorbed in the past? What does this historical land absorption rate tell us about the Town's future land requirements?

### 5.1 Statutory and Non-Statutory Plans in Effect

The land supply analysis (see Section 5.2 below) represents a compilation of:

- effective land uses of built-up areas;
- zoning/districting of shovel-ready lands; and
- the land use concepts from statutory and non-statutory plans in effect, applicable to unsubdivided and undeveloped lands identified for longer-term growth.

As such, understanding the land use implications of the local planning framework is a crucial step in articulating the Town's land supply. Below is a description of the relevant land use considerations of the Town's Municipal Development Plan (MDP), Area Structure Plans (ASPs), and other non-statutory plans.

#### Municipal Development Plan

The Morinville MDP was adopted in 2012 and subsequently amended in 2017 and 2021. The MDP provides a framework to guide decision-making and mitigate land use conflicts. The MDP was developed to reflect a shared vision promoting efficient and sustainable planning, implementation and protection of municipal infrastructure, and the responsible use of land and resources.

To understand future population growth in Morinville, the population potential of planned areas must be considered. The total population potential within approved plan areas at full build out is projected to be 16,903 according to the density and household size assumptions in each respective plan. As of 2016, planned residential areas were approximately 25% built, which leaves a remaining population potential of approximately 12,257 by full build out. In contrast, the population projections in Chapter 4 present potential for the entirety of Morinville, including lands that are currently unplanned.

Morinville is well positioned from a utility, transportation, and community infrastructure perspective. Regional servicing capacity exists to service a population of around 30,000 without requiring any additional upgrades, meaning that this target population can be accommodated within the existing municipal boundaries and infrastructure capacities.

Morinville has approximately 167 hectares of designated employment lands, which were estimated to be about 30% built out by 2016. The remaining 70% are areas consisting of infill and intensification opportunities as well as new development in planned/greenfield areas. It is estimated that these lands will be able to accommodate 9,600 jobs.

**Growth Management Objectives:**

The goal of the growth management strategy is to facilitate quality urban form. Community design should include a distinct and memorable sense of place, a strong urban fabric, intentional public spaces, and integrated uses that provide a complete community. Policies within the MDP have been developed to support and guide future development.

**MDP Goals:****• Land Use:**

- **Cœur de Morinville.** To increase the vitality and sustainability of the downtown Cœur de Morinville neighbourhood through improved mobility, streetscaping and open spaces, increased population, a range of commercial enterprise, and celebration of its rich heritage.
- **Residential.** To provide for a range of housing types to meet the needs of a diverse marketplace, and to promote quality design standards, connectivity, and walkability of residential neighbourhoods.
- **Commercial.** To locate commercial uses appropriately along the main commercial corridors, in the Downtown core, and in residential neighbourhoods; and, to employ applicable urban design standards to new development to improve the attractiveness of the community's commercial developments.
- **Business Industrial.** To improve development readiness for suitable business/light industrial uses within the boundaries of Morinville, build up the existing supply of industrial land, and encourage landowners of industrially designated lands to develop.
- **Institutional.** To provide for the establishment and expansion, where appropriate, of suitable institutional uses to meet the needs of the community over the short, medium and long terms.
- **Parks & Open Space.** To enhance the quality of life and attractiveness of the community for citizens, visitors and investors alike through the expansion of the existing trails system, maintenance and acquisition of quality open spaces, and accessible recreational facilities.
- **Sustainability.** To integrate sustainability into all decision-making processes and implement those aspects of the MSP related to land use planning and growth management.
- **Transportation and Mobility.** To provide safe, convenient, and enjoyable connections between the internal origins and destinations of the community and between the community and the surrounding region. All modes of transportation are accommodated safely and efficiently in a well-planned transportation network, and the notion of 'complete streets' is given priority.
- **Infrastructure.** To encourage sustainability by maximizing capacity of existing municipal infrastructure, promoting the logical and economical extension of municipal infrastructure to new development, promoting the wise use of land for municipal and non-municipal infrastructure both inside and proximal to Morinville's boundary, and mitigating land use conflict with oil and gas infrastructure.
- **Economy.** To ensure land use planning and growth management decisions support the long-term financial sustainability of the Municipality and encourage whenever feasible economic development in the community. To support the diversification of all aspects of the local economy, including fostering the expansion and growth of local businesses and attracting new business investment into the community.
- **Intermunicipal Planning.** To enable Morinville to take advantage of opportunities benefiting all municipal neighbours to maximize efficient use of transportation systems, infrastructure, recreational and other mutual interests; and, to enhance and support a cooperative relationship with Sturgeon County.



**Map 6 (see Figure 5.1 below) – Future Land Use Concept**, reflects approved Area Structure Plans within the Town and defines areas for Residential, Commercial, and Business Industrial growth. Future development within the Town is required to conform to the land use patterns shown in Map 6 and the policies provided in the MDP.

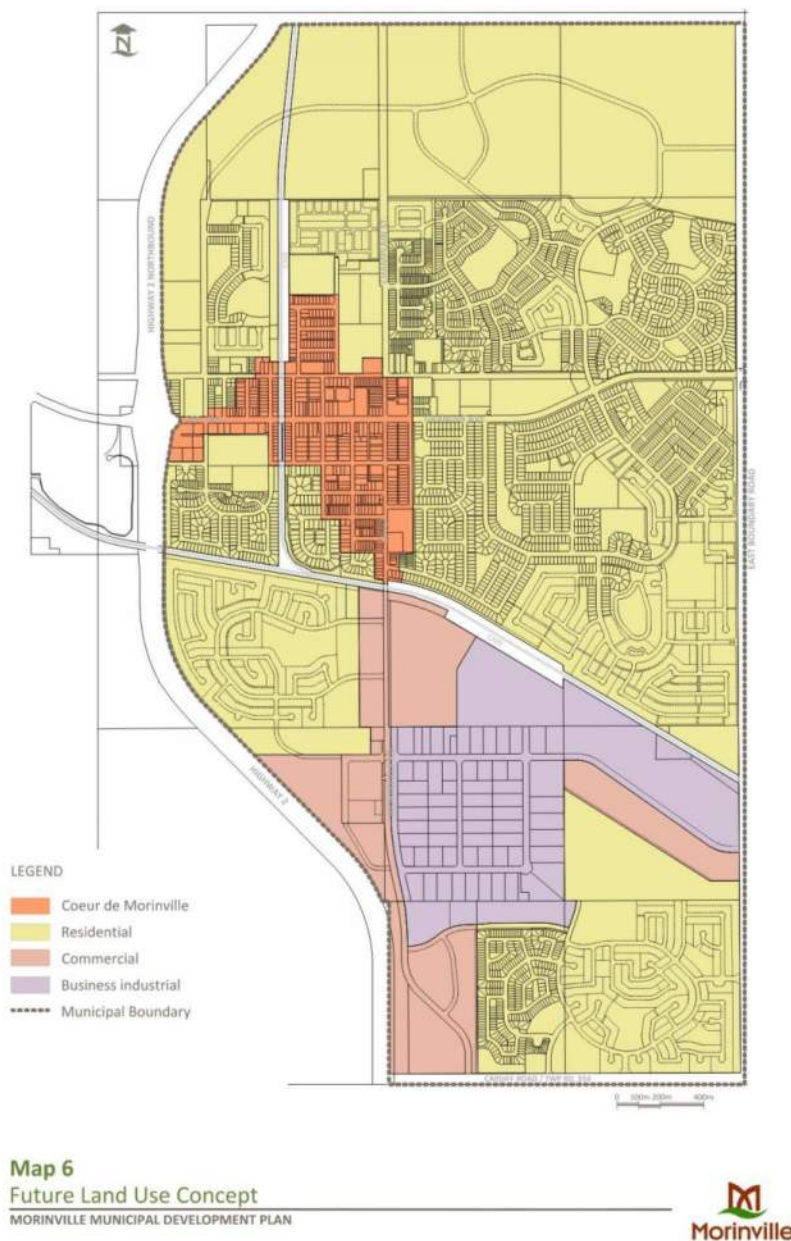
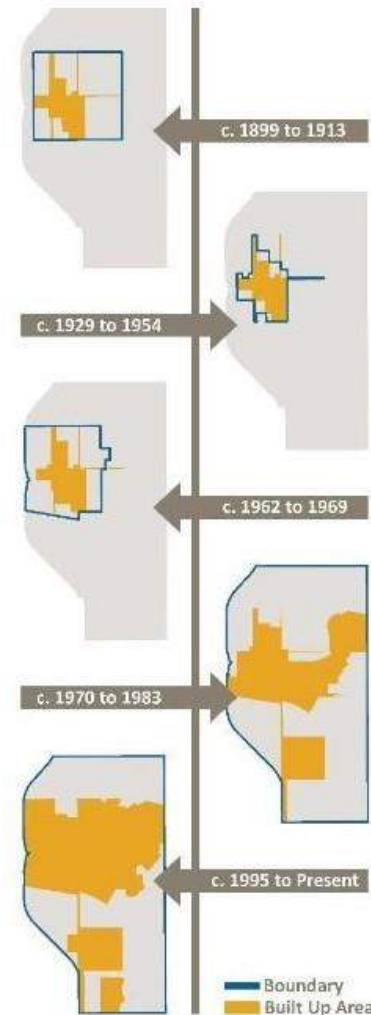


Figure 5.1: Town of Morinville Municipal Development Plan, Map 6 – Future Land Use Concept

### Area Structure Plans

Morinville has eight (8) active area structure plans (ASP) that guide growth and future development. Approved between 1991 and 2017, most of these statutory plans have been amended since their original approvals to accommodate changes in the type and form of development that has occurred over time; these changes are often in response to shifts in community needs, economic trends, and market demand. For reference, **Figure 5.2** shows the evolution of the Town's development footprint with respect to its boundary from 1899 to 2012,<sup>13</sup> while **Figure 5.3** shows the boundaries of the ASPs' plan areas. A brief description of each ASP is provided below.

The source of the data provided in this section is limited to the approved ASP documents available on the Town's website. Fully built-up areas developed under these plans may have a differing dwelling density and/or population count with respect to the statistics provided in the plan. It is recommended that as part of the forthcoming MDP review and update, the Town considers implementation and monitoring strategies to keep track of the actual number of built dwelling units. This would also address the periodic requests from the EMRB for municipalities in the region to provide current inventory of dwellings and residential density.



**Figure 2: Development Footprint**

Figure 5.2: Development Footprint of Morinville (1899-2012), Figure 2 – Morinville MDP

<sup>13</sup> See **Map 1.1** for the evolution of the Town's boundary from 1902 to 2024, and **Map 5.2** for the Town's historical land absorption since 1975.



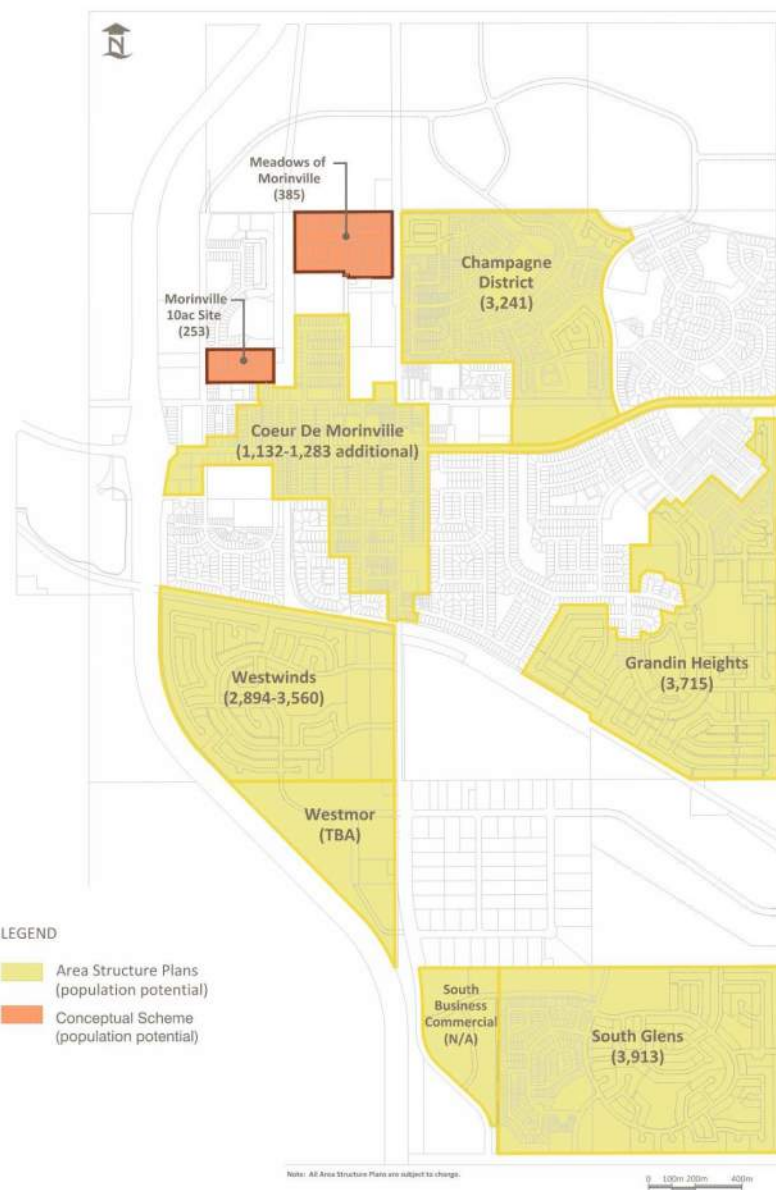


Figure 5.3: Land Use Plans in Effect, Map 4 – Morinville MDP<sup>14</sup>

<sup>14</sup> Coal Creek ASP was approved after the MDP came into effect; thus, it is not shown in this figure. Map 5.1 shows the most up to date ASP boundaries in the Town.

#### CHAMPAGNE DISTRICT ASP

The Champagne District ASP was originally adopted in 2006 and subsequently amended in 2012, 2014, 2017 and 2023. The ASP comprised approximately 71 hectares and is located in the northeast quadrant of Morinville. The ASP was originally part of the 1991 Northeast Morinville ASP. Given the significant amendments required, the Champagne District ASP responded to shifting market and industry dynamics, updated lifestyle requirements, and new design and development objectives and supersedes the 1991 ASP. The primary development objective of the Champagne District Area Structure Plan was to create a viable, comprehensively designed residential neighbourhood focusing on the centrally located storm water pond.

The amended Development Concept identified 37.33 hectares of low density and 3.5 hectares of medium density residential development and a 0.42 hectare local commercial parcel. The area is largely developed and was anticipated to accommodate approximately 981 residential units with a projected population of 3,206 people.

#### COAL CREEK ASP

The Coal Creek ASP was adopted in 2017 and is located east of 100 Street and is bounded on the north by the Canadian National Railway (CNR) tracks and the Morinville Business Park on the south. The ASP encompasses approximately 36.35 hectares and is legally described as the SW-34-55-25-W4M and the southwest triangle of SE-34-55-25-W4M south of the CNR line.

The Land Use Concept identifies 13.49 hectares for Commercial and 13.77 hectares for Business Industrial uses. The location of commercial uses provides high visibility for businesses outside the downtown area. Business Industrial areas are separated from existing and future residential areas by the existing railway and open space corridors.

No residential areas are identified within the ASP area.

#### CŒUR DE MORINVILLE ASP

The Cœur de Morinville ASP, comprising approximately 158 hectares, was adopted in 2013. The Primary Boundary includes the two commercial corridors, Grandin (100) Avenue and Champlain (100) Street, extending east and west, and north and south respectively, as well as the residential and mixed-use areas located in the blocks adjacent to the commercial frontages.

The dominant land uses identified in the ASP are residential (34 hectares) and commercial (22 hectares). The ASP includes a diversity of residential uses from single-detached dwellings to medium/high density development. Portions of the residential uses are included in mixed residential/commercial use development.

The approximate population inside the ASP boundary was 1,300 in 2013. The potential for future population was based on an inventory of vacant land at that time. The population potential was estimated to be up to 1,283 additional people if all vacant land were to be developed.

The primary Commercial uses in the downtown core include typical downtown uses such as offices, retail, government, and business and financial services. The remaining commercial areas allow for similar uses as well as a number of discretionary uses that would not be appropriate in a downtown, such as drive through businesses, service stations, and other automobile-oriented uses.

#### JUNIPER HEIGHTS ASP (FORMERLY KNOWN AS GRANDING HEIGHTS ASP)

The Juniper heights ASP was originally adopted in 2006 and subsequently amended in 2007, 2008, 2014, 2015, 2016, and 2018. The updated ASP reflects numerous social and economic factors that have changed since 2006.

The ASP area, located in the east-central area of Morinville, comprises approximately 63 hectares and is bounded by existing residential development to the north and west, East Boundary Road to the east, and a railway line to the south.

The amended Development Concept identifies low and medium density Residential, Senior, Semi-Detached and Row Housing, for a total of approximately 51.96 hectares as well as a 1.13-hectare Neighbourhood Commercial parcel. The amended ASP identifies higher densities than originally anticipated and is expected to accommodate approximately 1,120 residential units with a projected population of approximately 3,759 people.

#### SOUTH BUSINESS COMMERCIAL ASP

The South Business Commercial ASP, comprising 15.72 hectares, was adopted in 2015. The plan is located in the southwest area of Morinville and is bounded on the north by an existing business and industrial park, on the east by the Tellier District residential neighbourhood, on the south by Cardiff Road, and on the west by 100 Street.

The Land Use Concept identifies 8.96 hectares for Corridor Commercial uses and 3.40 hectares for Business Industrial uses. The commercial development will benefit from high visibility along Highway 2 and will include a comprehensively planned walkway network to increase connectivity with the residential neighbourhood to the east. The Business Industrial uses will connect to the existing business and industrial park to the north of the ASP.

No residential areas are identified within the ASP area.

#### SOUTH GLENS ASP

The South Glens ASP was adopted in 2002 and comprised approximately 96.7 hectares. The ASP was bounded on the north by the Morinville Industrial Park, to the west by SW ¼ Section 27-55-25-W4, to the east by East Boundary Road and to the south by Cardiff Road.

The Development Concept for the ASP was prepared in response to anticipated residential and commercial market trends within Morinville and the immediately surrounding area and identified 50.16 hectares of low-density Residential uses, 3.4 hectares of medium/high density Residential uses, as well as a 2.35-hectare Commercial parcel and a 4.77-hectare Storage Facility. Residential areas are intended to be buffered from surrounding industrial land uses and arterial roads for sound and visual impact.

The ASP was anticipated to accommodate approximately 1173 residential units for a projected population of 3913 people. The western portion of the ASP area has been developed.

#### WESTMOR DEVELOPMENT PARK ASP

The Westmor Development Park ASP, originally comprising 94.23 hectares, was adopted in 1991 and later amended in 1999, 2002, and 2003. The ASP area was initially bounded by Highway No. 2 to the west and southwest, the CN Westlock Rail Line to the north, and Morinville Road to the east. The northern portion of the original plan area was removed from the Westmor Development Park ASP and the lands removed from the plan were subsequently adopted as the Westwinds ASP.

A mix of business, commercial, industrial and agricultural service industries are located east of Morinville Road. The Development Concept for the remaining southern area provides for a wide range of commercial and business development uses to serve Morinville, the surrounding region and the travelling public.

No residential areas are identified within the southern portion of the ASP.

#### WESTWINDS ASP

The Westwinds ASP, originally part of the Westmor Development Park ASP and comprising approximately 68 hectares, was adopted in 2004 and subsequently amended in 2016 to reflect the changing trends in housing since the ASP was first approved. The primary objective of the ASP was to create a viable, comprehensively designed, mixed-use neighbourhood.

The ASP is located in the west-central area of Morinville and is bounded on the west by Highway 2, on the north by the CN Westlock Rail Line, to the east by Morinville Road (100th Street) and to the south by the ¼ section line and the Westmor Development Park ASP.

The amended ASP provides for a variety of housing options for diverse age and income groups, including approximately 32.84 hectares of low-density residential development and 3.61 hectares of medium/high density Residential development. Higher density housing forms are proposed closer to Morinville Road, adjacent to the school and commercial sites. Low density housing forms are located in the remaining portion of the plan area, west of the commercial and high-density sites. Housing products including duplex, row-housing, and lane accessed small lots provide a transition as density decreases from east to west.

The Development Concept also includes a 7.0-hectare School site and 6.96 hectares of Corridor Commercial uses.

The ASP is anticipated to accommodate approximately 885 - 1,141 residential units for a projected population of 2,894 - 3,560 people.

### Non-Statutory Plans

There are two (2) conceptual schemes approved between 2014 and 2016 accommodating growth and future development within Morinville. A brief description of each conceptual scheme (CS) is provided below.

#### MEADOWS OF MORINVILLE CS

The Meadows of Morinville Conceptual Scheme comprises approximately 11 hectares and was adopted in 2016. There is no current ASP approved for this area. The Conceptual Scheme is bounded by 100 Street to the east, a manufactured home park, a pump station and a future affordable housing site to the south, the CN railway to the west, and agricultural land to the north. The land is intended to accommodate a manufactured home park which complies with the Town of Morinville Land Use Bylaw.

Approximately 7.81 hectares have been identified for residential uses, with the remaining areas for roadways, parking, open space and community support facilities.

The Conceptual Scheme will accommodate 157 manufactured homes, of which, 68 are included in the initial phase of development.

#### MORINVILLE 10 ACRE SITE CS

The Morinville 10 Acre Site Conceptual Scheme was adopted by Resolution in 2014. The area is bounded by 103 Avenue and medium density residential to the north, a mix of residential land uses to the south, a railway right-of-way to the east, and 107 Street to the west. There are no approved ASPs for the Conceptual Scheme area.

The Land Use Concept identifies 1.65 hectares of low-density Residential uses and 1.11 hectares of medium density Residential uses to accommodate 50 duplex units and 42 townhouse units. This is anticipated to provide for a projected population of 280 people.

## 5.2 Land Supply Analysis

An analysis of land supply enables an understanding of remaining land within a municipality or a sub municipal area. Once combined with future growth projections, the results of a land supply analysis for a municipality can either confirm that sufficient lands are available to accommodate future growth or determine when future growth will exhaust the available land supply.

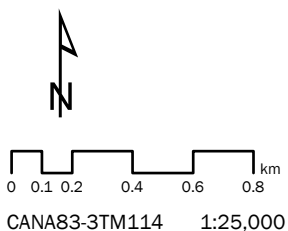
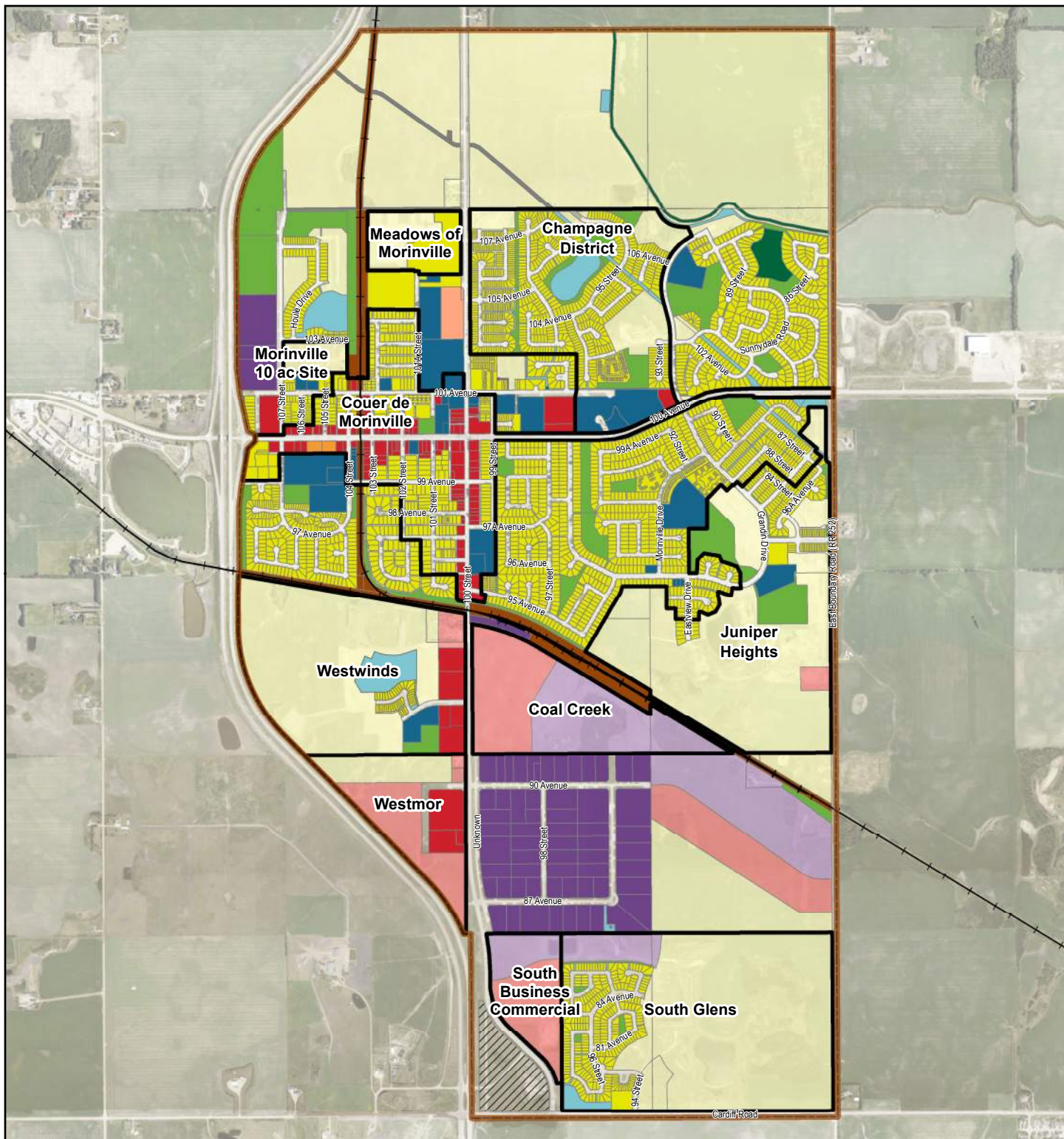
A typical land supply analysis aggregates lands into two overarching land use categories – **absorbed land supply** and **unabsorbed land supply**. **Map 5.1** shows the classification of Town lands in accordance with these land use categories.





















**Absorbed land supply** is defined as *lands zoned under the land use bylaw (LUB) and subdivided for development. This includes zoned and subdivided terminal parcels that are fully developed, partially developed, or undeveloped but shovel-ready awaiting site development uptake through the development permit approval process*. Absorbed land supply is typically unavailable to accommodate future growth except for through site development uptake (or infill), intensification, or redevelopment.

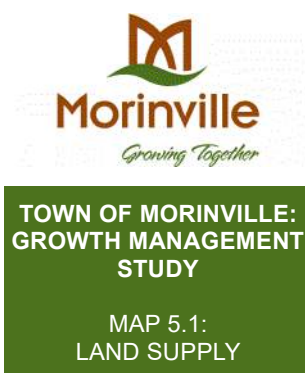
**Unabsorbed land supply (or available land supply)** is defined as *lands not yet zoned and/or subdivided for its ultimate intended development*. Future land uses within unabsorbed land supplies are typically based on LUB districting, approved area structure plan (ASP) and conceptual scheme land use designations, and future land uses identified in other applicable statutory plans.

ISL's approach to the land supply analysis largely adheres to the above definitions, which were informed by their equivalent definitions in the EMRGP. In short, the preliminary allocation of land use categories is drawn from registered parcel designations (e.g., ER, MR, PUL, etc.), LUB districting, and ASP, conceptual scheme, and MDP land use designations, where available. Where ambiguities or peculiarities were observed in the use of lands, the directions from the above were audited through the review of imagery available through Google Earth, examining images through Google Street View where coverage is available, consulting with Town staff, and professional judgement. This auditing process resulted in some evidence-based overrides to preliminary land use category assignments, including conversion of unabsorbed commercial to unabsorbed residential for a parcel in the South Glens ASP with a land use conflict between the ASP land use concept (outdated) and the current zoning.





- |   |                                |   |                        |
|---|--------------------------------|---|------------------------|
|  | Town Boundary (GMS Study Area) |  | Public Utility         |
|  | Railway                        |  | Parks and Open Space   |
|  | Parcel                         |  | Environmental          |
|  | Approved Plan in Effect        |  | Cemetery               |
|  | Residential                    |  | Oil and Gas            |
|  | Mixed Commercial/Residential   |  | Railway                |
|  | Commercial                     |  | Circulation            |
|  | Industrial                     |  | Future Interchange     |
|  | Institutional                  |  | Unabsorbed Residential |
|   |                                |  | Unabsorbed Commercial  |
|   |                                |  | Unabsorbed Industrial  |





Morinville's current land base totals 1,132.8 hectares (ha). As summarized in **Table 5.1** and illustrated in **Map 5.1**, 592.8 ha (52.5%) of its land base was absorbed, undevelopable, or unavailable as of 2023. This includes lands consumed for:

- the four core land uses (residential, commercial, industrial, and institutional),
- developable overhead land uses (parks and open space, public utilities, and circulation), and
- other unique land uses (environmental land, oil and gas infrastructure, railways, etc.).

The gross developable land supply within the current Town limits totaled 1,090.6 ha or 96.3% of the Town's total land base. From this, 552.5 ha area is already absorbed and has some potential for intensification and redevelopment, and 538 ha are unabsorbed, which means they are available for future development. The unabsorbed land supply breaks down to 426.9 ha for future residential, 58.6 ha for future commercial, 52.5 ha for future industrial, as presented in **Table 5.3**.

**Table 5.1: Town of Morinville's Gross Developable Land Inventory**

	Area (ha)	Percent
<b>Gross Area</b>	<b>1,132.8</b>	<b>100.0%</b>
Cemetery	2.4	0.2%
Environmental <sup>15</sup>	4.7	0.4%
Future Interchange	9.6	0.8%
Oil and Gas	2.6	0.2%
Rail	23.0	2.0%
<b>Total Undevelopable and Unavailable Lands</b>	<b>42.3</b>	<b>3.7%</b>
<b>Gross Developable Land Supply</b>	<b>1,090.6</b>	<b>96.3%</b>
Gross Absorbed Land Supply (see Table 5.2)	552.5	48.8%
Gross Unabsorbed Land Supply (see Tables 5.2 and 5.3)	538.0	47.5%

**Table 5.1** shows that the amount of gross developable land within the current Town limits that was absorbed for subdivision and development as of 2023 totaled 552.5 ha or 48.8% of the Town's inventory. In **Table 5.2**, this gross absorbed land inventory breaks down to 333.7 ha (net) for core land uses – residential (210.7 ha), mixed residential/commercial (0.6 ha), commercial (27.5 ha), industrial (61.9 ha), and institutional (32.9 ha). It also breaks down to 218.8 ha (net) for overhead land uses – parks and open space (58 ha), public utilities (17.8 ha), and circulation (143.1 ha).

<sup>15</sup> Environmental lands are protective buffers located along the Manawan Canal and around Sunshine Lake, which serves as a stormwater management facility for the Sunshine Estates Community. Sunshine Lake is the only stormwater management facility in the Town designated as Environmental in Map 5.1; all others are shown as Public Utility. This is because the parcel where Sunshine Lake is located was registered as environmental reserve (ER) as opposed to a public utility (PUL) lot.

Table 5.2: Town of Morinville's Breakdown of Absorbed Land Inventory

	Area (ha)	Percent
<b>Gross Developable Land Supply</b>	<b>1,090.6</b>	<b>100.0%</b>
Residential	210.7	19.3%
Mixed Residential/Commercial	0.6	0.1%
Commercial	27.5	2.5%
Industrial	61.9	5.7%
Institutional	32.9	3.0%
<b>Total Net Developable Core Land Use</b>	<b>333.7</b>	<b>30.6%</b>
Parks and Open Space	58.0	5.3%
Public Utilities	17.8	1.6%
Circulation	143.1	13.1%
<b>Total Net Developable Overhead Land Uses</b>	<b>218.8</b>	<b>20.1%</b>
<b>Gross Absorbed Land Supply</b>	<b>552.5</b>	<b>50.7%</b>
<b>Gross Unabsorbed Land Supply</b>	<b>538.0</b>	<b>49.3%</b>

As introduced in **Table 5.1**, the amount of gross developable land within the current Town limits that were unabsorbed and available for future subdivision and development as of 2023 totaled 538 ha or 47.5% of the Town's land inventory. In **Table 5.3**, this gross unabsorbed land inventory breaks down to 277.5 ha (net) for residential, 41 ha (net) for commercial, 36.8 ha (net) for industrial, and 182.8 ha (net) for estimated developable overheads. The estimated developable overheads are derived from subtracting an assumed 35% of gross unabsorbed residential and 30% of all other gross unabsorbed lands for future dedication as overhead land uses, as presented in **Table 5.3**.

Table 5.3: Town of Morinville's Breakdown of Unabsorbed Land Inventory

	Gross Area (ha)	Percent	Net Area (ha)	Percent
<b>Unabsorbed Land Supply</b>	<b>538.0</b>	<b>100.0%</b>	<b>355.3</b>	<b>66.0%</b>
Residential	426.9	79.3%	277.5	51.6%
Commercial	58.6	10.9%	41.0	7.6%
Industrial	52.5	9.8%	36.8	6.8%
Estimated Developable Overheads <sup>16</sup>	—	—	182.8	34.0%

<sup>16</sup> 35% of gross residential and 30% of gross commercial and industrial land supply is assumed to be dedicated as developable overheads (i.e. parks and open space, public utilities, and circulation) at the subdivision stage.

## 5.4 Town of Morinville's Historical Land Absorption Analysis

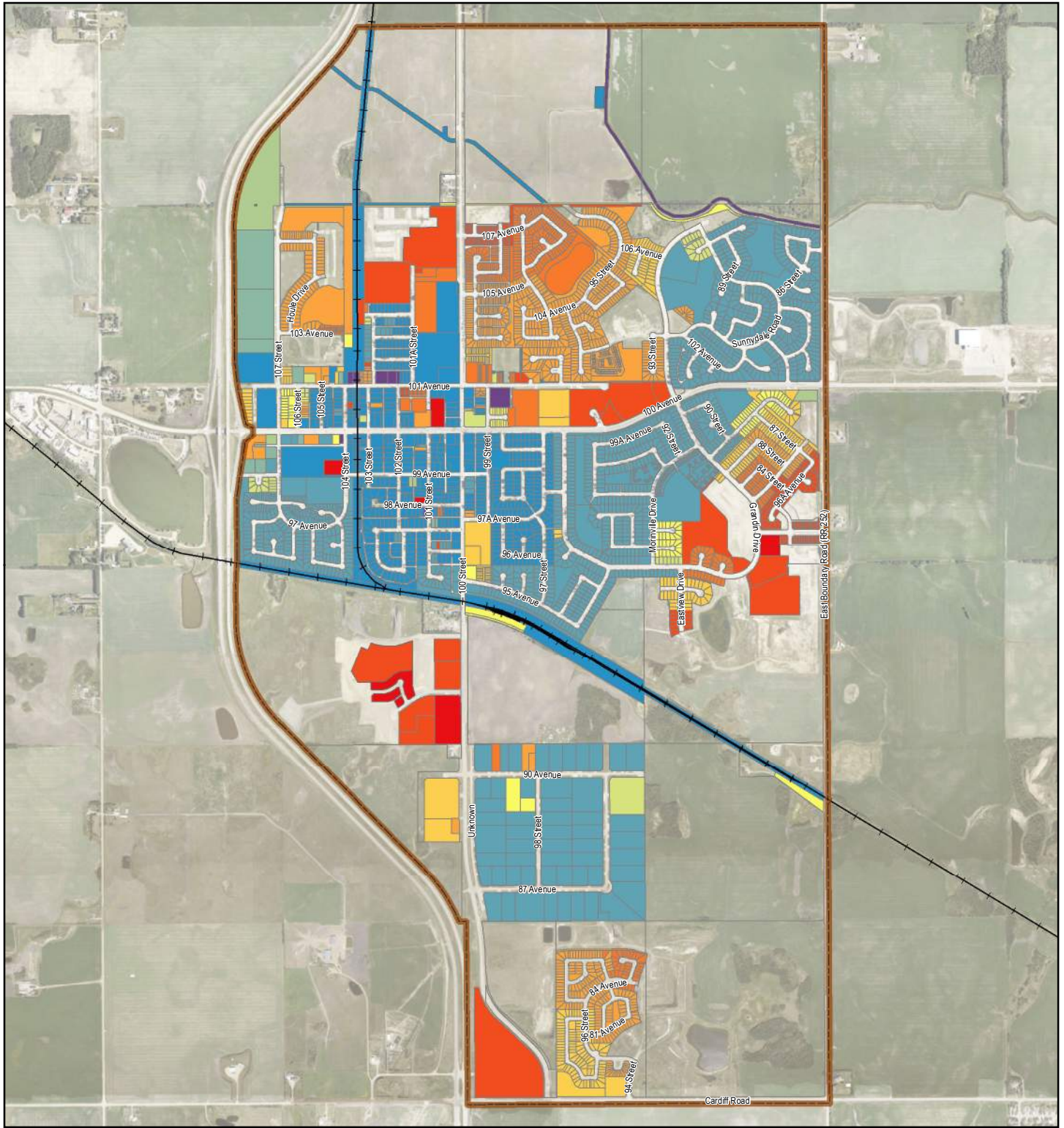
A historical land absorption analysis enables an understanding of how land has been consumed through the plan registration process over a certain period. Extrapolation of the results allows the estimation of the earliest time in which all available lands could be absorbed under two key assumptions – that there will be flexibility of land use among Morinville's remaining unabsorbed lands (unlike the situation in Section 5.2 above, which is based on current available land supply by land use), and that all owners of the unabsorbed lands will participate in development.

For this Growth Study, Morinville's historical land absorption analysis was undertaken by calculating the total area of all plans registered prior to 1975, excluding circulation (lanes and roadways), and then all plans registered since in 5-year intervals starting in 1975, excluding circulation.

As illustrated in **Map 5.2** and presented in **Table 5.4**, at least 86.2 gross developable hectares (gdha) of land, excluding circulation, had been absorbed in Morinville through the subdivision registration process prior to 1975. In the subsequent 45 years, another 355.4 gdha were absorbed through the subdivision registration process through to the end of 2019 – an average annual consumption of 8.1 gdha. More recently, between 2020 and 2023 around 6.7 gdha were absorbed through subdivision, resulting in an average annual consumption of 2.2 gdha – a significant drop that may be associated with the socioeconomic climate affecting this time period. The average annual land absorption for Morinville between 1975 and 2023, excluding circulation, is 7.5 gdha.

Table 5.4: Town of Morinville's Historical Land Absorption Excluding Circulation

Period	Area (ha)
Pre-1975	86.2
1975-1979	155.8
1980-1984	11.7
1985-1989	7.7
1990-1994	6.1
1995-1999	10.4
2000-2004	28.6
2005-2009	56.0
2010-2014	26.6
2015-2019	52.4
2020-2023	6.7
Other	4.1
<b>Total</b>	<b>452.3</b>



- Town Boundary (GMS Study Area)
- Railway
- Parcel

#### Registered Plan Periods

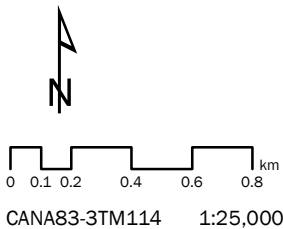
- pre-1975
- 1975-1979
- 1980-1984
- 1985-1989
- 1990-1994
- 1995-1999
- 2000-2004
- 2005-2009
- 2010-2014
- 2015-2019
- 2020-2023
- Other † ‡

† Other includes parcels that are developed yet are not assigned registered plan numbers.  
 ‡ Other also includes the Mattawan Creek canal through N½ and SE-3-56-25-W4M.



#### TOWN OF MORINVILLE: GROWTH MANAGEMENT STUDY

#### MAP 5.2: HISTORICAL LAND ABSORPTION





The values in **Table 5.4** are based on parcels only and exclude circulation (i.e., lands dedicated as roadways and lanes). In general, approximately 20% of gross developable lands in an urban community are dedicated as circulation at the plan registration stage. **Table 5.5** applies a 20% markup to the values in **Table 5.4** to estimate total lands absorbed including circulation. Prior to 1975, an estimated 103.4 gdha of land, including circulation, had been absorbed in Morinville through the subdivision registration process. From 1975 to 2019 inclusive, another 426.4 gdha through the plan registration process – an average annual consumption of 9.7 gdha. More recently, between 2020 and 2023 around 8.1 gdha were absorbed through subdivision, resulting in an average annual consumption of 2.7 gdha. Again, the drop in average annual land absorption is expected due to the known impacts of the global COVID-19 pandemic. The average annual land absorption between 1975 and 2023 inclusive, including circulation, is 9.1 gdha.

**Table 5.5: Town of Morinville's Historical Land Absorption Including Circulation**

Period	Area (ha)
Pre-1975	103.4
1975-1979	187.0
1980-1984	14.0
1985-1989	9.2
1990-1994	7.3
1995-1999	12.5
2000-2004	34.3
2005-2009	67.2
2010-2014	31.9
2015-2019	62.9
2020-2023	8.0
Other	4.9
<b>Total</b>	<b>542.8</b>

Based on the estimated land absorption values presented in **Table 5.5**, it would take 59.4 years from the end of 2023 (2083-2084) for the Town's unabsorbed land supply of 538.0 gdha (refer to **Table 5.3**) to be consumed through the plan registration process if:

- the 1975-2023 estimated annual land absorption average of 9.1 gdha/year was carried forward;
- there was flexibility of land use among the Town's remaining unabsorbed lands (unlike the situation in Section 5.2 above, which is based on current available land supply by land use); and
- if all owners of the unabsorbed lands were to participate in development.

This means that, under the above assumptions, the total consumption of the Town's current unabsorbed land supply would occur outside of the timeframe of this GMS (2024-2064).

Reality is often much different, with a series of socioeconomic and political issues that play a role in the unfolding of both population and economic growth, and residential and non-residential development. A more nuanced estimation of the Town's future land requirements is presented later in Chapter 7, considering the different paths of population growth that the Town may take (refer to the population projections presented in Chapter 4). However, before jumping to these results, Chapter 6 will deal with the growth assumptions that are embedded in the methodology used to arrive at these conclusions.

## 6.0 Growth Assumptions

This chapter presents the recommended growth assumptions to determine Morinville's future land requirements based on the analyses presented in Chapter 5. These assumptions include:

- Ratio of population to absorbed residential lands;
- Ratios of absorbed residential lands to absorbed commercial, conventional industrial, and institutional lands;
- Net developable overheads for residential and non-residential land uses; and
- Morinville's historical land absorption including circulation

### 6.1 Residential Land Needs

As an initial baseline for estimating the lands needed for future residential development, the current ratio of population to absorbed residential lands is generally assumed to remain constant. For example, in the Base Scenario, the Town grows by 7,843 people from 10,919 in 2024 to 18,761 in 2064. With the Town having 211.0 ha of net absorbed residential lands<sup>17</sup> that accommodates its 2024 population of 10,919, growth of 7,843 people would generate 151.6 ha of additional net absorbed residential lands. Thus, this approach assumes that the Town's current net residential density does not increase over time.

However, the Town of Morinville is a member of the EMRB, and as such it is subject to the mandatory minimum greenfield residential density requirements and recommended residential intensification targets established in the EMRGP. To the Town, this plan applies a target of 10% residential infill and a greenfield density of 30 dwelling units per net residential hectare (du/nrha).

Currently, the Town's average residential density is 18.9 du/nrha, calculated based on the 3,981 private dwellings recorded by StatCan in the 2021 census, and the 211.0 ha of net absorbed residential land as estimated in the land supply analysis (see Section 5.2). While the Town's current net residential density is not an accurate assumption to predict the rate of absorption of the remaining unabsorbed residential lands, neither is the 30 du/nrha established in the EMRGP.

The Town's residential ASPs came into effect before the EMRGP; thus, they are exempt from its requirements. **Table 6.1** lists the residential ASPs in effect, along with the total number of net residential hectares each of them encompasses, the estimated number of dwellings, and the resulting residential density. The only residential ASP in effect that is not considered EMRGP-exempt for the purposes of this study is the undeveloped portion of the South Glens ASP. This is because the Town is confident that this plan will soon undergo a comprehensive amendment that would require alignment with the EMRGP density requirements.

As detailed in **Table 6.1**, about 44.7% of the Town's unabsorbed residential land supply is exempt from the EMRGP requirements and will develop with an average density of 26.3 du/nrha. The other 55.3% (including the South Glens ASP) are subject to the EMRGP requirements, so a density of 30 du/nrha applies. Therefore, the weighted greenfield density for the Town's unabsorbed residential land supply is 28.3 du/nrha.

<sup>17</sup> 210.7 ha of net absorbed residential lands, plus an assumed 50% of the 0.6 ha of net absorbed mixed residential/commercial lands.



Table 6.1: Unabsorbed Residential Land Supply Density for the Town of Morinville

Plan in Effect (Residential)	Plan Area (nrha)	% of unabsorbed residential land supply	Total Dwellings	Density (du/nrha)
Champagne District ASP	40.8	14.7%	981	24.0
Juniper Heights ASP	37.3	13.5%	902	24.2
Meadows of Morinville CS	7.8	2.8%	166	21.3
Morinville 10 Acre Site CS	2.8	1.0%	92	33.3
Westwinds ASP	35.3	12.7%	1,118	31.7
<b>Sub-Total EMRGP-Exempt</b>	<b>124.0</b>	<b>44.7%</b>	<b>3,259</b>	<b>26.3</b>
South Glens ASP	53.6	19.3%	1,607	30.0
Balance of unabsorbed residential	99.9	36.0%	2,998	30.0
<b>Sub-Total EMRGP Compliant</b>	<b>153.5</b>	<b>55.3%</b>	<b>4,604</b>	<b>30.0</b>
<b>Total Unabsorbed Residential</b>	<b>277.5</b>	<b>100.0%</b>	<b>7,863</b>	<b>28.3</b>

## 6.2 Commercial Land Needs

For estimating the lands needed for future commercial development, the current relationships between absorbed residential lands and absorbed commercial lands are assumed to remain constant.<sup>18</sup> For example, if a municipality has 100 ha of net absorbed residential lands and 30 ha of net absorbed commercial lands, it is assumed that for every 1.0 ha of additional net absorbed residential lands needed there would be an associated need for 0.3 ha of net absorbed commercial lands. In the case of Morinville, the relationship is 0.13 ha of net absorbed commercial for every 1.0 ha of net absorbed residential.

The ratio of residential to commercial lands translates the socioeconomic relationship between demand and supply of commercial activities in a specific geography to the currency of land area. This is a highly context-sensitive measure and, in most cases, constantly evolving. While it is understood that the current ratio will likely change over time, the forces that can drive or affect this change are largely unpredictable. Thus, the model used in this exercise presents the future commercial land requirements for the Town based on a current understanding of the correlation between the rate of absorption of residential and commercial lands.

## 6.3 Industrial Land Needs

For estimating the lands needed for future industrial development, the current relationship between absorbed residential lands and industrial lands are assumed to remain constant.<sup>19</sup> For example, if a municipality has 100 ha of net absorbed residential lands and 20 ha of net absorbed industrial lands, it is assumed that for every 1.0 ha of additional net absorbed residential lands needed there would be an associated need for 0.2 ha of net absorbed industrial lands. In the case of Morinville, the relationship is 0.29 ha of net absorbed industrial for every 1.0 ha of net absorbed residential.

<sup>18</sup> Despite the model being adjusted to assume an increased residential density for the unabsorbed residential land supply, the assumption that the current relationship between absorbed residential and absorbed commercial lands will be carried forward remains unchanged. This is because there is no expectation that an increased greenfield density will result in a reduction of the Town's commercial development footprint in currently unabsorbed lands. This may still happen, but there is no reason to assume that it will be tethered to residential density.

<sup>19</sup> Ibid.

The ratio of residential to industrial lands translates the socioeconomic relationship between demand and supply of industrial activities in a specific geography to the currency of land area. This is a highly context-sensitive measure and, in most cases, constantly evolving. While it is understood that the current ratio will likely change over time, the forces that can drive or affect this change are largely unpredictable. Thus, the model used in this exercise presents the future industrial land requirements for the Town based on a current understanding of the correlation between the rate of absorption of residential and industrial lands.

## 6.4 Institutional Land Needs

For estimating the lands needed for future institutional development, the current relationships between absorbed residential lands and absorbed institutional lands are assumed to remain constant.<sup>20</sup> For example, if a municipality has 100 ha of net absorbed residential lands and 10 ha of net absorbed institutional lands, it is assumed that for every 1.0 ha of additional net absorbed residential lands needed there would be an associated need for 0.1 ha of net absorbed institutional lands. In the case of Morinville, the relationship is 0.16 ha of net absorbed institutional for every 1.0 ha of net absorbed residential.

The ratio of residential to institutional lands translates the socioeconomic relationship between demand and supply of institutional services in a specific geography to the currency of land area. This is a highly context-sensitive measure and, in most cases, constantly evolving. While it is understood that the current ratio will likely change over time, the forces that can drive or affect this change are largely unpredictable. Thus, the model used in this exercise presents the future institutional land requirements for the Town based on a current understanding of the correlation between the rate of absorption of residential and institutional lands.

## 6.5 Net Developable Overheads

Net developable overheads are land uses needed to support or service residential, commercial, industrial, and institutional development, including parks and open space (inclusive of municipal reserve), public utilities (stormwater management facilities, lift stations, etc.) and circulation (local roads, collector roads, lanes, and walkways). The Municipal Government Act (MGA) allows for the maximum dedication of developable lands for these overheads to be 40% – comprising 10% municipal reserve and 30% public utilities and circulation.

### 6.5.2 Net Developable Overheads for Residential Areas

For this GMS, it is assumed that 35% of the Town's gross developable land needs for future residential growth will accommodate the necessary net developable overheads. This 35% deduction assumes 10% for parks and open space, 5% for public utilities and 20% for circulation. This assumption is based on typical land dedication needs for residential areas observed in ASPs adopted by municipalities throughout Alberta.

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<sup>20</sup> Ibid.

### 6.5.3 Net Developable Overheads for Non-Residential Areas

For this GMS, it is assumed that 30% of the Town's gross developable land needs for future non-residential (commercial, industrial, and institutional) growth will accommodate the necessary net developable overheads. This 30% deduction assumes 10% for parks and open space, 5% for public utilities and 15% for circulation. This assumption is based on typical land dedication needs for non-residential areas observed in ASPs adopted by municipalities throughout Alberta.

## 6.6 Market Allowance

When determining land needs to accommodate projected residential, commercial, and industrial growth, ultimately there will be lands within future growth areas in which development will not occur within the horizon of a forecast period. In recognition of this, it is appropriate to apply a market allowance as an overhead that:

- recognizes some land within future growth areas will not develop within the horizon of the GMS (e.g., landowners either will not develop or sell to developers, whether they own full quarter sections or smaller parcels); and
- encourages fair market competition among developers that are participating in development.

For this GMS, a market allowance of 10% is applied to the gross residential, commercial, and industrial land needs. Although a 40-year horizon should facilitate one ownership change for each parcel of land within the future growth areas, there is no guarantee a new buyer will be motivated to develop. Further, ownership changes in the near term of lands not expected to be developed until the later years of the GMS may result in some lands having multiple changes in ownership prior to development.

## ■ 7.0 Future Land Requirements

This chapter presents the results of the future land requirements analysis, based on the land supply presented in Chapter 5 and the growth assumptions described in Chapter 6. Key questions that will be answered in this chapter are:

- How many years does the Town have until the lands within its current municipal boundaries are fully absorbed?
- How much land could the Town potentially need beyond its current municipal boundaries, if necessary, to accommodate 40 years of growth beyond full absorption?

**Table 7.1** presents the remaining land supplies for residential, commercial, and industrial uses, and the Town's land requirements across six population growth scenarios<sup>21</sup> for the 40-year horizon of this study. Highlighted values indicate where future land needs exhaust and exceed the Town's unabsorbed land supplies, resulting land requirements beyond the current municipal boundary. Conversely, non-highlighted values denote that the Morinville continues to have a supply of unabsorbed lands to accommodate its future land needs.

As presented in **Table 7.1**, Morinville has sufficient residential, commercial, industrial, and institutional (embedded in residential) land supplies to accommodate more than 40 years of growth in both the *metroeconomics*-based and the EMRB-based low growth scenarios. Although not presented in **Table 7.1**, the industrial land supply would be exhausted at around the 50-year mark in both low growth scenarios.

In both base/medium growth scenarios, the Town has sufficient residential and commercial land supplies well beyond the 40-year horizon. In terms of the industrial land supply, the Town would require additional lands at around the 40-year mark.

In both high growth scenarios, the Town has an adequate land supply to meet its needs beyond the 40-year horizon. In the *metroeconomics*-based high growth scenario, industrial land requirements beyond the Town's current boundary emerge within the 30-year timeframe, while in the EMRB-based high growth scenario, such requirements arise at around the 25-year mark. Although not presented in **Table 7.1**, both the residential and commercial land supplies would be exhausted at around the 50-year mark in the EMRB-based high growth scenario.

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<sup>21</sup> As presented in Chapter 4, this study considers the three population growth scenarios introduced by *metroeconomics* (low, base, and high) and the three growth scenarios presented by the EMRB in the EMRGP (low, medium, and high).

**Table 7.1: Future Land Needs by Scenario and Horizon**

Timeframe	Land Requirements Based on <i>metroeconomics</i> ' Projections (gross developable hectares)			Land Requirements Based on EMRB's Projections (gross developable hectares)		
In-Boundary Unabsorbed Land Supply	Residential †	Commercial	Industrial	Residential †	Commercial	Industrial
	426.9	58.6	52.5	426.9	58.6	52.5
Low Growth Scenario						
10-Year Land Requirements	40.0	6.4	14.2	26.8	4.3	9.5
20-Year Land Requirements	69.2	11.1	24.6	59.7	9.5	21.2
25-Year Land Requirements	84.4	13.5	30.0	77.6	12.4	27.6
30-Year Land Requirements	101.8	16.3	36.2	96.6	15.4	34.3
40-Year Land Requirements	141.9	22.7	50.4	137.9	22.0	49.0
Base/Medium Growth Scenario						
10-Year Land Requirements	45.2	7.2	16.1	40.6	6.5	14.4
20-Year Land Requirements	82.1	13.1	29.2	87.6	14.0	31.2
25-Year Land Requirements	101.9	16.3	36.2	114.0	18.2	40.5
30-Year Land Requirements	124.4	19.9	44.2	142.4	22.7	50.6
40-Year Land Requirements	176.9	28.3	62.9	206.1	32.9	73.3
High Growth Scenario						
10-Year Land Requirements	50.5	8.1	17.9	65.0	10.4	23.1
20-Year Land Requirements	95.6	15.3	34.0	139.4	22.3	49.6
25-Year Land Requirements	120.4	19.2	42.8	183.1	29.3	65.1
30-Year Land Requirements	148.7	23.8	52.9	231.7	37.0	82.4
40-Year Land Requirements	215.3	34.4	76.5	346.0	55.3	123.0

**Table 7.2** presents the total order of magnitude 40-year land requirements of the Town under both the *metroeconomics*' and EMRB's high growth scenarios. Following *metroeconomics*' projections, the total 40-year land requirement is 5.0 quarter sections of gross developable land, which breaks down to 3.3 quarter sections for residential (with institutional land requirements embedded within), 0.5 quarter sections for commercial, and 1.2 quarter sections for industrial uses. On the other hand, the EMRB's high growth scenario projections suggest that the total 40-year land requirement is 8.1 quarter sections of gross developable land, which breaks down to 5.3 quarter sections for residential (with institutional land requirements embedded within), 0.9 quarter sections for commercial, and 1.9 quarter sections for industrial uses.

Within the current municipal boundary and under the current MDP, according to *metroeconomics*' projections in the high growth scenario, the Town's gross developable land supply can accommodate 4.7 quarter sections or around 93% of the total land requirements. This leaves a beyond-boundary land requirement of 0.4 quarter sections, entirely for industrial purposes, or around 7% of the total land requirements. This land requirement of 0.4 quarter sections beyond the Town's boundary does not account for gross undevelopable lands that may be within desirable growth directions.

Under the EMRB's projections in the high growth scenario, the Town's land supply could accommodate 7.0 quarter sections or around 87% of the total land requirements, leaving a beyond-boundary land requirement of 1.1 quarter sections, entirely for industrial purposes, or around 13% of the total land requirements. Similarly, this requirement does not account for gross undevelopable lands that may be within desirable growth directions.

**Table 7.2: Summary of 40-Year Future Land Needs Under the High Growth Scenarios**

Land Use	Land Requirements within Town's Boundary		Land Requirements beyond Town's Boundary		Total	
	ha	qtrs	ha	qtrs	ha	qtrs
<b>Metroeconomic's High Case Scenario</b>						
Residential (Incl. Institutional)	215.3	3.3	0	0	215.3	3.3
Commercial	34.4	0.5	0	0	34.4	0.5
Industrial	52.5	0.8	24.0	0.4	76.5	1.2
<b>Total</b>	<b>302.2</b>	<b>4.7</b>	<b>24.0</b>	<b>0.4</b>	<b>326.2</b>	<b>5.0</b>
<b>EMRB's High Case Scenario</b>						
Residential (Incl. Institutional)	346.0	5.3	0	0	346.0	5.3
Commercial	55.3	0.9	0	0	55.3	0.9
Industrial	52.5	0.8	70.5	1.1	123.0	1.9
<b>Total</b>	<b>453.8</b>	<b>7.0</b>	<b>70.5</b>	<b>1.1</b>	<b>524.3</b>	<b>8.1</b>

In conclusion, considering the Town's growth needs in the next 40 years under a high growth scenario,<sup>22</sup> there is an oversupply of unabsorbed residential lands and an undersupply of unabsorbed industrial lands. This assumes that Morinville wants to maintain its current direct relationship between residential and industrial lands. In the forthcoming MDP review and update, the Town may want to consider reallocating some of its long-term residential growth lands (provided they are not already under the jurisdiction of an approved residential ASP) to industrial land uses (provided such lands are marketable for industrial development). A suitability analysis may need to be performed to identify the best locations where this reallocation could occur with minimal negative impacts. This may help offset the land requirements beyond the Town's current boundaries and delay the potential need for a future annexation process. Should the strategic direction of council evolve such that an increase in the proportion of industrial to residential assessment is desired, a greater volume of residential lands should be considered for reallocation to industrial. Alternately, an investigation could be undertaken to determine the most appropriate beyond boundary lands – from a variety of perspectives including serviceability, access, and marketability perspectives – to consider for annexation at some point in the future.

Additionally, while the Town's commercial land supply could be considered generally adequate for the next 40 years, the MDP should consider the potential impacts of greenfield residential densification on the distribution of commercial uses. As mentioned in Chapter 6, the model used in the preparation of the future land requirements analysis assumes that the current relationship between residential and commercial lands will be carried forward. However, this only relates to the total footprint of expected commercial development and does not contemplate its distribution. Strategic commercial growth directions may need to be considered to ensure that residential neighbourhoods are serviced following not only the Town's vision and priorities, but also the Region's direction for what constitutes desirable urban forms and complete communities.

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<sup>22</sup> It is considered best long-range planning practice to assume the highest reasonable growth scenario to ensure the municipality is prepared to supply adequate level of services should this level of growth is reached. The actual growth trajectory could be slower than the projected highest growth to varying degrees. Thus, the Town should conduct a periodic review, possibly every five years or every second council term, of the actual growth trajectory to adjust growth expectations and manage changes to its growth strategy accordingly.



## 8.0 Study Area Analysis

This chapter presents a comprehensive set of opportunities and constraints found within the study area. Identifying transportation, servicing, and land use considerations for current and projected growth serves two functions: first, it offers a set of recommendations for the forthcoming Municipal Development Plan (MDP) review and update. Second, it helps characterize the growth potential of undeveloped lands to inform growth direction priorities within the Town's current boundaries and provides a preliminary land use concept that can be further refined through the MDP planning process.

### 8.1 Transportation Considerations

#### 8.1.2 Existing Transportation Network

The existing transportation network is shown in **Map 8.1** and described below.

##### ROADWAYS

Highway 2 serves as the Town's western boundary road. It is under the jurisdiction of Alberta Transportation and Economic Corridors (ATEC), with a multi-lane roadside management classification and rural divided arterial (RAD) functional classification. The Highway is currently four lanes divided and includes an interchange at 100 Avenue (Highway 642). The intersection of Highway 2 and Cardiff Road (Township Road 554) is currently signalized.

##### 100 Avenue (Highway 642)

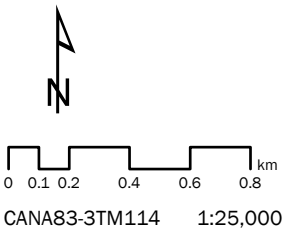
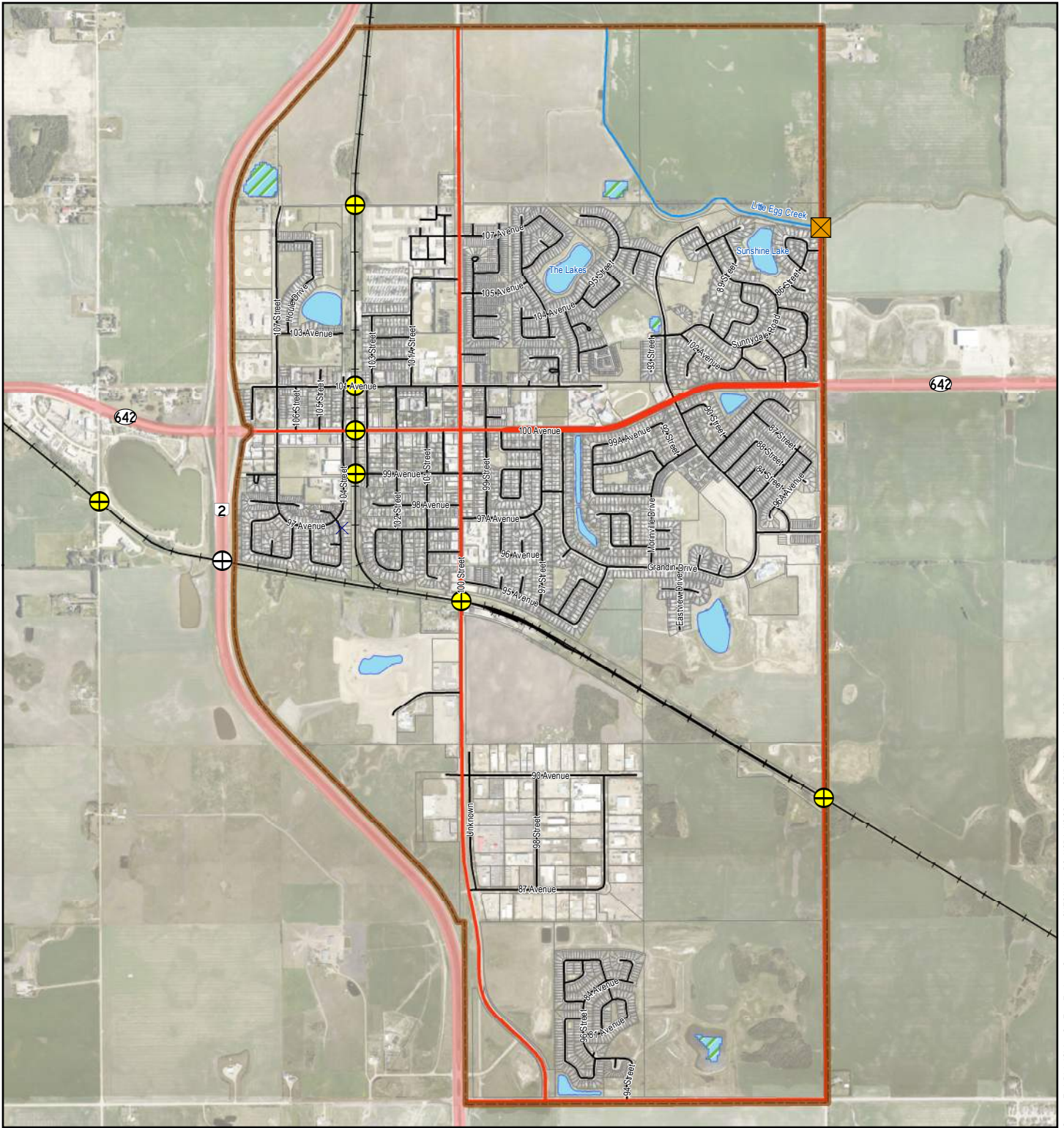
100 Avenue (Highway 642) is a four-lane roadway that passes through the Town east to west. It is also under ATEC's jurisdiction. 100 Avenue's ATEC roadside management classification within the town is Major Highway west of 98a Street and Multi-Lane Highway east of 98 Street. Its functional classification also transitions at 98a Street, classified as urban undivided arterial (UAU) to the west and urban arterial divided (UAD) to the east. The Town's Transportation Master Plan (TMP) classifies 100 Avenue as an arterial roadway. The corridor has a posted speed of 50 km/h within the Town.

##### 100 Street

100 Street is a two-lane arterial road that bisects the Town from Cardiff Road in the south to the Town's north boundary, where it becomes Range Road 253. It is classified as an arterial road in the TMP. It has parking on both sides and curb and gutter between the rail main track and 102 Avenue, where the cross section is wider and fully urbanized. The rest of the segments are mostly rural with ditch drainage and wide shoulders. In the central developed areas of Morinville, 100 Street has a speed limit of 50 km/h. The speed limit is 60 km/h south of the main track and 80 km/h in the northern undeveloped areas.

##### East Boundary Road (Range Road 252)

As the name implies, East Boundary Road forms the eastern boundary of the Town. It is a two-lane unimproved rural gravel road and becomes Range Road 252 outside of the Town boundary. East Boundary Road is classified as an arterial road in the Town's TMP and has a posted speed of 80 km/h. It currently provides access to the Grandin Heights and Juniper Heights ASP lands via 96 Avenue, and to the Sunshine neighbourhood via 106a Avenue. A two-lane bridge over the Manawan Canal is located about 710 m north of 100 Avenue (Highway 642).



- Town Boundary (GMS Study Area)
- Railway
- Highway
- Arterial Road
- Local Road
- Rail Crossing (at grade)
- Rail Crossing (elevated)
- Manawan Canal Crossing
- Watercourse
- Water Body
- Wetland (Open Water Only)
- Parcel

**TOWN OF MORINVILLE:**  
**GROWTH MANAGEMENT**  
**STUDY**  
**MAP 8.1:**  
**EXISTING**  
**TRANSPORTATION**  
**NETWORK**

### Cardiff Road (Township Road 554)

Cardiff Road forms the southern boundary of the Town. It is a two-lane paved rural road that is classified as an arterial in the Town's TMP. It provides access to the Town via 100 Street and 94 Street, both currently stop controlled intersections, as well as the Hamlet of Cardiff to the east. Cardiff Road has a posted speed of 50 km/h from Highway 2 to east of 94 Street, where the speed transitions to 80 km/h.

### Grandin Drive

Grandin Drive is a paved urban two-lane road located in eastern Morinville. It forms a loop in the south, intersecting with 100 Avenue at two locations. Grandin Road is classified as a major collector road in the TMP and has a posted speed of 50 km/h.

### 107 Street

107 Street parallels Highway 2 between 97 Avenue and the northern shared use path. It is a two-lane paved urban standard road with a posted speed of 50 km/h. 107 Street is classified as a major collector road in the TMP.

### 90 Avenue

90 Avenue is a paved two-lane rural standard road that provides access to the southern industrial area. It extends approximately 800 m east of 100 Avenue and is classified as a major collector roadway in the TMP.

### RAIL

A single-track rail line bisects the Town, with most of the residential development to the north. It is owned and operated by CN rail and is classified as a main track and is part of the Westlock subdivision. A spur splits off the main track between 104 Street and 103 Street, extending north of the Town boundary. The table below presents the rail crossing within and near the study area, with their respective track type and protection measures.

Table 8.1: Existing Rail Crossings

Location	Track Type	Protection
Highway 2 south of 100 Avenue (Highway 642)	Main	Grade separated
Highway 642 west of Highway 2	Main	Active – railway crossing sign with flashing lights and bells
Range Road 254 ~ 400 m south of Highway 642	Main	Passive – stop control and railway crossing sign
100 Street south of 95 Avenue	Main	Passive – stop control and railway crossing sign
East boundary Road ~ 1,860 m south of 100 Avenue/ Highway 642	Main	Active – Overhead flashing lights, bells, and gate
99 Avenue west of 103 Street	Spur	Passive – stop control and railway crossing sign
100 Avenue (Highway 642) west of 103 Street	Spur	Active – Overhead flashing lights and bells
101 Avenue west of 103 Street	Spur	Passive – stop control and railway crossing sign
Trail north of Hawthorn Drive, west of 103 Street	Spur	Passive

### 8.1.3 Future Planned Transportation Network

The planned future transportation network is shown in **Map 8.2** and described below.

#### PLANNED ROADWAYS/ ROADWAY IMPROVEMENTS

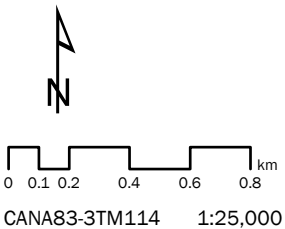
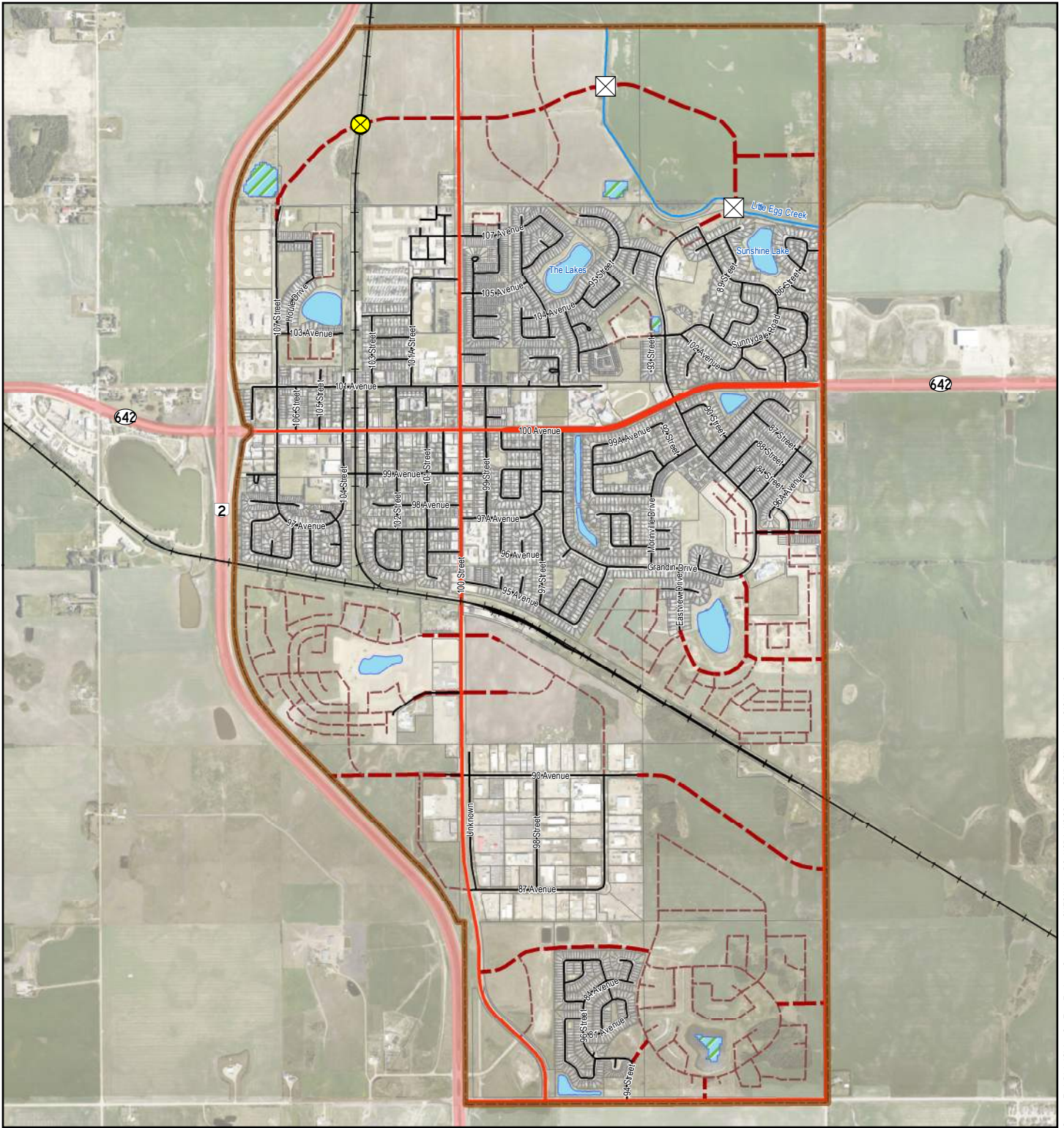
##### 100 Avenue (Highway 642)

The 100 Avenue (Highway 624) functional planning study completed in 2012 identified the interim and long-term improvement strategy for 100 Avenue within the Town. Long-term recommendations include upgrading 100 Avenue to an urban divided arterial with a 1.5m raised slab median, converting seven intersections to two-lane roundabouts, and closure or relocation of several existing accesses. Traffic signals are expected to be installed at 100 Avenue (Highway 624) and Grandin Drive, which is currently operating as an all-way stop.

##### Highway 2/Cardiff Road Interchange

In 2012, Alberta Transportation completed a functional study to convert the existing at-grade intersection of Highway 2 and Cardiff Road to an interchange. The plan includes Cardiff Road grade separation from Highway 2, with access to Highway 2 limited to ramps and converts the intersection of Cardiff Road and 100 Street from a 3-way stop to a single lane roundabout. The timeline for the interchange is uncertain. No funding has been allocated, and it is listed as a low-priority project ready for construction in the Edmonton Metropolitan Region Board (EMRB) 2022 Transportation Priorities Report.





- |                                |                                  |
|--------------------------------|----------------------------------|
| Town Boundary (GMS Study Area) | Proposed Major Collector Roadway |
| Railway                        | Proposed Minor Roadway           |
| Highway                        | Future Rail Crossing             |
| Arterial Road                  | Future Canal Crossing            |
| Local Road                     |                                  |
| Watercourse                    |                                  |
| Water Body                     |                                  |
| Wetland (Open Water Only)      |                                  |
| Parcel                         |                                  |

**Morinville**  
*Growing Together*

**TOWN OF MORINVILLE:  
GROWTH MANAGEMENT  
STUDY  
MAP 8.2:  
PLANNED  
TRANSPORTATION  
NETWORK**

### Cardiff Road/100 Street Intersection

An intersection planning study completed in 2023 assessed a roundabout and traffic signal options for the intersection of Cardiff Road and 100 Street in the short and long term. The study determined that both a signalized control and roundabout control have merit, indicating a slight preference for a roundabout because of improved safety benefits and alignment with the Highway 2/Cardiff Road Interchange Functional Planning Study. It notes that the Town would be justified in selecting either option depending on the timing of the 100 Avenue interchange.

### Transportation Master Plan (TMP) Improvements

The Town of Morinville's TMP identifies roadway network improvements for the short (0-5 years), medium (6-15 years), and long term (16 – 25 years). A summary of key improvements is provided below.

- Cardiff Road: Twinning to 94 Street in the medium term and East Boundary Road in the long term.
- 100 Avenue: Upgrade from a four-lane urban undivided arterial to four lane urban divided arterial between Highway 2 and 99 Street and intersection upgrades along the same segment in the medium term. Intersection improvements at the Grandin Drive intersections in the medium/long term. This aligns with the 100 Avenue functional planning study.
- 100 Street: Upgrading to a two-lane divided arterial south of 100 Avenue in the medium term, with an interim segment of three lane undivided arterial in the short term.
- An east-west major collector roadway connecting 107 Street and Grandin Drive in the north,
- Three connections to Teller District 100 Street, Cardiff Road, and East Boundary Road,
- A connection to the northern lands from East Boundary Road.

### RAIL UPGRADES

The TMP recommends upgrading the at-grade crossing control at the East Boundary Road to an at-grade railway crossing warning signal with flashing lights and bells. A new at-grade crossing will be required for the northern east-west collector road from the TMP which crosses the CN rail spur.

### WATER CROSSINGS

Two new water crossings will also be required due to the northern east-west collector road from the TMP. The type of crossing should be reviewed as a part of the future collector roadway design.

### 8.1.4 Transportation Growth Recommendations

The Transportation Master Plan (TMP) outlines necessary upgrades and new connections to enhance network capacity and distribute traffic efficiently. As an alternative, some of these upgrades could be reprioritized or replaced with new connections that enhance north-south and east-west connectivity to establish a grid network. Suggested improvements are described as follows:

- **100 Street/North/South Connectivity:** 100 Street is the primary north-south arterial but has no alternative road in place providing the same level of connectivity, meaning that any disruption (e.g., train, construction/maintenance, emergency etc.) is problematic for travel throughout the Town.
  - The proposed extension of 90 Avenue to East Boundary Road, though not within 25-year timeframe of the TMP, offers a vital redundancy in the network. The Town should consider the timing of this extension as a strategic investment in the Town's future growth, safety, and mobility.

- East Boundary Road is the only other north/south arterial road that spanning the Town with the potential to improve connectivity, as access on Highway 2 is limited to the existing intersections. Corridor improvements, as well as additional continuous collector road connections between East Boundary Road and 100 Street, would make the corridor more convenient and appealing to users, reducing the demand on 100 Street.
- **South Glens Area Structure Plan (ASP):** Forthcoming changes to the ASP could include realigning the collector link planned between 100 Street and East Boundary Road to improve east-west connectivity south of the rail line and compliment the planned 90 Avenue extension.

### Highway 2 and Cardiff Road Interchange

The timing (and potentially the location) for an interchange in the southwest corner of the Town (intersections between Highway 2, 100 Street, and Cardiff Road) is currently uncertain. While the Town should be cognizant of the interchange footprint and geometric implications on the roadway network, the priority should be to address the current roadway network needs rather than delaying them in anticipation of a future interchange with no clear commitment from ATEC regarding resources and timeline.

The Town could consider conducting a study to understand when the interchange is likely to be warranted. The original functional study was completed in 2012, so some of the assumptions may be outdated. Additionally, the weekday average annual daily traffic (WAADT) on Highway 2 generally been declining since 2015 based on ATEC's publicly available traffic volume data. An interchange timing study would reduce uncertainty and enable the Town to better plan for the future. This study would likely need to be completed in partnership with ATEC and Sturgeon County.

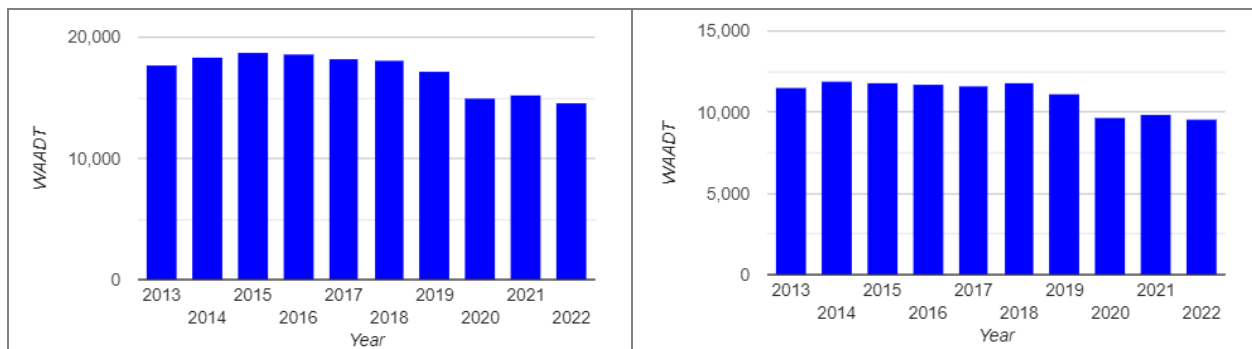


Figure 8.1: WAADT on Highway 2 South of Cardiff Road (left) and North of Cardiff Road (right), source: ATEC Traffic Data Mapping

The type and extent of the Town's growth will influence the need for and timing of the interchange. Higher development intensity in the south, such as multi-family residential or commercial, would increase demand at the intersection of Highway 2 and Cardiff Road, while the development in central or northern Morinville would be less impactful.



If ATEC changes its plans for the interchange, these lands would be released into the Town's developable land supply, and they should have an alternative plan in place to improve predictability. The MDP could include policies to address this scenario, including land use designations and identifying how adequate access and connectivity of this area would be provided. In terms of alternative land use designations, the Town should consider employment uses and a potential park-and-ride facility, in alignment with the long-term regional transit goals of the EMRGP.

### Transit

The Town of Morinville does not currently have a transit system, but this is an element that could be used to improve regional connectivity and growth. This is consistent with the long-term goals of the EMRGP to connect the region and increase the number of regional trips by transit. More transit trips reduce the pressure on the road network and lower the need for expensive upgrades to enhance capacity.

Regarding the park-and-ride mentioned above, the new MDP could designate an accessible and flexible location for this facility and identify the ATEC interchange lands as an alternative location should the current interchange plans be modified or abandoned altogether. Locating a park-and-ride on these lands would eliminate the possibility of regional commuter bus delays due to rail line activity and is near Cardiff so residents from Cardiff could benefit from the regional transit connection.

## 8.2 Servicing Considerations

### 8.2.2 Water

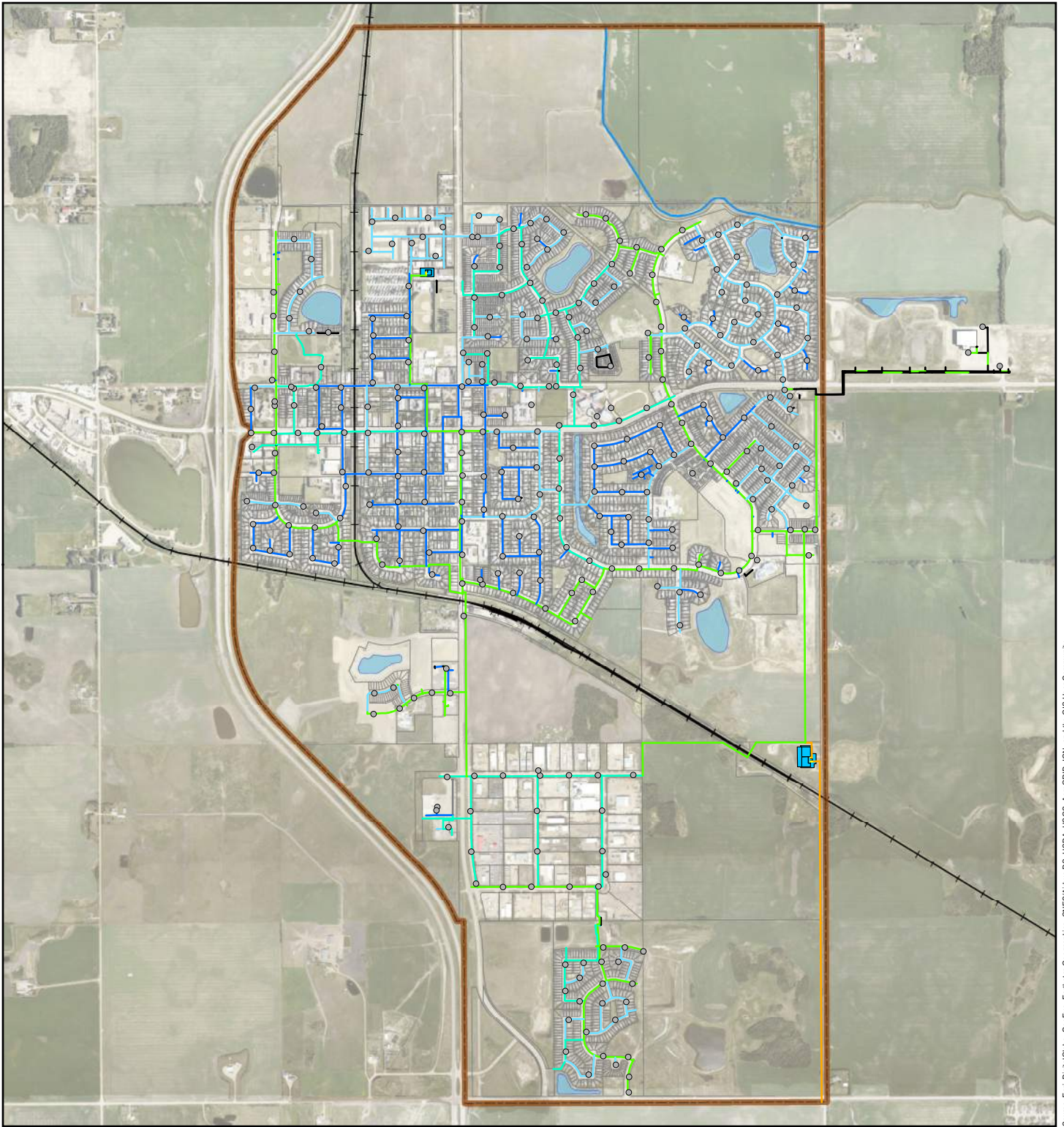
The Town is supplied with water from EPCOR via the Morinville Transmission Main, which is shared with Sturgeon County and the Village of Legal. The transmission main has a design capacity of about 300 L/s, but is currently operating at approximately 100 L/s. The transmission main supplies water to the south reservoir, where water is pumped to the distribution system and the north reservoir. The north reservoir is typically filled at night. The existing water distribution system is shown in **Map 8.3**.

The 2016 Utility Master Plan developed a proposed water distribution system plan for full development to the current Town boundaries plus some proposed development in Sturgeon County to the east. The proposed water distribution system is shown in **Figure 8.1** below. The following will be required to accommodate the proposed growth:








- Activation of an existing booster pump in the Morinville Booster Station, located in St. Albert, plus installation of additional booster pumps,
- Provision of additional storage volume and pumping capacity at the south reservoir, and
- Water distribution system piping within the growth areas.

Date: 2024-04-10 Document: M:\16552\_Morinville\_GMS\25\_GIS\25\_1\_Figures\16552\_TotM\_GMS\_Map8\_3\_Existing\_Water\_System\_240410.mxd





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community







0 0.1 0.2 0.4 0.6 0.8 km  
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-  Town Boundary (GMS Study Area)
-  Parcel
-  Railway
-  Watercourse
-  Water Body
-  Reservoir
-  Hydrant

**Water Main Diameter**

-  Unknown
-  50 mm
-  150 mm
-  200 mm

-  250 mm
-  300 mm
-  400 mm
-  500 mm



**TOWN OF MORINVILLE:  
GROWTH MANAGEMENT  
STUDY**

**MAP 8.3:  
EXISTING WATER  
SYSTEM**



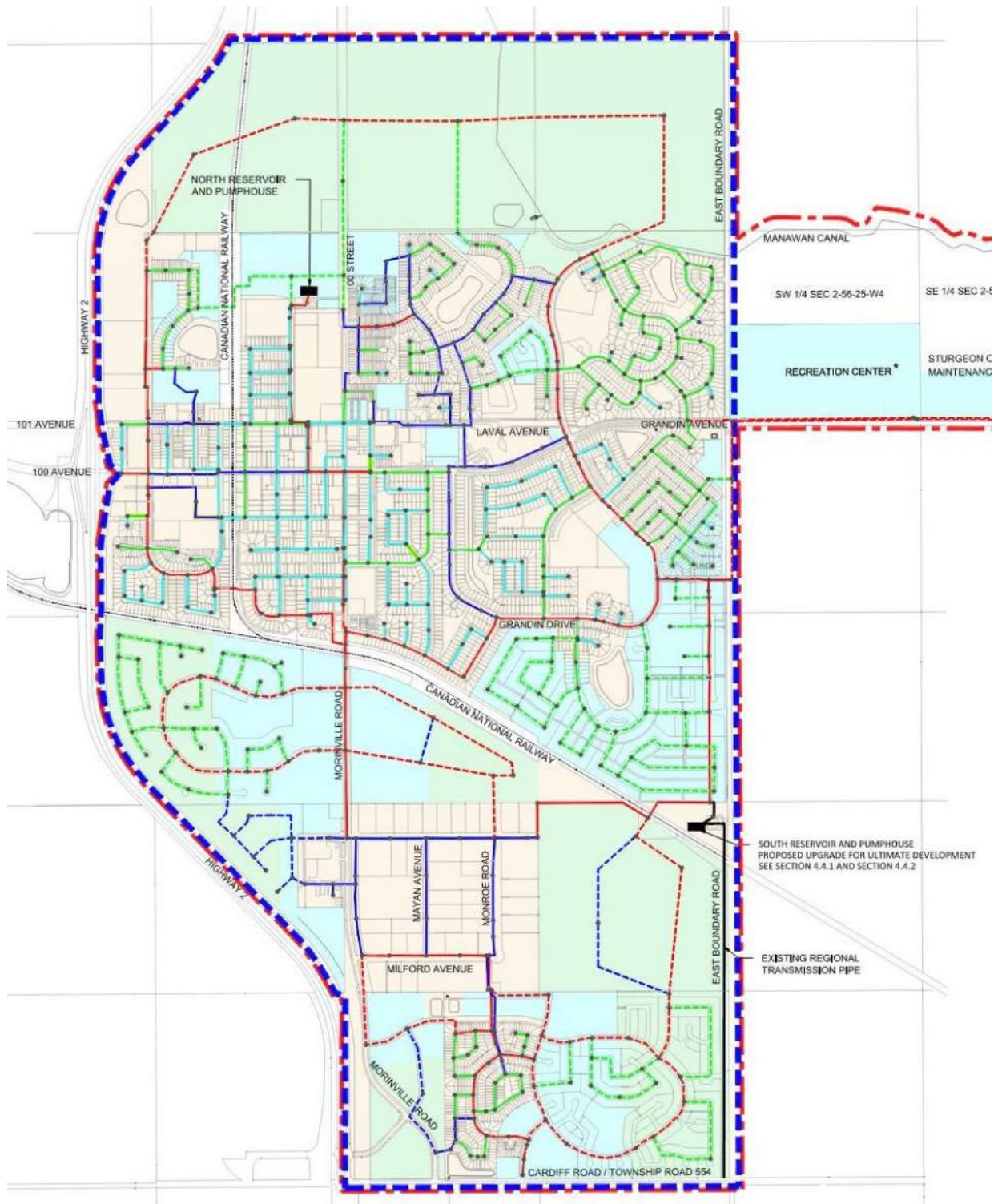


Figure 8.2: Water Distribution System, 2016 Utility Master Plan

### 8.2.3 Wastewater

Arrow Utilities (formerly Alberta Capital Region Wastewater Commission) provides wastewater transmission and treatment services to the Town of Morinville through their Morinville Pump Station located at 100 Avenue (Highway 642) and East Boundary Road. Wastewater is conveyed to Arrow Utilities' treatment plant near Fort Saskatchewan. The Town of Morinville and Arrow Utilities jointly operate a wastewater storage facility east of the Town. The storage facility can be activated during periods of peak wet weather, which will allow the Arrow Utilities' pump station to service significantly more growth in Morinville by using the existing capacity for primarily dry weather flows.

The Town's wastewater collection system is comprised of a series of local sewers, trunks and pump stations leading to the Arrow Utilities' pump station. North of the CN Rail tracks, the Grandin West Pump Station services the west part of Town, with the remainder serviced by gravity sewers. South of the CN Rail tracks, Westmor Landing and South Glens are serviced by the Business Park Pump Station. The Business Park Pump Station conveys wastewater flows from this area plus Cardiff to the Arrow Utilities' Pump Station. The existing wastewater collection system is shown in **Map 8.4**.

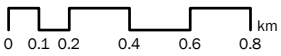
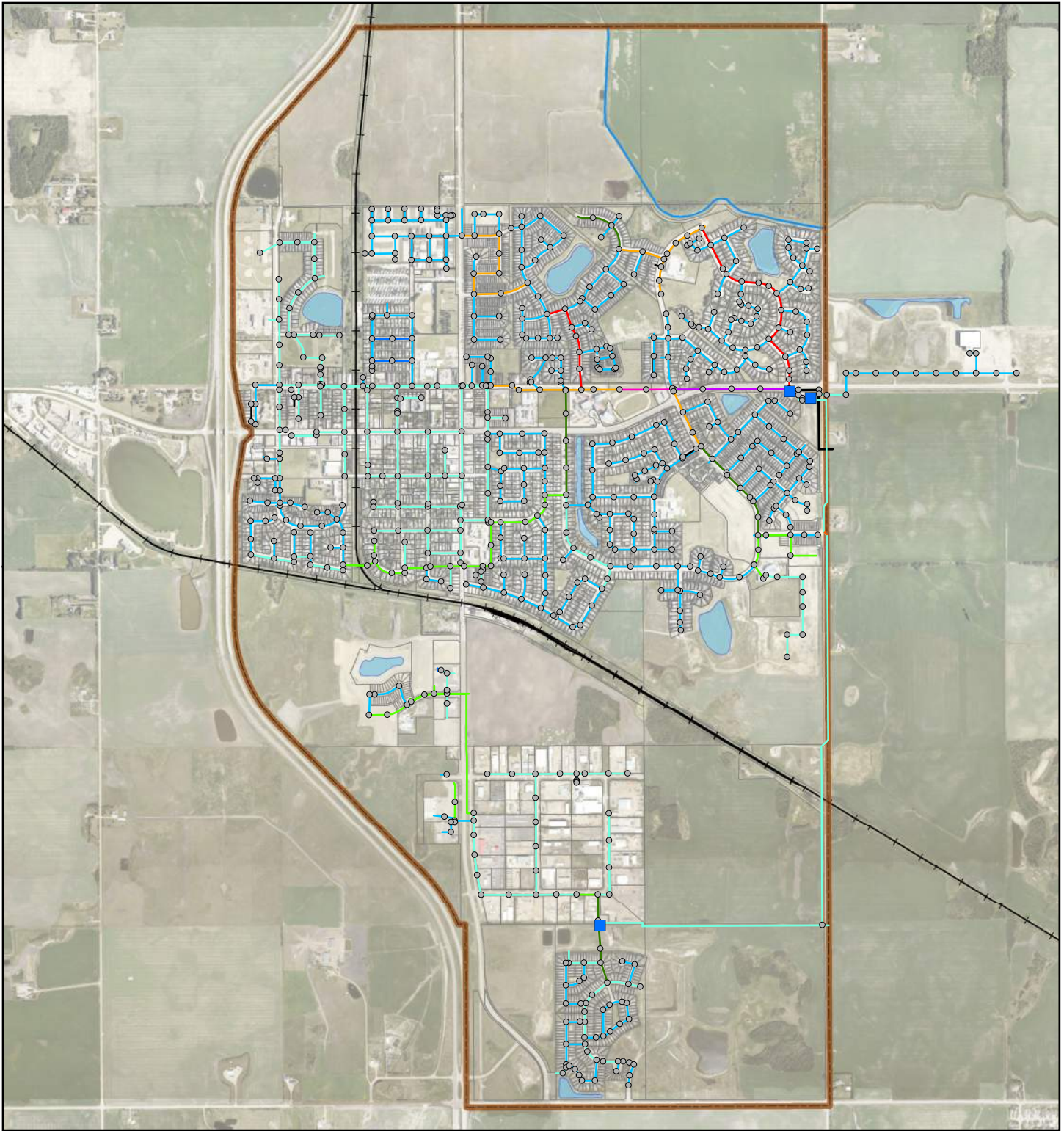
The 2016 Utility Master Plan developed a proposed wastewater distribution system plan for full development to the current Town boundaries plus some proposed development in Sturgeon County to the east. The proposed wastewater distribution system is shown in **Figure 8.2** below. The following will be required to accommodate the proposed growth:

- Activation of an existing booster pump in the Morinville Booster Station, located in St. Albert, plus installation of additional booster pumps,
- Provision of additional storage volume and pumping capacity at the south reservoir, and,
- Water distribution system piping within the growth areas. Pump Station and forcemain,
- Development of a new pump station and forcemain to service the northwest part of the growth area, and
- Local sewer upgrades to accommodate additional flows from growth areas.



Date: 2024-04-10 Document M:\16552\_Morinville\_GMS\25\_GIS\25\_1\_Figures\16552\_TotM\_GMS\_Map8\_4\_Existing\_Wastewater\_System\_240410.mxd

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



CANA83-3TM114 1:25,000

- Town Boundary (GMS Study Area)
- Parcel
- Railway
- Watercourse
- Water Body
- Lift Station
- Wastewater Manhole

**Wastewater Sewer Diameter**

- Unknown
- 150 mm
- 200 mm
- 250 mm
- 300 mm
- 375 mm
- 450 mm
- 500 mm
- 525 mm
- 600 mm
- 750 mm

**TOWN OF MORINVILLE:  
GROWTH MANAGEMENT  
STUDY**

MAP 8.4:  
EXISTING WASTEWATER  
SYSTEM

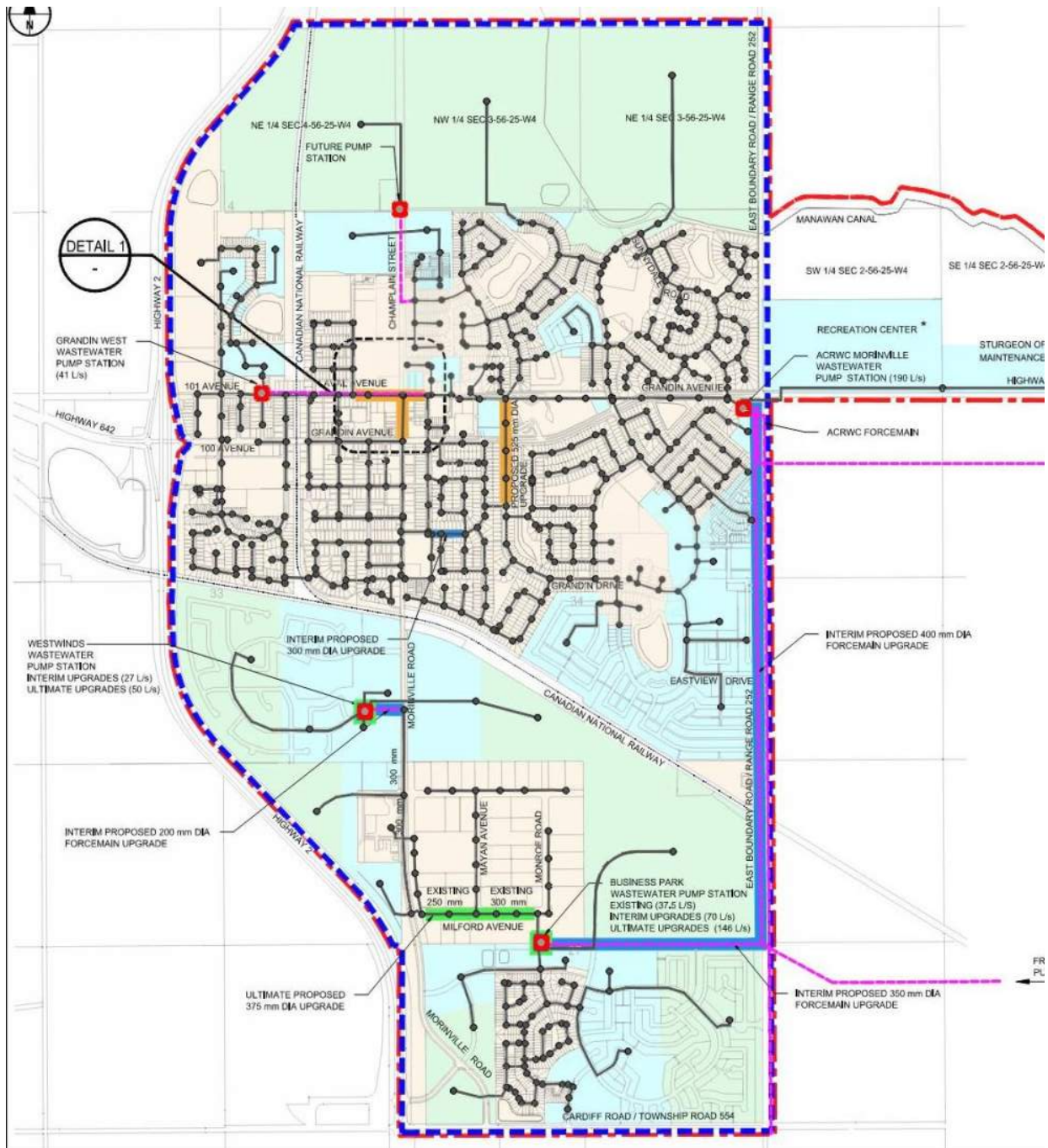


Figure 8.3: Wastewater Distribution System, 2016 Utility Master Plan



#### 8.2.4 Stormwater

The Town of Morinville is relatively flat, as shown in **Map 8.5**, with ground elevations ranging from 703 m in the west to approximately 697 m in the northeast and 699 m in the south. The north part of the Town drains to the Manawan Canal, which also drains a large part of Sturgeon County to the Sturgeon River. Most of the south part of Town drains to Carrot Creek, which drains through Sturgeon County and St. Albert to Big Lake. The railway generally acts as the drainage divide between these two drainage basins, although there are parts of the southeast part of the Town that drain east to the Manawan Canal drainage system.

The existing stormwater drainage infrastructure is shown in **Map 8.6**. It is comprised of local storm sewers connect to stormwater management facilities, which drain to the Manawan Canal in the northeast or Carrot Creek to the south. Given the flat nature of the Town, and the relative shallow depth of the Manawan Canal and Carrot Creek, the Town uses stormwater lift stations as part of its stormwater drainage infrastructure.

The 2019 Sturgeon County Infrastructure Master Plan states:

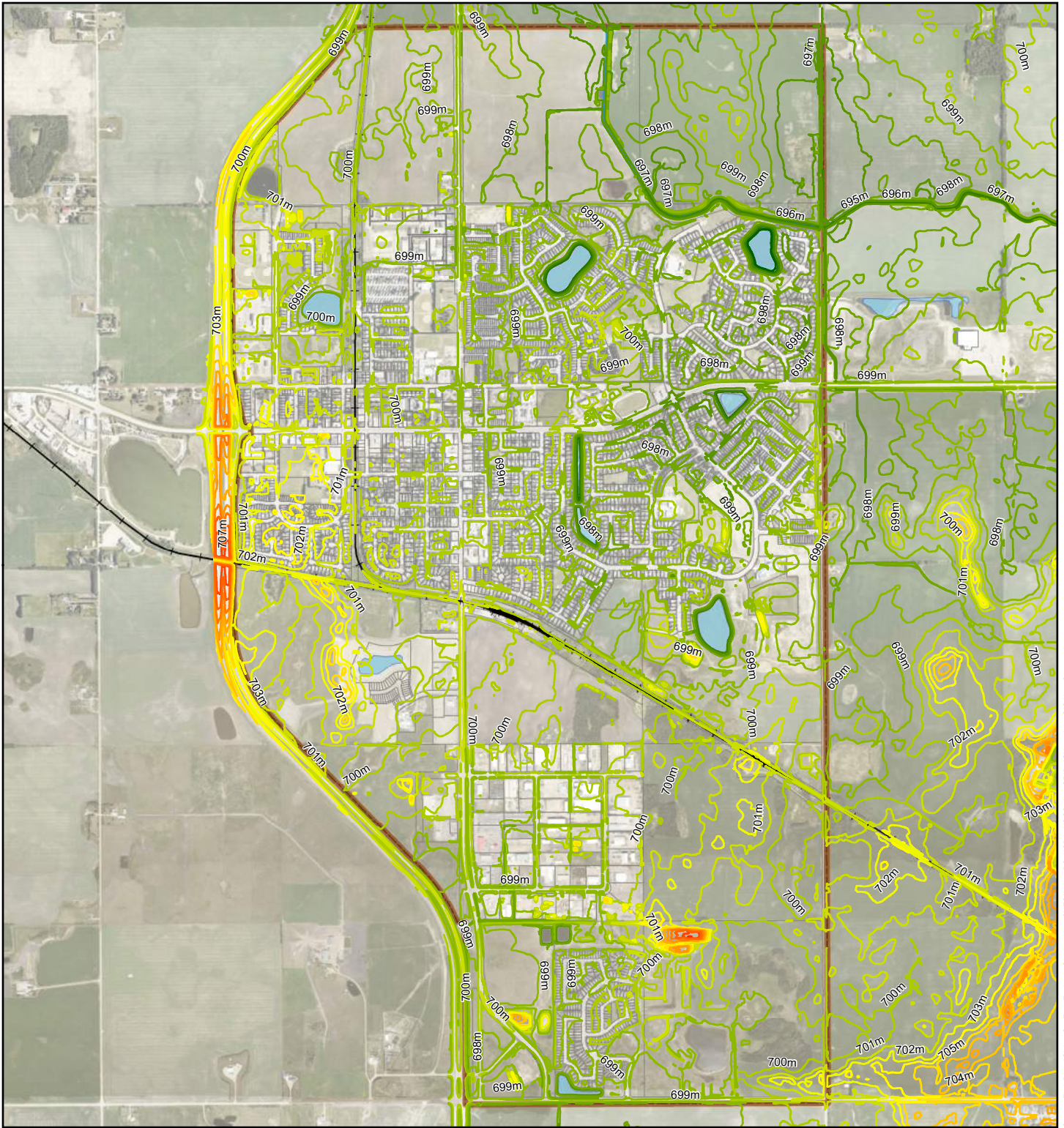
*“Development of a new pump station and forcemain to service the northwest part of the growth area, and Lake, around the northeast corner of Morinville and eventually joins into the Sturgeon River near Carbondale. The canal was constructed to provide agricultural drainage and to stabilize water levels in Manawan Lake. It is approximately 27 km long and has an average longitudinal slope of approximately 0.18%. This canal was constructed in the 1950’s and rehabilitated in the 1970’s. The canal also drains the northeast part of the Town of Morinville Landowners contribute to the maintenance of the canal through annual charges.”*

Local sewer upgrades to accommodate additional flows from growth areas. There is no detailed information readily available on the design of high-water levels or discharge rates in the Manawan Canal.

There is detailed information on Carrot Creek, with the Carrot Creek Regional Master Drainage Plan currently at the 90% draft report stage (November 2023). The draft report shows creek flooding during the 1:100 year event extending north of Township Road, including inundation west of Highway 2 and potential ponding areas east of Highway 2.

Based on the existing topography, it can be presumed that the remaining development areas within the Town can be serviced to the Manawan Canal or the Carrot Creek drainage system. Stormwater management facilities will be required for all new developments. It is anticipated that multiple stormwater lift stations will be needed to overcome the topographic constraints, typically with the lift stations connected to new stormwater management facilities.





- Town Boundary
- Parcel
- Railway
- Watercourse
- Water Body

**Elevation (MASL)†**

- 694
- 695
- 696
- 697
- 698

- 699
- 700
- 701
- 702
- 703
- 704
- 705
- 706
- 707
- 708
- 709
- 710
- 711



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**TOWN OF MORINVILLE:  
GROWTH MANAGEMENT  
STUDY**

**MAP 8.5:  
TOPOGRAPHY**



0 0.1 0.2 0.4 0.6 0.8 km

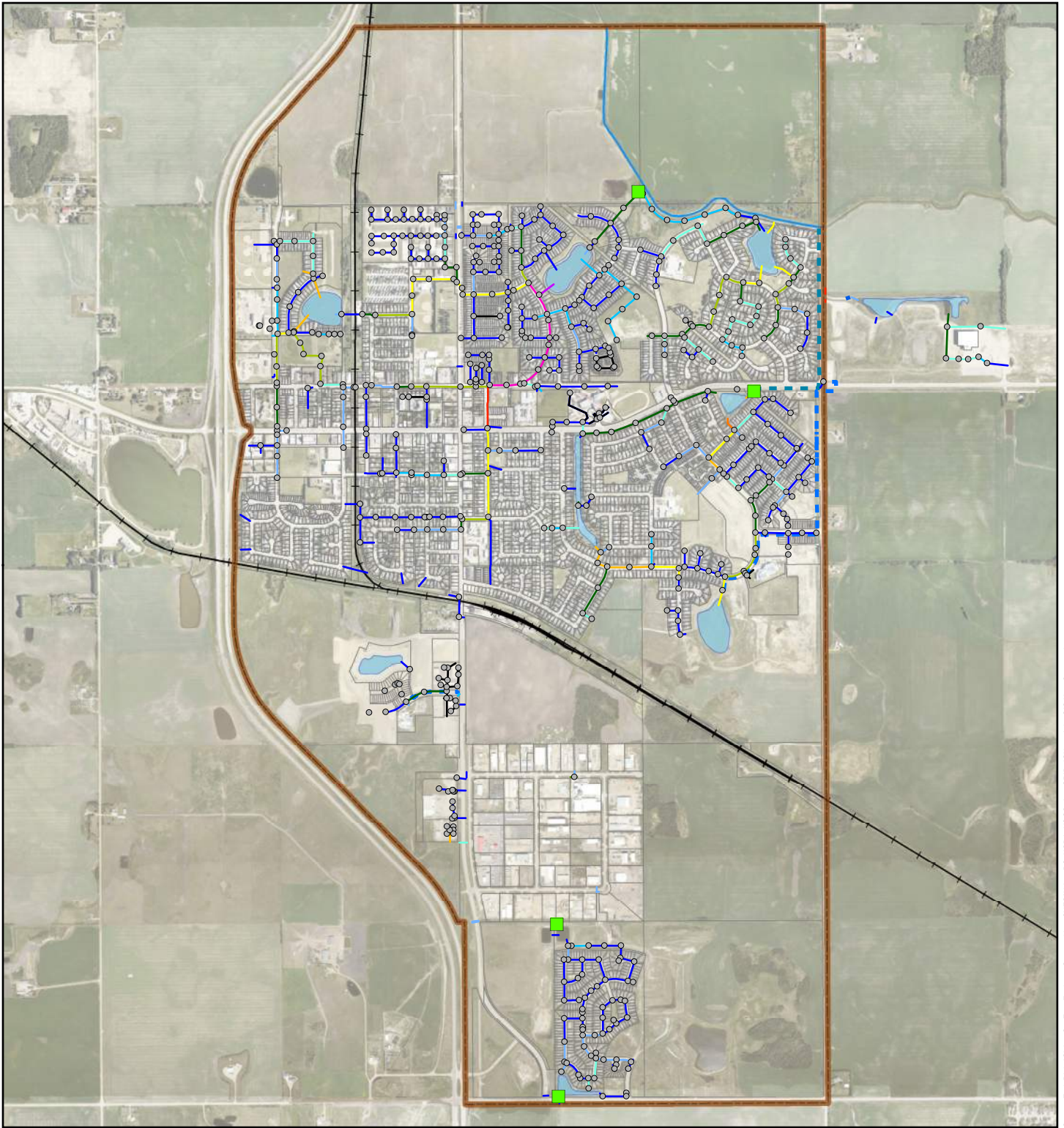
CANA83-3TM114

1:25,000

† Meters above sea level



Date: 2024-04-10 Document M:\16552\_Morinville\_GMS\25\_GIS\25\_1\_Figures\16552\_TotM\_GMS\_Map8\_6\_Existing\_Stormwater\_System\_240410.mxd



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



CANA83-3TM114 1:25,000

- Town Boundary (GMS Study Area)
- Parcel
- Railway
- Watercourse
- Water Body
- Stormwater Lift Station
- Stormwater Manhole
- Private Gravity Main

#### Stormwater Pipe Diameter

- Smaller than 575 mm
- 600 mm
- 675 mm
- 750 mm
- 900 mm
- 1000 mm
- 1050 mm
- 1200 mm
- 1350 mm

- 1375 mm
- 1500 mm
- 1950 mm
- 2100 mm

#### Forcemain Diameter

- 300 mm
- 375 mm
- 450 mm
- 900 mm



### TOWN OF MORINVILLE: GROWTH MANAGEMENT STUDY

MAP 8.6:  
EXISTING STORMWATER  
SYSTEM

## 8.3 Land Use, Soil and Development Considerations

### 8.3.2 Land Use and Soil Considerations

#### Regional Plans

##### EDMONTON METROPOLITAN REGION GROWTH PLAN

The Edmonton Metropolitan Region Growth Plan (EMRGP) approved by the Government of Alberta in October 2017 delineates the region's three policy tiers – Rural Area, Metropolitan Area, and Metropolitan Core – which are each assigned specific policies regarding development and assigned minimum residential densities for each member municipality. These policy tiers and their related policies are designed to direct contiguous growth to specific areas while preserving other areas for the continuation of agricultural uses.

Per *Schedule 2 Edmonton Metropolitan Regional Structure to 2044* of the EMRGP, the Town of Morinville is within the Rural Area policy tier (see **Figure 8.4**). Per Schedule 6 of the EMRGP, the Town is assigned a minimum greenfield residential development density of 30 dwelling units per net residential hectare (du/nrha), an Aspirational Intensification direction for 10% of units to existing Built-Up Urban Areas, and an Aspirational Urban and Sub-regional Centres Density Target of 75 du/nrha.

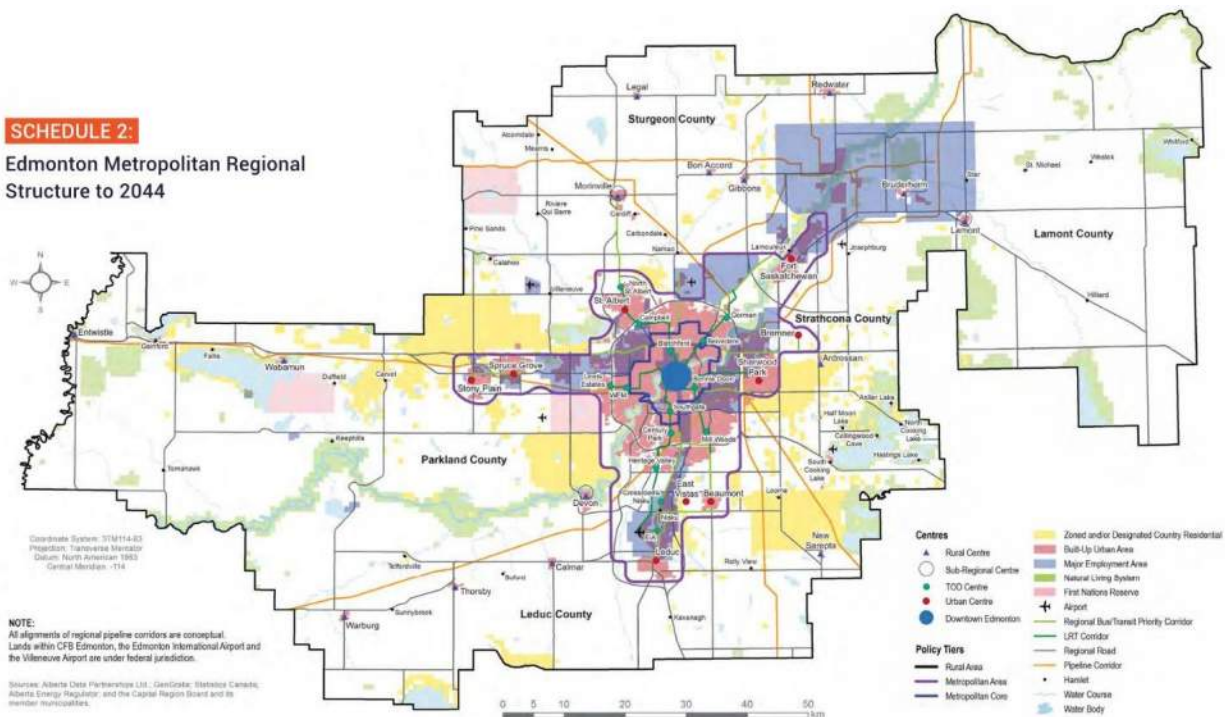


Figure 8.4: Edmonton Metropolitan Region Growth Plan, Schedule 2

In 2021 the EMRB approved a Regional Agriculture Master Plan (RAMP) which is a core component of the EMRGP. The RAMP provides a policy framework intended to balance the needs of municipalities to develop, grow, and conserve prime agricultural lands with the economic opportunities of the agricultural sector in the Region. The Government of Alberta subsequently approved the RAMP on December 21, 2022. All EMRB municipalities are required to update their Municipal Development Plan (MDP) to align with RAMP by December 21, 2024, or as part of any updates required by the 5-year interim review of the growth plan, whichever occurs first. As a municipality with a rural centre, RAMP requires the Town to prepare an Urban Agriculture Plan within 2 years of approval by the Government of Alberta and to submit it to the EMRB for review and comment. Implementation of the RAMP's guiding principles, objectives, policy definitions, and policies is required through statutory and non-statutory plans including agriculture master plans. Based on this, Morinville's upcoming update to their Municipal Development Plan should align with RAMP.

The RAMP policies applicable to the Town of Morinville are discussed below.

#### REGIONAL AGRICULTURE MASTER PLAN

The purpose of the Regional Agriculture Master Plan (RAMP) is to implement the goals of the EMRGP to minimize the fragmentation of agricultural lands in the region and the conversion of prime agricultural lands to non-agricultural uses. The RAMP is based on the premise that agriculture is a significant economic driver in the region and that the preservation of prime agricultural lands is critical to meeting long-term food security needs.

Per *Schedule G RAMP Land Evaluation and Site Assessment (LESA) – Identified Prime Agricultural Lands*, there appears to be a narrow band of prime agricultural along Morinville's northern boundary. Per *Schedule B RAMP Agriculture Policy Areas*, Morinville is covered by two RAMP Policy Areas – Policy Area 4 Urban Agriculture applies to the central and southwest corner of the Town, and Policy Area 3 Agriculture In Future Transition Lands applies to the northeast corner, a narrow west to east band in the central portion extending down along the Town's east boundary to the southeast corner (see **Figure 8.5**). RAMP intends that lands designated Policy Area 4 support the growth of the emerging urban agriculture sector in built-up urban areas within urban centers in the Region.



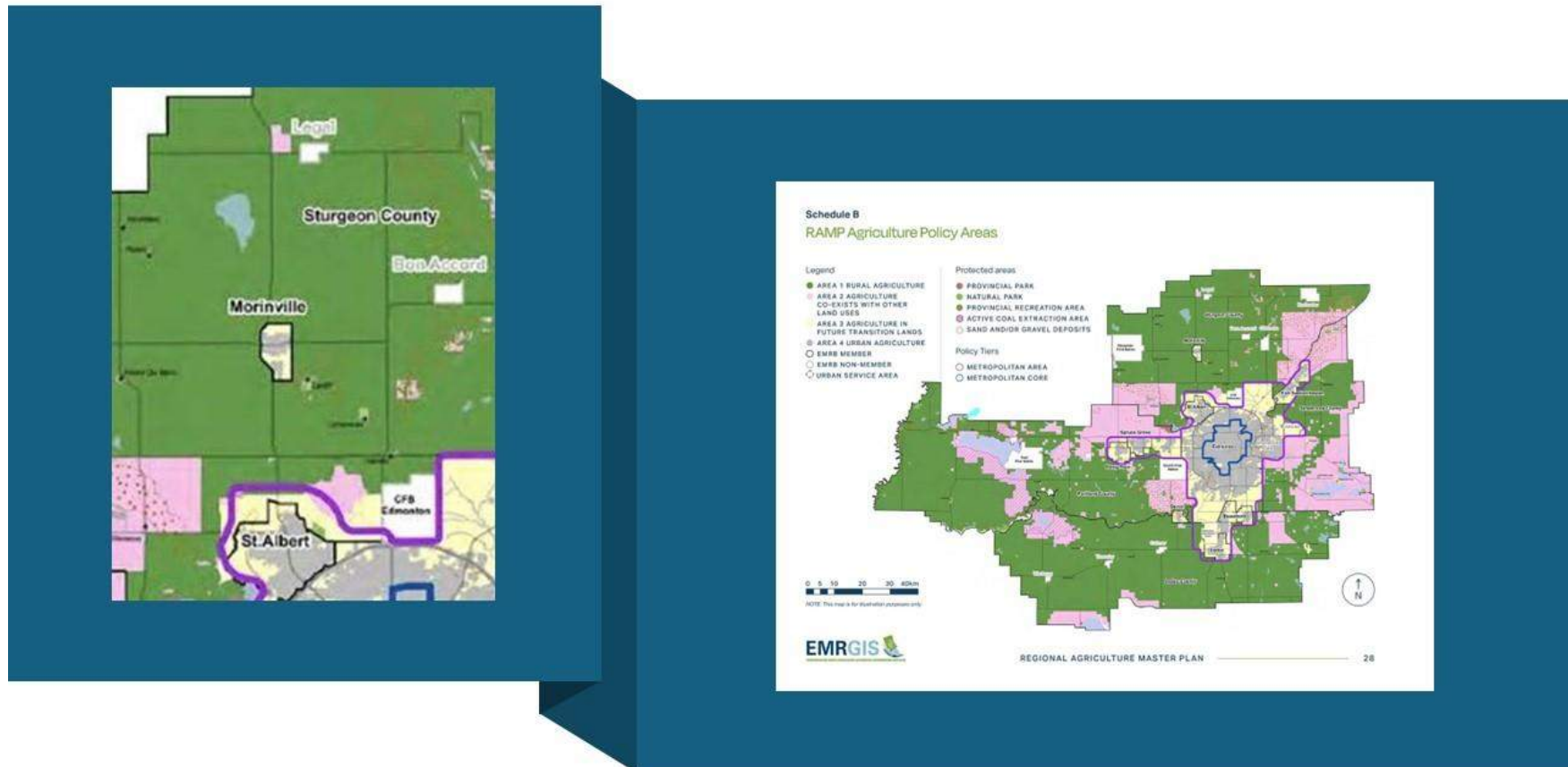


Figure 8.5: Edmonton Metropolitan Region RAMP Schedule B: Agriculture Policy Areas

Section 4.3 of RAMP contains the following Policy Area 3 Agriculture in Future Transition Lands Policies that apply to some of Morinville:

1. Agricultural lands in Policy Area 3 will remain in agriculture use until the lands are needed for population and/or employment growth.
2. Subdivision and development should be limited to maintain large parcel sizes to support ongoing agricultural uses until the lands are needed for population and/ or employment growth.
3. Until the lands are needed for population and/or growth, agricultural producers must have access to their agricultural lands to farm their lands. This includes but is not limited to maintaining field approaches and local roads sufficient to accommodate agricultural machinery.
4. Consideration must be given to public education about the daily and seasonal operational needs of agriculture and agricultural operators, to increase awareness and understanding and reduce conflict.
5. Existing agricultural uses shall be given consideration to be kept as an existing land use supported by an urban agriculture plan.

Section 4.4 of RAMP contains the following Policy Area 4 Urban Agriculture Policies that apply to most of Morinville:

1. Urban agriculture plans will be prepared for each member municipality with an urban or rural centre and is encouraged for Hamlets with a minimum population of 500. (See Appendix A – Urban Agriculture Plan Guidelines);
2. Existing agricultural uses shall be given consideration to be kept as an existing land use and supported by an urban agriculture plan;
3. Policies must be included in statutory plans to enable urban agriculture in suitable locations throughout Policy Area 4; and
4. Value-added agriculture uses will be considered in this policy area.

Based on the above RAMP Policy 1 in Policy Area 4 (Urban Agriculture), Morinville is required to prepare an Urban Agriculture Plan (UAP). The below is taken from RAMP Appendix A Urban Agriculture Plan Guidelines and describes EMRB's expected outcomes for an Urban Agriculture Plan and guidance on what it should contain.

#### ***“Urban Agriculture Plan Context***

*The UAP should support the following outcomes:*

Regional Agriculture Master Plan

- *Identify opportunities and constraints for urban agriculture specific to each municipality,*
- *Identify how urban agriculture will be supported in the municipality, with particular attention to the needs of public and private forms of urban agriculture, and*
- *Ensure that urban agriculture is a vital component of complete communities and is integrated into the social fabric of the municipality.*

*Each municipality may consider providing the following in their UAP:*

- *Land use policies in support of agriculture.*
- *Land use policies in support of growth in the value-added sector.*
- *Policy direction to identify and coordinate infrastructure and services that are needed to support urban agriculture and the value-added sector.*
- *Policy direction to create a public engagement process for public education about urban agriculture and to minimize conflict over land uses associated with urban agriculture.*
- *A description of the potential range of urban agricultural uses that could be considered in the municipality and uses that may not be suitable in the municipality.*
- *Policy direction to ensure that appropriate forms of urban agriculture become an accepted part of complete communities to integrate urban agriculture into the social fabric of the municipality.*
- *Where appropriate, policy direction to embed urban agriculture as a land use in the municipal planning system of statutory plans and Land Use Bylaws.*
- *As noted in Policy Area 4 – Urban Agriculture, municipalities are encouraged to prepare Urban Agriculture Plans that reflect the unique attributes and specific characteristics of the municipality.”*

*(Source p. 58, RAMP Appendix A Urban Agriculture Plan Guidelines, RAMP approved December 21, 2022)*

Agricultural lands in RAMP in Policy Area 3 are intended to be planned for future growth within a statutory plan over the next 25 – 50 years. Lands within this policy area may contain prime agricultural lands and have unique soil conditions suitable for production of specialty crops until the land is needed for urban uses.

### Statutory and Non-Statutory Plans

For an analysis of statutory and non-statutory plans in effect, please refer to Section 5.1 of this report.

### 8.3.3 Development Considerations

#### Ownership

**Map 8.7** illustrates the status of parcels by ownership type within the study area.

Most land in the Town is under private ownership. There are nine private owners with the largest concentration of unabsorbed land supply in the Town, who should be identified as key interested parties in the forthcoming MDP review and update.

Municipally owned lands include those lands owned by the Town of Morinville, and others by Sturgeon County. The Town owns municipal and environmental reserve parcels and public utility lots interspersed among the built-up urban area, which are currently designated as parks and open space, environmental lands and public utilities. It also owns industrial land adjacent to Highway 2 north of 101 Avenue, and unabsorbed residential lands between the rail line and East Boundary Road. Sturgeon County owns three industrial parcels within the industrial park, and the institutional lands along 100 Street, between 95 Avenue and 97 Avenue, where the Sturgeon County Centre is located.

Other publicly-owned lands include the rail line, owned by CN Railway; school reserve lands, owned by the Sturgeon School Division and Greater St. Albert Catholic Schools; and the future interchange lands between Highway 2, 100 Street and Cardiff Road, owned by ATEC.



### Fragmentation

**Map 8.7** also illustrates those parcels within the study area that are fragmented due to past subdivision activity. Concentrations of parcels that are less than 4 ha (10 ac) in size, and between 4 ha (10 ac) and 10 ha (25 ac) are identified. Parcels that are less than 10 ha (25 ac) in size can be more difficult to assemble and incorporate into greenfield subdivision planning. Urban expansion is more suited to sites consisting of unsubdivided quarter sections or larger parcels as they are easier to assemble and therefore coordinate new development more efficiently.

Virtually all of the smaller parcels (<4 ha) are located within the Town's built-up urban area. There are only a few parcels between 4 ha and 10 ha in size located within the Town's unabsorbed land supply. This means that there is minimal fragmentation in the unabsorbed portions of the study area, which poses minimal barriers to land assembly for ultimate development on a quarter section-by-quarter section basis.

### Energy Infrastructure

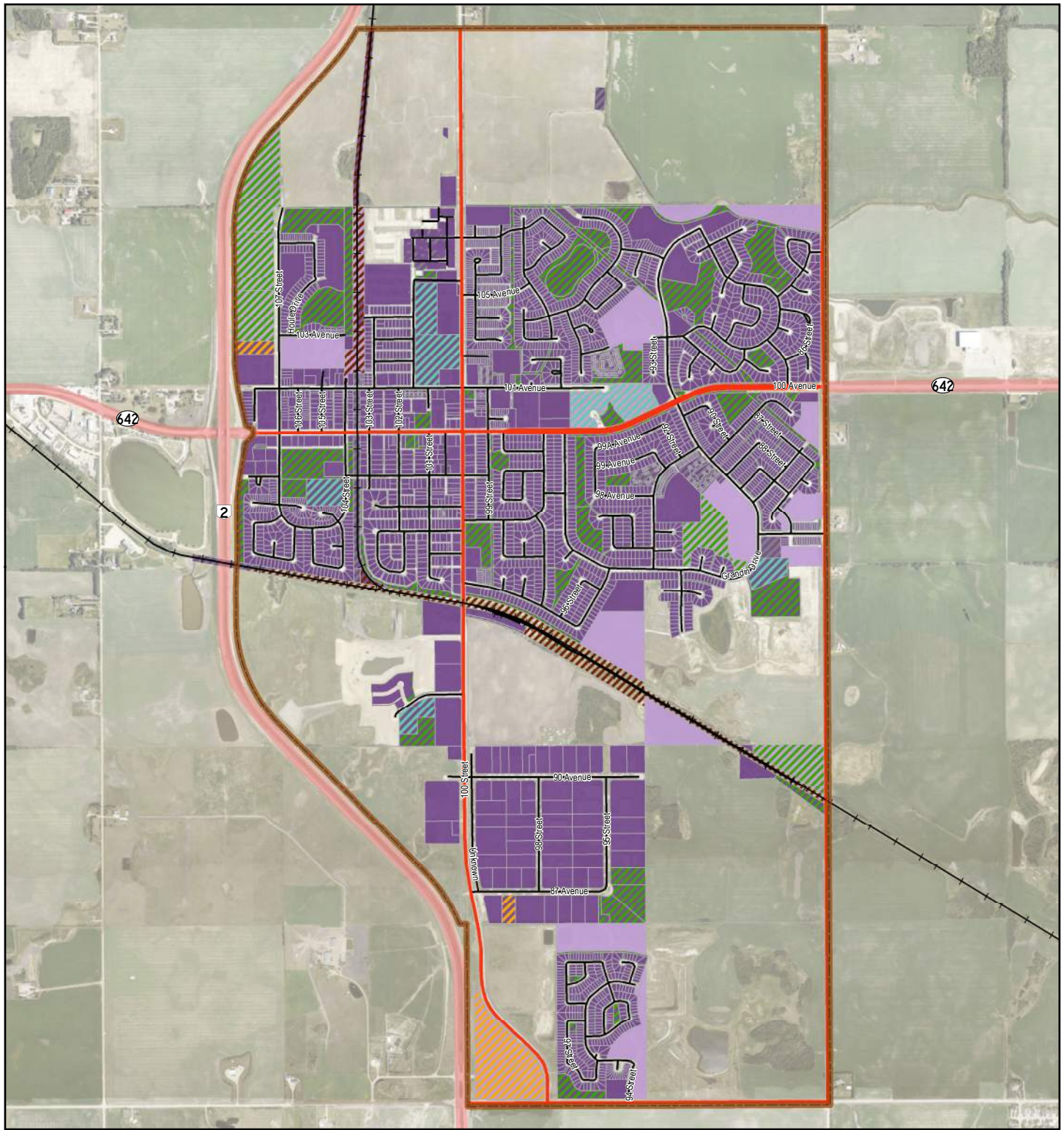
**Map 8.8** shows the extent of the oil and gas infrastructure within and surrounding the Town. Notably, there is a pipeline corridor operated by Pembina Pipeline Corporation and regulated under the Energy Resources Conservation Board, which bisects the north portion of the Town in a northwest-southeast direction. Similarly, Apex Utilities (the Town's energy distributor) operates a second pipeline running in the same general direction, but further encroaching into the developed Champagne District area.

In the south, another pipeline operated by Apex Utilities runs in a northward direction up to the southern boundary of the industrial park; and then turns east, exiting the Town along the northern boundary of the planned South Glens area. The location of these pipelines will be of significance at the subdivision and development stages of the Town's unabsorbed land supply to ensure that adequate setbacks are provided. While the pipelines' rights-of-way, along with applicable setbacks, are undevelopable lands, the impact of this infrastructure in the general availability of land for future development is not remarkable.






**Map 8.8** also shows two facilities in the surroundings of the Town – one to the west, just south of Highway 642, and one to the southeast, between the Town's boundary and the rail line. Both facilities consist of a battery site and injection and disposal equipment. Since these facilities are outside of the Town, due consideration must be given only when Morinville is ready to explore growth beyond its current boundary.

Another type of infrastructure shown in **Map 8.8** is oil and gas wells. All the facilities under this category are located outside the Town's boundaries. Most of the wells surrounding the Town are active, however there are some abandoned or suspended ones to the southwest and southeast, just north of Cardiff Road. Similarly to the oil and gas facilities, this type of infrastructure would only become a significant consideration if the Town were to consider expansion beyond its current boundaries.

Finally, **Map 8.8** shows active and abandoned low pressure pipelines, which is the infrastructure facilitating domestic access to natural gas. These are operated by Apex Utilities. Predictably, this infrastructure is only present in developed areas, and further expansion will occur as more of the Town's planned neighbourhoods are developed. In the north, the main distribution line appears to run along 101 Avenue, while in the south the distribution network stems from a pipeline into the industrial park and the developed portion of South Glens.



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-  Town Boundary (GMS Study Area)
-  Railway
-  Highway
-  Arterial Road
-  Local Road

#### Owned by

-  CN Railway
-  Province of Alberta
-  Municipality
-  School Division
-  Unknown

#### Area

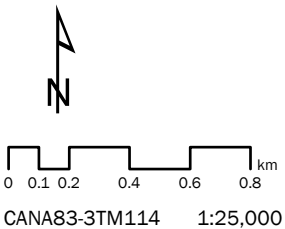
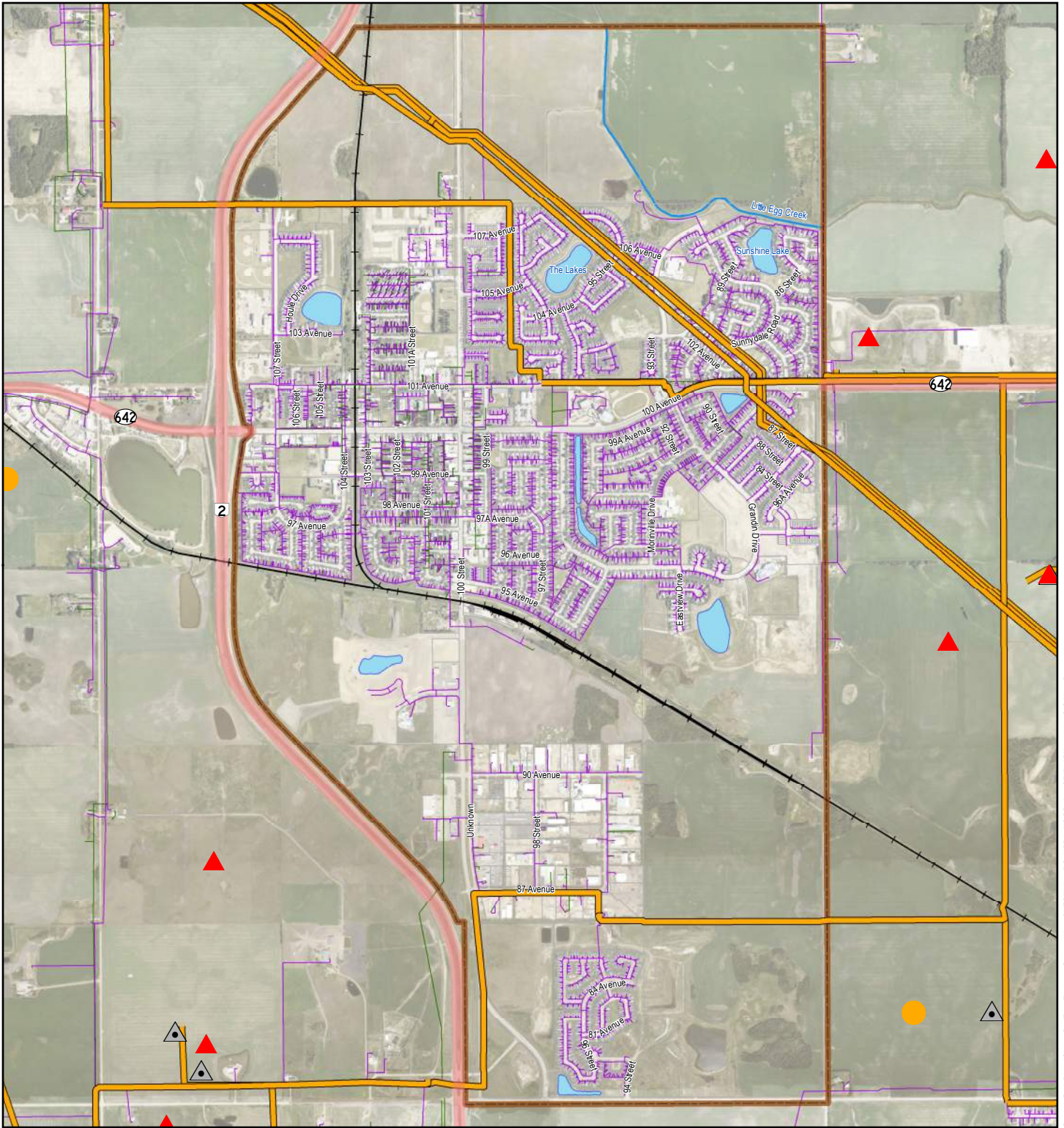
-  < 4 ha
-  4 to 10 ha
-  > 10 ha










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**TOWN OF MORINVILLE:  
GROWTH MANAGEMENT  
STUDY  
MAP 8.7:  
PARCEL OWNERSHIP  
AND FRAGMENTATION**








-  Town Boundary (GMS Study Area)
-  Railway
-  Highway
-  Watercourse
-  Water Body
-  ERCB Facility
-  ERCB Pipeline

#### Oil and Gas Wells

-  Active
-  Abandoned/Suspended

#### Low Pressure Pipeline

-  Active
-  Abandoned



**TOWN OF MORINVILLE:  
GROWTH MANAGEMENT  
STUDY  
MAP 8.8:  
ENERGY  
INFRASTRUCTURE**

## ■ 9.0 Land Use Concept

This chapter presents a proposed land use concept to accommodate Morinville's future growth needs. Largely aligned with the land use concept in the MDP, ASPs, and the future transportation network in the TMP, the future land use concept shown in **Map 9.1** provides a recommended approach for addressing gaps and take advantage of opportunities identified in this study.

This land use concept is for consideration only and is intended to be refined through subsequent municipal processes and plan amendments. The forthcoming MDP review and update presents an opportunity to review and refine some of these recommendations through engagement and discussion with Town Council and residents. In some cases, further analyses may be required to determine the full range of impacts of the recommendations presented.

### Land Uses

As presented in Chapter 7, the town has an oversupply of residential land and a shortage of industrial land. The proposed land use concept contemplates redesignating unabsorbed residential land for employment uses (commercial, business industrial, industrial) to better balance the Town's land supply and ensure one core land use is not depleted significantly faster than the others. Although the results of the future land requirements analysis presented in Chapter 7 do not point to a shortage of commercial land, the oversupply of residential land is such that it could accommodate additional reallocations. Additionally, as the Town grows in conformance with the regional growth directions established by the EMRB, the urban fabric within the Town may need additional commercial nodes of different scales to ensure future residential developments are well serviced with amenities that allow residents to meet their daily needs.

The areas recommended to be redesignated for employment uses were selected based on input from Town staff related to:

- serviceability;
- suitability to accommodate appropriate buffers between incompatible land uses (i.e., industrial-residential);
- capacity to enable contiguous growth;
- making the best use of current and planned arterial roadways; and
- equitable access.

An overview of the suggested redesignation areas includes the following:

- North of the South Glens ASP area (no approved plan in place): unabsorbed commercial and unabsorbed residential lands between the planned extension of 90 Avenue and the South Glens ASP area was redesignated for industrial uses, with the lands along East Boundary Road being redesignated for commercial uses.
- South Glens ASP area (approved plan in place):<sup>23</sup> a portion of unabsorbed residential land located north of the collector road realignment and along East Boundary was redesignated for commercial uses to serve as a buffer between the future residential development within this ASP and the redesignated industrial lands to the north.

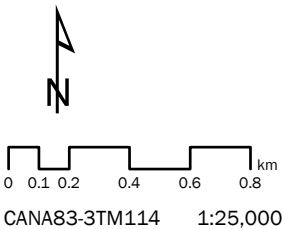
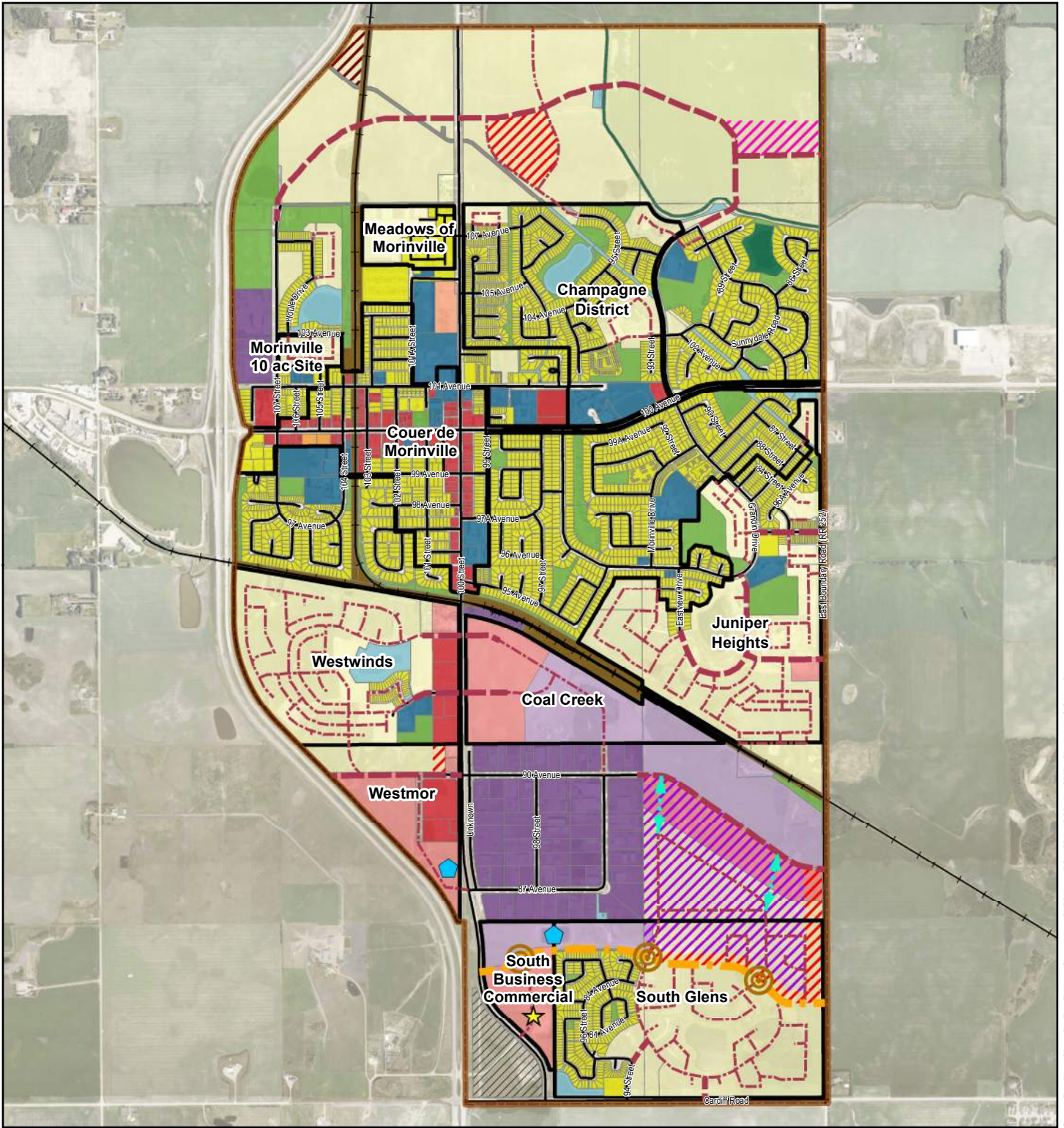
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<sup>23</sup> The Town expects a significant update to this ASP to redesign the undeveloped portion.

- Westmor ASP area (approved plan in place): a portion of the unabsorbed commercial land was redesignated for industrial uses, and the northeast corner of the plan, which is currently planned for residential uses, was redesignated for commercial uses to promote the contiguity of commercial activity along 100 Street.
- Unabsorbed residential lands to the north: there is a vast supply of future residential lands in the undeveloped portion of the Town to the north. The proposed land use concept shows a proposed east-west collector connection across these lands, along with a planned “Y” shaped minor roadway providing north-south connectivity. As planned, the future roadway network provides some opportunities for the location of high scale commercial and business industrial uses in three main locations:
  - In the northwest corner of the Town, between the Town’s boundary, the rail line, and Manawan canal: if allocated for future residential growth, these lands would risk insufficient connectivity to the rest of the community. Instead, there is an opportunity to develop highway commercial uses, provided accommodations are made to guarantee safe access from Highway 2.
  - Between the future collector road and the two ends of the future “Y” shaped minor roadway: commercial uses with large footprints requiring somewhat central locations within a community, such as high scale grocery stores, could be located here.
  - Along the east end of the planned collector road, up to East Boundary Road: this area presents an opportunity for business commercial and business industrial uses with low impact on surrounding residential lands, which is further supported by policy 10.7 of the current MDP stating that “Morinville shall consider the development of new ASPs or amendment of existing ASPs to facilitate non-residential development along East Boundary Road where supported by infrastructure capacity”. With the planned road network and being perpendicular to East Boundary Road, this general area would be a prime candidate for such non-residential location.

It should be noted that the unabsorbed residential lands to the north were not considered for future traditional industrial uses at this time, due to the Town wanting to maintain their industrial land supply contained in the south, where the industrial park is already located. However, this area could be considered for certain types of industrial uses at the MDP planning stage if there is a desire to further balance the projected depletion of the Town’s unabsorbed land supply.





- Town Boundary (GMS Study Area)
- Railway
- Roads
- Parcel
- Approved Plan in Effect
- Unabsorbed Residential
- Unabsorbed Commercial
- Unabsorbed Industrial

- Employment Opportunities (Conceptual)**
- Commercial
- Highway Commercial
- Industrial
- Business Commercial/Industrial
- Future SWMF

- Proposed Major Collector Roadway
- Proposed Minor Roadway
- Missing Link (Conceptual)
- Proposed Major Collector Roadway Realignment
- Proposed Traffic Calming Measures
- Park and Ride Flex Location

**TOWN OF MORINVILLE:  
GROWTH MANAGEMENT  
STUDY**

**MAP 9.1:  
LAND USE CONCEPT**

### Transportation

Supplementing the proposed land use changes, the land use concept includes several recommendations to improve connectivity of the transportation network. First, it shows a proposed realignment of the major collector road between 100 Street and East Boundary Road to create a more direct east-west connection through the South Glens ASP area. If this realignment were to take place, the concept recommends potential locations for traffic calming measures to support traffic and speed management, especially through residential areas.

The land use concept also identifies a location for a park-and-ride in the South Business Commercial ASP area, flexibly located on the land across from ATEC's future interchange. As described in Chapter 8, if ATEC were to relocate their proposed interchange or abandon the project all together, the park-and-ride could be shifted to those lands instead.

Although not reflected in the land use concept, it is recommended that the Town provides policy direction for future residential neighbourhoods to consider a more traditional grid-like pattern to improve connectivity and accessibility within and between residential uses.



## ■ 10.0 City Status

In the past, the Town of Morinville has discussed changing its status from a town to a city. Although it remains a town in 2024, it is prudent to explore this opportunity considering the projected population and employment growth noted in this Study. This chapter presents an overview of governing legislation that gives authority to change a municipality's status, identifies existing communities who have obtained city status in Alberta, and includes general factors to consider when contemplating the most suitable approach for an urban municipality.

To supplement this chapter, **Appendix C** includes a technical article on city status published in 2017 of which some content is now out of date considering recent legislation amendments and population growth. **Appendix D** includes documentation from other Alberta municipalities containing details regarding their decision to pursue (or not) city status.

### Enabling Legislation and Requirements

Prior to being repealed in 2022, the MGA required that an urban municipality must have a population base of 10,000 people or more to incorporate as a city, however, it was not mandatory to switch status. The MGA no longer has minimum requirements to incorporate as a city. Section 93 of the MGA gives authority for a municipality to initiate a change of status, reading as follows:

Initiation of a change of status

**93** The Minister may recommend to the Lieutenant Governor in Council an order be made changing the status of a municipality if

- (a) the Minister receives a request from the municipality's council,
- (b) the Minister received a sufficient petition from the majority of electors in the municipality requesting the change in status, or
- (c) the Minister is satisfied that the municipality no longer meets the applicable principles, standards and criteria established under section 76 or, in the case of a specialized municipality, that the reasons for its original formation as a specialized municipality no longer exist.

### Cities in Alberta

At the start of 2024, there were 19 municipalities in Alberta that have obtained city status. Of these 19 cities, Beaumont is its newest, officially becoming a city on January 1, 2019.

Table 10.1: Existing Cities in Alberta

No.	Name	Incorporation Date (city)	Population (2021)
1	Calgary	1894	1,306,784
2	Edmonton	1904	1,010,899
3	Lethbridge	1906	98,406
4	Medicine Hat	1906	63,271
5	Wetaskiwin	1906	12,594
6	Red Deer	1913	100,844
7	Camrose	1955	18,772
8	Grande Prairie	1958	64,141
9	Lloydminster (AB portion)	1958	19,739
10	St. Albert	1977	68,232
11	Leduc	1983	34,094
12	Airdrie	1985	74,100
13	Fort Saskatchewan	1985	27,464
14	Spruce Grove	1986	37,645
15	Cold Lake	2000	15,661
16	Brooks	2005	14,924
17	Lacombe	2010	13,396
18	Chestermere	2015	22,163
19	Beaumont	2019	20,888

Source: Statistics Canada (2021) and Alberta Municipal Affairs

Based on the 2021 federal census data, nine municipalities would have been eligible for city status under the pre-2022 MGA based on their reported populations – Cochrane (pop. 32,199), Okotoks (pop. 30,405), Stony Plain (pop. 17,993), Sylvan Lake (pop. 15,995), Canmore (pop. 15,990), Strathmore (pop. 14,339), High River (pop. 14,324), Blackfalds (pop. 10,470), and Morinville (pop. 10,385). Additionally, two urban service areas are eligible for city status – Sherwood Park (pop. 72,017) and Fort McMurray (pop. 69,652). At the time of writing the Growth Study, the Town of Cochrane was actively exploring the pros and cons of city status and was scheduled to receive a report on the subject in the spring of 2024.

Despite these municipalities and urban service areas meeting the former population threshold to classify as cities, there are several factors for municipalities to consider that may inform the decision to apply for a municipal status change.

### Considerations

The change from town to city status involves several considerations, including but not limited to civic pride and identity, services and infrastructure, economic opportunities, and political representation.

#### CIVIC PRIDE AND IDENTITY

Towns are often known for their sense of belonging and perceived as close-knit communities. They attract individuals who associate the term with smaller, friendlier, and more connected communities and are looking to avoid traditional city life (Okotoks, 2014). In some cases, smaller communities are reluctant to grow and develop in fear of losing the unique elements that have made their communities the way they are today; this sentiment has been echoed by other municipalities when having similar discussions (Stony Plain, 2014, Whitecourt, 2017).

In other cases, communities view growth as a way of bringing new life into an area. Cities, which tend to be larger and more populated, often have increased cultural representation, celebrations, events, and civic investment, which all lead to opportunities for social interactions that can strengthen community bonds. They attract individuals who enjoy more activity and prefer to have easier and more efficient access to a wider range of amenities.

Despite positive associations that can come with city status, some municipalities are hesitant to make the switch as the terminology signifies a change from a community-based persona to an image of growth and rapid development (Whitecourt, 2017). Others acknowledge the significance of the decision as the chosen term conveys a message about the community and who they want to be (Sylvan Lake, 2022).

#### SERVICES AND INFRASTRUCTURE

Cities are commonly perceived as having access to more resources that allow them to provide better and higher levels of services to residents. These services may include roads, public transportation, recreational facilities, and emergency response, amongst others.

Cities have title to all roads within their boundaries, which means that they can approve road closures on their own and have autonomy from the province for subdivision and development approvals in proximity to highways. Cities can also negotiate obtaining authority for the portion of provincial highways that fall within their municipal boundaries. In most cases, this includes paying the costs of completing highway maintenance and upgrades, though there can be some exceptions.

In contrast, road titles within towns are vested in the province meaning that road closure bylaws require provincial approval before being passed, as do subdivision applications within proximity to provincial highways. Despite being subject to additional reviews throughout the land development process, the financial responsibilities associated with owning these highways can outweigh the benefits (Stony Plain, 2014).

#### ECONOMIC OPPORTUNITIES

Towns are commonly defined by the industries they were founded upon (i.e., agriculture, oil, etc.), and proudly display features that pay tribute to their past. With elements like pedestrian-scaled downtowns, murals representing significant events, and long-standing local businesses, residents and visitors alike are drawn to communities that have intentionally preserved elements that showcase their heritage.

As communities grow, especially to more urban standards, economies are starting to diversify to accommodate a wider range of commercial and industrial needs and interests. City status can create a perception of being “open for business”, resulting in the potential for increased tourism and business investment opportunities (Whitecourt, 2017). As growth continues, larger populations demand a wider range of economic activities; this continues the momentum towards progress and expansion, sometimes losing the unique attributes that communities were originally known for.

#### POLITICAL REPRESENTATION

Towns are represented by a local council that typically consists of five or seven members: one mayor, who serves as the chief elected official, and four or six councillors. Typically, town councils represent the entirety of the community, including the full geographic area contained within the municipal boundary. There is a perception amongst smaller communities that if they become too big, elected officials will have a harder time connecting with residents of that community which can become a concern when considering the changes that come with a growth mindset (Stony Plain, 2014).

In contrast, cities are governed by a mayor and an even number of councillors. Alberta’s two largest cities have established ward systems and both Red Deer and Lethbridge have considered the same in the past. Ward systems allow elected official representation for specific geographic areas within a municipality and are believed to support better decision-making and increase responsiveness to local needs. In addition to the potential benefits of utilizing a ward system, there is also a perception that cities have greater influence on matters involving higher levels of government (i.e., being one of 19 cities rather than one of 105 towns). This presents another opportunity to leverage the political structure to have a larger political impact (Lacombe, 2010) and receive additional support from other levels of government.

The considerations noted above are referenced to provide examples of potential tradeoffs. They are not intended to capture the full scope of advantages and disadvantages that may result from remaining a town or becoming a city. Ultimately, municipalities need to consider their values, local priorities, and vision for the future to determine the best course for their communities.

## ■ 11.0 Conclusions and Recommendations

### 11.1 Summary of Findings by Chapter

The following is a summary of the major takeaways from each section of this Growth Study:

#### Chapter 1 Introduction

- Morinville's Growth Study identifies when, where, why, and how all types of future development could be accommodated over a 40-year horizon (2024-2064). The purpose of this study is to serve as a background technical document to inform the forthcoming MDP review and update planning process.
- Morinville's last annexation took place in 1983, which added 401 ha of land to the Town's jurisdiction. The Town has not had any boundary adjustments since.
- The study area of this Growth Study is the Town's current boundary. All the analyses presented in this study are generally limited to the assessment of lands under the Town's jurisdiction.

#### Chapter 2 Historical Population Growth Analysis

- Morinville has grown from a population of 49 in 1901 to 10,385 in 2021.
- Between 1981 and 2021, Morinville's compound annual growth rate has varied between 0.4% and 17.2%.
- Morinville's population growth pattern over the last 40 years is mainly reflective of employment opportunities within the Town, proximity to employment areas in the surrounding Edmonton Metropolitan Region (EMR), and a high quality of life that attracts new residents while sustaining existing residents.

#### Chapter 3 Demographic Profile and Emerging Trends Analysis

- Between 2016 and 2021, Morinville experienced a 5.5% population increase, compared to a 7.3% increase in the surrounding EMR, and a 4.8% increase across Alberta.
- In 2021, the average age of Morinville's population was 36.9, with a lower proportion of seniors and adults and a higher proportion of children compared to the rest of Alberta and Canada.
- In 2021, the average household size in Morinville was 2.7. Of all households, 73.2% of households lived in single-detached dwellings while 88.3% owned their home.
- In 2021 the average household income (before tax) in Morinville was \$117,500 and the median household income was \$108,000. A difference of 8.1% (compared to a difference of 19.8% in Alberta) indicates that Morinville has less income disproportionately distributed amongst the wealthiest households.

#### Chapter 4 Population and Employment Projections

- Population and employment projections were prepared to the year 2066, not 2064, to coincide with a planned federal census year. These two additional years (stub years) act as a buffer to account for the two-year timeline of administrative and planning processes associated with this Growth Study and the forthcoming MDP review and update.
- Morinville's Growth Study presents future population and employment projections under three scenarios: Base Case, High Case, and Low Case.

- The EMRB's low, medium, and high projections for the Town are also provided for comparison. However, given the wide range of end population counts between the different EMRB scenarios, it is recommended that they be considered for information purposes only.
- In the EMR, Morinville's projected growth is most similar to the trajectory experienced by Fort Saskatchewan in the 25 years after surpassing a population of 10,000.
- The Base Case projections represent the most likely future for Morinville based on regional and provincial expectations.

Table 11.1: Summary of Morinville Growth Study Case Scenarios

Characteristic	2066 (Total)		
	Base Case	High Case	Low Case
Population	18,510	21,130	17,605
Employed residents	9,850	10,560	9,085
Jobs	5,290	5,510	5,070
Dwelling units	7,190	8,220	6,890

Source: *metroeconomics*

## Chapter 5 Status of Town Lands

- As of 2023, Morinville's gross land supply totaled 1,132.8 ha – this included 1,090.6 ha of gross developable land, or 96.3% of the Town's total land base. From this, 552.5 ha (48.8%) was already absorbed, and 538 (47.5%) ha was unabsorbed.
- This unabsorbed land supply is allocated for future residential (426.9 ha), commercial (58.6 ha), and industrial (52.5 ha) uses.
- Based on historical rates of land absorption, it would take Morinville approximately 59.4 years from the end of 2023 (2083-2084) to consume the Town's unabsorbed land supply (538 gdha) through the subdivision plan registration process. However, this is only a generalized estimate that does not consider population and employment projections, or any other factors affecting the consumption of core land uses. Chapter 7 offers a more detailed insight on future land requirements.

## Chapter 6 Growth Assumptions

- This Growth Study estimates that the residential density for unabsorbed residential lands will average 28.3 dwelling units per net residential hectare (du/nrha). This is a weighted average considering the proposed density of plans that are exempt from regional density requirements and those areas that are required to be planned with a minimum density of 30 du/nrha per the EMRGP.
- This Growth Study assumes that the current relationships between absorbed residential and commercial, industrial, and institutional lands will remain constant.
- This Growth Study assumes that 35% of gross developable land needs for future residential growth and 30% for future non-residential (commercial, industrial, and institutional) growth will accommodate the necessary net developable overheads.
- This Growth Study applies a 10% market allowance to the gross residential, commercial, and industrial land needs in recognition that some land within the future growth areas will not develop within the horizon of the GMS.



### Chapter 7 Future Land Requirements

- Morinville has sufficient residential, commercial, industrial, and institutional land supplies to accommodate more than 40 years of growth under the Low Case scenario.
- Morinville has sufficient residential and commercial land supplies to accommodate more than 40 years of growth in the Base Case scenario but would require additional industrial lands around the 40-year mark.
- Morinville has sufficient residential and commercial land supplies to accommodate more than 40 years of growth in the High Case scenario but would require additional industrial lands around the 30-year mark.
- Overall, Morinville currently has a greater supply of unabsorbed residential lands and a lesser supply of unabsorbed industrial lands, compared to what would be needed to support the next 40 to 50 years of growth.
- The MDP review and update should consider amendments to the land use concept to accommodate additional employment uses in areas currently designated for residential uses. Chapter 9 provides more detailed recommendations.

### Chapter 8 Study Area Analysis

- Roadway improvements, rail upgrades, and watercourse crossings are recommended, and in some cases, required, to improve connectivity and accessibility throughout the Town.
- Upgrades and improvements to water, wastewater, and stormwater servicing will be required to accommodate the growth proposed in Town master plans.
- Future growth and development must be in alignment with overarching regional plans (e.g., EMRGP, RAMP, etc.), and the Town's statutory and non-statutory plans.

### Chapter 9 Land Use Concept

- The land use concept presents recommendations to accommodate Morinville's future growth, as projected in the Growth Study.
- It recommends redesignating unabsorbed future residential lands for employment and commercial uses in the southern portion of Morinville. This would more evenly balance projected land supply needs and enable improvements to the Town's transportation network.
- The recommended land use concept identifies opportunities for the location of additional employment uses in the unabsorbed residential lands to the north, which is something the Town could consider and refine during the forthcoming MDP review and update if there is a desire to further balance the projected depletion of the Town's unabsorbed land supply.
- The land use concept is for consideration only and is intended to be refined through subsequent municipal processes and statutory plan amendments.

### Chapter 10 City Status

- Contemplating the change from town to city status is a common discussion amongst municipalities that requires consideration of several factors including civic pride and identity, services and infrastructure, economic opportunities, and political representation.
- At the start of 2024, 19 municipalities in Alberta had city status.

- Eligible municipalities should evaluate the trade-offs associated with the various factors (such as control over highways versus responsibilities to maintain them), in addition to their values, local priorities, and vision for the future to determine the best course for its community.

### 11.1 Summary of Recommendations for the MDP Review and Update

The following is a summary of the recommendations for consideration during the forthcoming MDP review and update:

- Update the population and employment growth assumptions based on the detailed and evidence-based growth analysis presented in this study.
- Enhance the connection between MDP goals, strategies, and specific actions. The goals of the current MDP, as summarized in Section 5.1, are still relevant considering current planning best practices and the regional context. After confirming and refining these goals with the community, the Town could focus on identifying the most immediate opportunities to realize them.
- Include a sound implementation and monitoring plan as part of the new MDP to keep track of relevant indicators that can provide key information for decision making as well as for accountability purposes.
- Reallocate some of the long-term residential growth lands to employment uses, considering the opportunities identified in the land use concept developed as part of this study (Chapter 9). Employment uses may include predominantly commercial uses, but some types of industrial uses could also be suitable, pending a review of the serviceability and marketability of lands.
- Consider the potential changes on the type, scale, and distribution of commercial uses in future growth lands.<sup>24</sup> The future land requirements analysis presented in Chapter 6 assumes that the current relationship between residential and commercial land footprint will be carried forward, but does not contemplate the distribution of such uses. The new MDP should provide strategic commercial growth directions to ensure alignment with the Region's direction for what constitutes desirable urban forms and complete communities, among other key considerations.
- Include policies to prepare for the chance that ATEC will change or cancel its current plan to build a new interchange in the southwest corner of the Town. This could include defining alternative land use designations for the affected lands, and designating an accessible and flexible location for a park-and-ride facility that could easily be relocated to the northeast portion of the ATEC interchange footprint should the current plans be modified or abandoned altogether.
- Include policies to ensure that new neighbourhoods are built with connectivity and accessibility as top transportation priorities. This will have an impact on urban design and the overall development form of the Town, so extensive engagement with the community and the local development industry should be done to support any decisions.
- Consider applicable RAMP policies and identify strategies for alignment. As a community designated as a rural centre in the EMRGP, RAMP requires the Town to prepare an Urban Agriculture Plan within two years of approval by the Government of Alberta and to submit it to the EMRB for review and comment. The basis for this plan could be established through the forthcoming MDP review and update.
- Identify the nine private owners with the largest concentration of unabsorbed lands in the Town and invite them to participate as key interested parties in the MDP engagement process.

<sup>24</sup> The trends of commercial real estate have seen many changes in the last decade, with the most significant shifts occurring during and in the aftermath of the global pandemic. Urban centres are faced with redefining their vision and priorities when it comes to the integration of commercial uses in the urban fabric. Success in this endeavor will likely follow due consideration of the impacts that each different model can have on the economy, municipal finances, and social behaviour.



**Appendix A**  
*metroeconomics'* Sub-Provincial Projection System

## Appendix A – *metroeconomics* Sub-Provincial Projection System

*metroeconomics* has developed a community-based projection system that takes account of the economic and demographic factors influencing an area's potential population, dwelling and employment growth. The system takes these factors into account as follows:

- the economic base of the community is identified through the de-composition of local jobs on a place of work basis by industry into those that are economic base industries and those that are community base industries; this is achieved using a location quotient process;
- economic base industries produce goods and services consumed primarily by businesses or people outside of the local community; these industries – also called export-based industries – produce agriculture or manufactured products for consumption elsewhere or provide tourism or higher-order education or health care services to visitors/temporary residents of the area;
- the potential for growth of a local community's economic base jobs is identified through assessing how many such jobs exist today and how many might exist in the future drawing on *metroeconomics'* extensive forecasts of economic base industrial job trends nation-wide and province-wide;
- an assessment is also made of the potential for residents to commute to jobs in nearby major employment locations drawing on existing patterns and on *metroeconomics'* base case forecasts of such jobs in metropolitan areas across the country;
- the potential for job growth within the local area and for job growth in nearby locations determines the potential for job growth among residents;
- the *metroeconomics'* system ties this resident job growth potential to the demographic side of the community; if potential job growth among local residents exceeds the current supply of workers (based on an age and gender assessment of the current population, age specific rates of labour force participation and the level of unemployment), in migration occurs; thus job growth potential determines population growth potential recognizing that every new job-holding resident typically brings with him/her one or two dependents;
- the system further considers the fact that each new resident jobholder increases the number of workers required to service the local population – the community base jobs (by industry) – and that these additional community base jobs, in turn, create the need for more workers, more residents, etc.;
- resident job growth, in other words, drives the community's net in-migration requirements which, along with standard assumptions regarding fertility and mortality rates, provide the parameters needed to develop local area population projections by age and gender;
- preferences for dwellings by structural type by age based on recent Census evidence allow for the development of projections of future dwellings and of persons per dwelling based on the evolving future age profile of the population;
- projected economic base jobs by industry are added to projected community base jobs by industry to determine the total number of jobs by place of work that will exist in the community in the decades ahead; and
- the projected population by age and gender, dwellings by structural type and employment by place of work by industry can then be used by other members of the consulting team to develop future land use requirements.

The system described above develops detailed projections for each and every year into the future. This allows clients to choose the future years of concentration, be it 2036, 2049, etc. Projections are developed using the system above based on historical trends in job creation, dwelling needs, shifting structural preferences, construction patterns, real estate market trends, and national and provincial trends in job growth by industry and population growth by source (births, deaths, net migration).

Census 2021 data for the population by age and gender, dwellings by structural type by age of head, labour force activity rates and employment by place of work by industry serve as the base year estimates for all variables. Where available locally collected Census information can provide the base year estimates.

Typically, three projections are prepared including a Base Case that reflects *metroeconomics'* assessment of the most likely future growth path for the area, plus a High Case and Low Case that reflect local area expectations regarding the key exogenous variables (reflecting local economic development targets, plans for expansion, etc.).





## **Appendix B**

### Location Quotient Procedure: Economic and Community Based Jobs



## Appendix B – Location Quotient Procedure: Economic and Community Base Jobs

Employment by industry in any given area can be decomposed into economic base jobs (those that drive the overall economy) and community base jobs (those that serve the local population). The population growth of an area typically depends on its potential for growth in economic base employment while an area's growth in community base employment depends on its population growth. In recognition of this interdependence between population and employment growth *metroeconomics* developed a community-based projection system that takes account of the economic and demographic factors influencing an area's growth potential. The system takes these factors into account as follows:

- the economic base of the community is identified through the de-composition of local jobs on a place of work basis by industry into those that are economic base jobs and those that are community base jobs; this is achieved using a location quotient process.
- economic base industries produce goods and services consumed primarily by businesses or people outside of the local community; these industries – also called export-based industries – produce agriculture, mining, or manufactured products for consumption elsewhere or provide tourism or higher-order education/health care services to visitors/temporary residents.
- the potential for growth of a local community's economic base jobs is identified through assessing how many such jobs exist today and how many might exist in the future drawing on *metroeconomics'* extensive forecasts of economic base industrial job trends nation-wide and provincially.
- an assessment is also made of the potential for residents to commute to jobs in nearby employment locations drawing on existing patterns and on *metroeconomics'* base case forecasts of such jobs by sub-provincial area across the country.
- the potential for job growth within the local area and for job growth in nearby locations determines the potential for job growth among residents.
- the *metroeconomics* system ties this resident job growth potential to the demographic side of the community; if potential job growth among residents exceeds the current supply of workers (based on an age and gender assessment of the current population, age specific rates of labour force participation, the level of unemployment, and the need to replace retiring workers), in-migration occurs; thus job growth potential determines population growth potential recognizing each new job-holding resident typically brings along one or two dependents.
- the system further considers the fact that each new resident jobholder increases the need for workers who service the local population – the community base jobs – and that these additional community base jobs, in turn, create the need for more workers, more residents, etc.
- growth in employed residents, in other words, drives the community's net in-migration requirements which, along with standard assumptions regarding fertility and mortality rates, provide the parameters needed to develop local area population projections by age and gender.
- projected economic base jobs by industry are added to projected community base jobs by industry to determine the total number of jobs by place of work that will exist in the community in the decades ahead.

The Location Quotient procedure is carried out as follows:

- All jobs in agriculture and forestry, in mining and oil and gas extraction, and in manufacturing are economic base jobs as most of their production is consumed by businesses and people outside of the area.
- For all other industries, the number of jobs per 1,000 residents in the area is compared to that ratio across the relevant province. Where the ratio in an industry in the area exceeds that of the province it is assumed the excess jobs in the area are providing services to people or businesses outside of the area. These excess jobs are defined as export-based service jobs and their output as exportable services.



## Appendix C

### City Status in Alberta





# City Status in Alberta

Calgary is Alberta's eldest and most populous city.

SOURCE: Laurie Kimber

Could Alberta soon be experiencing a city-boom? Despite Alberta being the fourth most populous province in Canada, it has only 18 incorporated cities compared to 50 in British Columbia, 51 in Ontario and hundreds in Quebec. However, Alberta's number of cities may soon be on the move. Eleven communities in the province are currently eligible for city status, while another two are about to achieve eligibility. With three towns currently investigating city status to varying degrees—Beaumont, Morinville and Whitecourt—now is an opportune time to learn more about city status in Alberta, including the pros and cons of city status, the implications of the new *Municipal Government Act (MGA)* on cities, and how city status in Alberta compares to city status elsewhere within the coverage of *PLAN North West*.

## Enabling Legislation and Requirements

The authority to incorporate a community as a city rests within the *MGA*. Section 82 of the *MGA* states: "A city may be formed for an area in which (a) a majority of the buildings are on parcels of land smaller than 1850 square metres, and (b) there is a population of 10,000 or more."

Essentially, a community with an urban development pattern can incorporate as a city when it meets or exceeds a population of 10,000.

## Alberta's Cities

Of Alberta's 18 cities, Chestermere is its newest. Previously a town, and originally a summer village, Chestermere officially became a city on January 1, 2015. Alberta's eldest city is Calgary, which changed from town status to city status on January 1, 1894. Calgary is also the largest city in Alberta by population, while Wetaskiwin is the smallest.

### Former Cities

While Alberta only has 18 cities, three other cities have existed in the province over the course of its history. Originally incorporated as a town in 1899, the City of Strathcona formed in 1907 and existed until 1912 when it amalgamated with the City of Edmonton.

Drumheller held city status between 1930 and 1998, under which at no time it had a population of 10,000 or more. The reason it was able to hold city status was that the requirements to incorporate as a city in 1930 were different than those under the current *MGA*. Drumheller relinquished its city status in favour of town status in 1998 when it amalgamated with the former Municipal District of Badlands No. 7.

The New Town of Fort McMurray incorporated as a city in 1980. It held that status for 15 years until the city amalgamated with its surrounding Improvement District No. 143 in 1995 to form what is now known as the Regional Municipality of Wood Buffalo (RMWB). It is now technically a hamlet that is further designated as an urban service area. An urban service area is deemed to be equivalent to a city. Despite it no longer holding city status, the RMWB continues to regularly refer to Fort McMurray as a city.

### Communities Eligible for City Status

A key word within section 82 of the *MGA* is the word 'may'—"A city *may* be formed..." Incorporating

as a city is not a mandatory requirement once an urban community reaches the milestone of 10,000 residents.

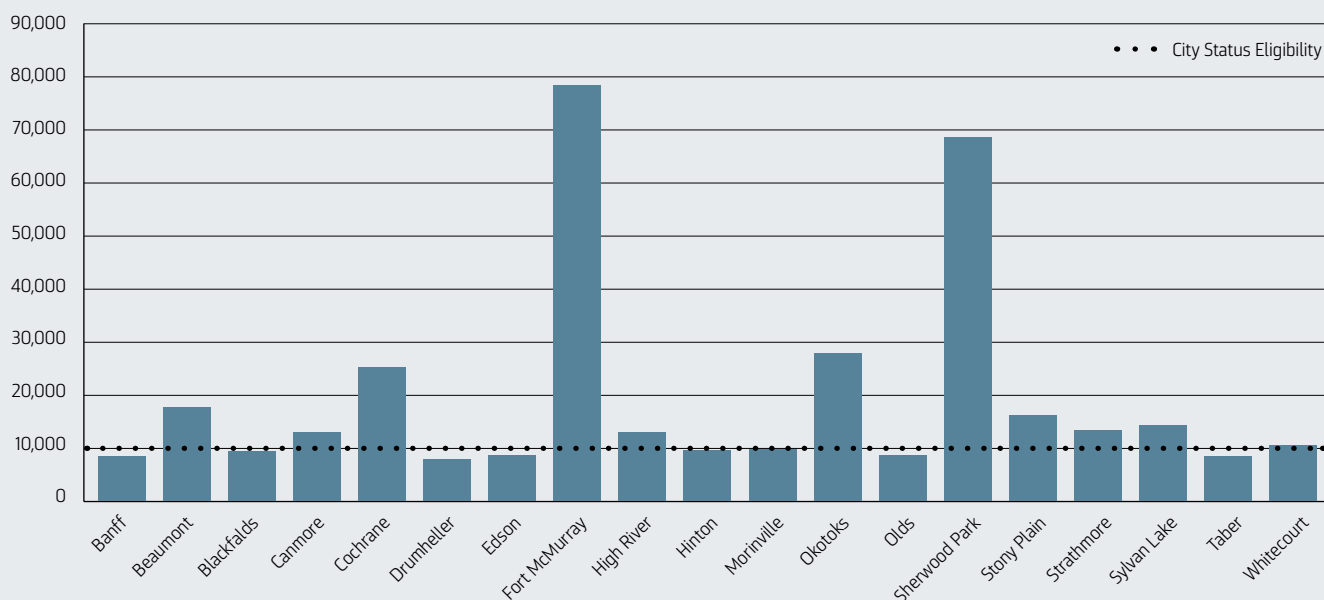
Eleven communities, including two urban service areas and nine towns, are eligible for city status. The two urban service areas include Fort McMurray and Sherwood Park within Strathcona County. The nine towns that are currently eligible for city status, but have yet to formally pursue city status, include Beaumont, Canmore, Cochrane, High River, Okotoks, Stony Plain, Strathmore, Sylvan Lake and Whitecourt.

The background image shows the geographic distribution Alberta's 18 cities as well as the 11 communities that are eligible for city status. The highest concentration of cities and city-eligible communities are found within the Edmonton Region followed closely behind by the Calgary Region. A third cluster has recently emerged in the Red Deer Region as well.

### Current City Status Investigations

Three towns are currently in varying stages of city status investigations. Southeast of Edmonton, the Town of Beaumont investigated the pros and cons of city status a few years ago. Through the update of its municipal development plan, it is now consulting with its residents on whether Beaumont should become a city or remain a town.

**Figure 1: Population of Alberta's Urban Service Areas and Towns over 8,000**



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North of Edmonton, the Town of Morinville conducted a municipal census this year that counted a population of 9,893, just shy of the city status milestone population of 10,000. With population growth expected to continue, the town recently accepted a preliminary investigation of city status as information in October 2016.

To the northwest of Edmonton, the Town of Whitecourt motioned to investigate changing its status in September 2016. The motion occurred after completing preliminary due diligence with the Province of Alberta's Minister of Transportation regarding the responsibility for highways that run through its municipal boundaries.

In addition to these three towns, Stony Plain may be heading in the same direction. Its town council is currently engaged in the development of a regionalism policy to guide a strategic planning exercise to be undertaken in 2017. Thus far, the regionalism policy development initiative has presented information to town council on city status.

### Towns Aspiring to be Cities

Two towns that are not yet eligible for city status have expressed interest in becoming cities once their populations hit five digits. Most recently, the Town of Olds, midway between Calgary and Red Deer, researched the pros and cons of becoming a city in 2012.

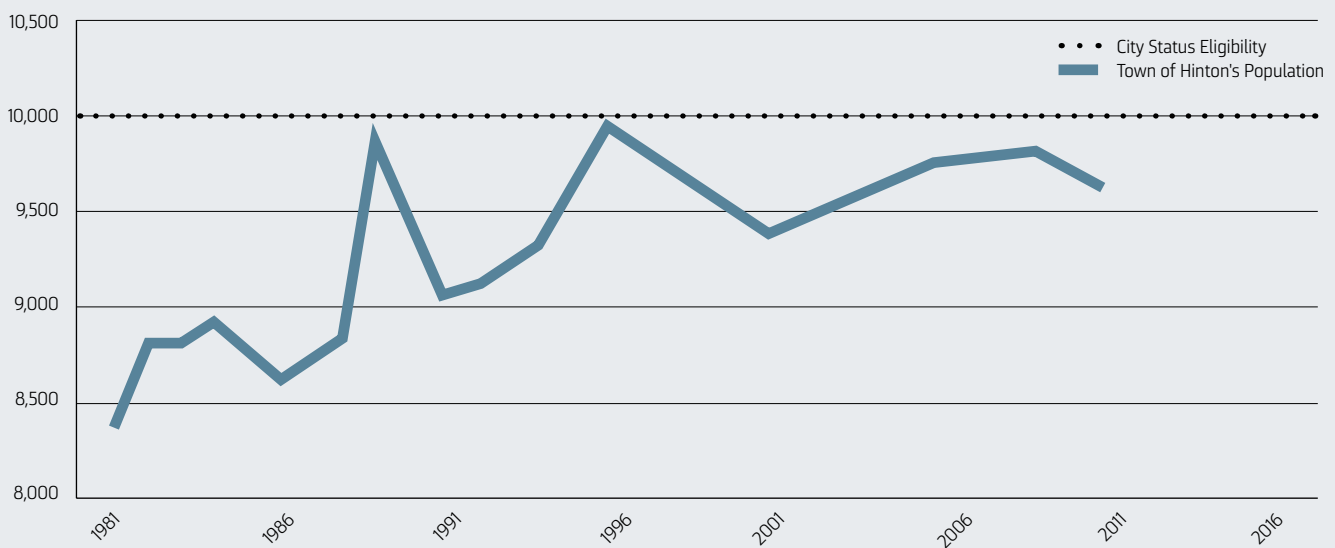
Approximately 275 km west of Edmonton, the Town of Hinton has been in a state of city status limbo for over 25 years. It commissioned a city status investigation in 1990 after recording a population of 9,893 in its 1989 municipal census. However, it has experienced some population instability in years since, coming close to surpassing the milestone again in 1996 and in 2009.

Five other towns in Alberta are within striking distance of becoming eligible to pursue city status in the short to medium-term future. Banff, Blackfalds, Drumheller, Edson and Taber are all within 2,000 residents of the 10,000 milestone. At a 2016 population of 9,510, Blackfalds is anticipated to hit five-digits in 2017, though its mayor commented in July 2016 that consideration of city status is not currently in the cards.

### Implications of Municipal Government Act Review on Cities

The first set of amendments to the *Municipal Government Act (MGA)* enacted in 2015 has paved the way for the preparation of city charters "to address the evolving needs, responsibilities and capabilities of cities in a manner that best meets the needs of their communities." Cities charters are already in the works for Alberta's two big cities—Calgary and Edmonton. The charters are being created in recognition that, as the cores of the province's two main metropolitan

**Figure 2: Town of Hinton's Journey to 10,000**





areas, Calgary and Edmonton play key roles in providing services for residents beyond their city boundaries throughout their metropolitan areas and extending across the far reaches of the entire province. The charters will enable increased autonomy in municipal decision-making and new funding opportunities to deliver programs and services for residents living within and beyond their corporate boundaries.

City charters are not limited to Alberta's big cities however. Any city in the province may request the Lieutenant Governor in Council to establish a charter for itself. Also, city charters do not give these cities special incorporated status among its peers. A city is still a city under the *MGA* whether or not a city charter is in effect.

The second set of *MGA* amendments introduced in 2016 proposes a new power available to cities. The new *MGA* proposes that a city council may establish, within its land use bylaw, alternative time periods for the processing and approval of development permit and subdivision applications. At present, the legislated time limits for development permit and subdivision applications are 40 days and 60 days respectively.

### Pros and Cons of City Status

According to the above *MGA* implications and recent research, largely arising from two of the most recent city status investigation reports that have been published (Strathmore's in 2011 and Stony Plain's in 2014), some of the key pros and cons of city status are summarized in Figure 3.

Overall, the go/no-go decision on whether a town decides to apply for city status most often comes down to one of two issues.

First, is the town willing to take on the costs and responsibilities for maintaining highways that traverse their communities? For Lacombe, it was not until the Province of Alberta committed to four-laning Highway 2A through the community that it pulled the trigger on a city status application.

Second, how does the community want to market itself? Does it want to leverage the perceived economic development benefits of being known as a city, or does it want to brand itself as having a small town atmosphere?

**Figure 3: Pros and Cons of City Status**

Pros	Cons
<ul style="list-style-type: none"> <li>• The "city" handle could generate a perception of being "open for business", resulting in a potential increase in economic development interest.</li> <li>• The municipality is perceived to have greater influence in lobbying higher levels of government (being one of 19 cities rather than one of 107 towns).</li> <li>• Notwithstanding the associated con, authority for provincial highways results in the city gaining the ability to grant approvals for increased access points to the highways, as well as signage and landscaping within highway right-of-ways. A city also achieves autonomy from the province for subdivision and development approvals in proximity to highways.</li> <li>• Similar to the above, a city has title to all roads within its boundaries, so it can approve road closures on its own, whereas title to roads within towns are vested in the province, meaning all road closure bylaws must receive provincial blessing before being passed.</li> <li>• <i>MGA</i> provides an opportunity to pursue a city charter, and may soon provide cities with increased autonomy to regulate timing of development permit and subdivision applications.</li> </ul>	<ul style="list-style-type: none"> <li>• The community and its residents could feel a perceived loss of "small town feel".</li> <li>• Costs are associated with changes to the town's brand on letterheads, signage, fleet vehicles, etc.</li> <li>• Cities are typically granted authority for provincial highways within their boundaries, which includes being responsible for the costs of highway maintenance and upgrades, though there can be some exceptions.*</li> <li>• There is no financial incentive to change from town to city status. As of 2014, not a single grant from upper levels of government was based on municipal status. One minor financial gain arises through Alberta's <i>Municipal Sustainability Initiative</i>, in which a portion of the grant is derived from the number of kilometres of roads within a municipality's jurisdiction, but the majority of the grant is derived from the municipality's population. This financial gain is countered by the costs of highway maintenance and upgrades.</li> <li>• A city is obligated by the <i>City Transportation Act</i> to pass a transportation systems bylaw, which could be perceived as a con due to the cost associated with undertaking the background work to inform and prepare the bylaw.</li> </ul>

\* In the last two decades, it has appeared that Alberta Transportation is willing to retain control and responsibility for those highways passing through cities that form part of the National Highway System.

Communities may want to leverage the perceived economic development benefits of being known as a city, or brand themselves as having a small town atmosphere.

SOURCE: Carley Friesen

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**Figure 4: Population of Alberta's Cities**

City	Latest Population	Census Year
Calgary	1,235,171	2016
Edmonton	899,447	2016
Red Deer	99,832	2016
Lethbridge	96,828	2016
Grande Prairie	68,556	2015
St. Albert	64,645	2016
Medicine Hat	63,018	2015
Airdrie	61,842	2016
Spruce Grove	33,640	2016
Lloydminster**	31,377	2015
Leduc	30,498	2016
Fort Saskatchewan	24,569	2016
Chestermere	19,715	2016
Camrose	18,044	2016
Cold Lake	15,736	2014
Brooks	14,185	2015
Lacombe	12,728	2014
Wetaskiwin	12,621	2014

\*\* Includes 19,740 residents within Alberta and 11,637 residents within Saskatchewan.

## City Status Elsewhere

City status varies by province and territory. The following are quick facts about city status and cities in the other provinces and territories within the coverage of *PLAN North West*.

### City Status in Manitoba

- Incorporation requirements under current legislation: population of 7,500 or more
- Number of cities: 10
- Largest city: Winnipeg, pop. 663,617
- Smallest city: Flin Flon, pop. 5,363

### City Status in the Northwest Territories and Nunavut

- Incorporation requirements under current legislation: assessed land value of \$200 million or more
- Number of cities: two
- Largest city: Yellowknife, pop. 19,234
- Smallest city: Iqaluit, pop. 6,699

### City Status in Saskatchewan

- Incorporation requirements under current legislation: population of 5,000 or more
- Number of cities: 16
- Largest city: Saskatoon, pop. 222,189
- Smallest city: Melville, pop. 4,546 ■

**Darren Young MCIP, RPP, GISP** has 13 years of experience in the fields of planning and GIS in the public and private sectors. He is presently a Senior Planner/GIS Specialist with ISL Engineering and Land Services (Edmonton, AB) where he specializes in land use and growth analysis through the integration of GIS to inform preparation of evidence-based regional plans and growth studies. He began his career with the City of Edmonton.

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About the Author



**Appendix D**  
Documentation on City Status Decision  
from Various Alberta Municipalities



# Western Wheel

## City status up to residents

Western Wheel Staff  
Jul 23, 2014 12:00 AM

As the town moves forward with annexation and plans to triple its population size in the next 30 years, some are asking whether its it time for Okotoks make the official change from town to city.

Of Alberta's 17 cities, six of them have a smaller population than Okotoks, but there are also places like Sherwood Park, which is still classified as a hamlet despite its population of over 60,000.

To qualify for city status in Alberta, a municipality must have a population of at least 10,000, but there is no maximum population number that forces a town to convert to a city.

DeWinton resident Curtis Myers said he thinks being called a town carries some nostalgia with it.

"Town of Okotoks is kind of nice, I think it actually attracts more people simply because they think it's the 'town' of Okotoks and they want to get out of the city," he said. "So if it changes to a city, they're getting out of a city and leaving to go to another city."

Brenna Goodwin moved to Okotoks two years ago for exactly that reason.

"I 100 per cent like the name town. I moved here because it's not a city," she said. "I lived in Calgary all my life, moved here 2 years ago for the sole purpose that it's a town. It has everything of the city but it's small."

But on the other hand, resident Angela Corsini said she likes the idea of Okotoks becoming a city and thinks the town is ready to make the change.

"City sounds good. I mean I very rarely use it as 'town' of Okotoks, I always just say Okotoks, so city makes it sounds kind of upper class instead of country-ish," she said.

The decision is something that could be addressed in the coming months as Okotoks embarks on a community visioning process for the next 60 years. Many of the Town's plans are being rewritten now that the population cap has been removed, and the city-status debate is something that came up the last time a visioning exercise was done.

"The reason we are still a town is because that was the direction the community and the previous councils wanted to go," said Okotoks sustainability coordinator Dawn Smith. "In 2006, when we adopted our most recent vision that was still expressed."

Okotoks Communications Coordinator Nancy Weigel said that aside from not having a pressing reason to make the switch, it wasn't something that residents were keen on.

"There isn't really a financial incentive so to speak whether or not you're a town or a city with provincial grants, and then secondly, and mainly, in our resident surveys there definitely is a feeling that individuals like the word 'town,'" she said. "the word 'town' to them feels friendlier, smaller, more connected than city."

The community visioning process will involve collecting feedback from residents on how they would like to see as the town expands in the coming years.

Weigel said the visioning process is a chance for residents to voice what kinds of long term goals they would like to see for the city, such as being a leader in sustainability or recreation, but it's also a chance to express how you'd like the community to feel as a whole.

"The visioning process isn't so much about what we're going to be called, but what might that look like. What kinds of elements would you like to see into the future?" she said. "Although I'm sure the topic will come up, so it's not that we're trying to avoid it or anything, but the focus is more on things and feelings, you know what kind of a quality of life would you foresee? Are there elements from other cities that we could transfer here that you'd like to see?"

Smith said that the choice between town and city is a natural conversation as we continue to grow, but it's more about a decision of what those words mean to residents.

"Perhaps our citizens want us to be perceived as a city instead of a town, or perhaps they want to continue with the previous vision of trying to maintain a small town atmosphere," Smith said. "Knowing your neighbours, saying hi when you walk down the street, there are lots of different mechanisms behind that. It might not be a tangible thing that they can explain, the question is, is it an important thing to consider and to create that atmosphere what design elements do you need?"

The Town is currently in the process of hiring a consultant who will use different tactics to collect resident feedback, which could range from workshops and open houses to online surveys, and will begin in the coming weeks.



## Comments (0)

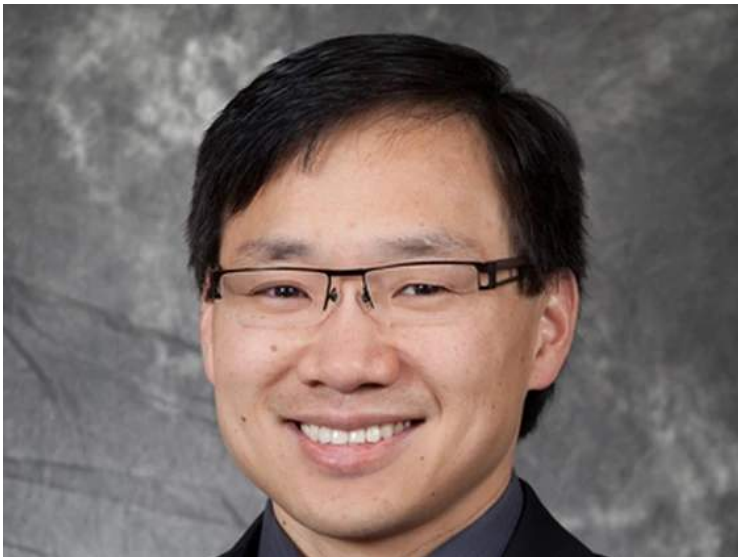


## News

# Town vs. City status debate re-emerges in Stony Plain

Thomas Miller

Published Jan 17, 2014 • 3 minute read



Stony Plain town council received a report from administration on Jan. 13 detailing the positives and negatives of remaining a town or becoming a city.

With a population of 15,051, Stony Plain reached the threshold for city status long ago (10,000 population).

It continues to outgrow its town brethren and no longer has much in common with other towns in Alberta, outside of the “small-town atmosphere” that many residents enjoy.

While a change to city status wouldn't change that atmosphere overnight, if at all, it's a contentious issue and one that won't be tackled for some time.

The most important point in the report was that of highways.

All provincial highways running through a city belong to that city, whereas in a town those highways remain in the ownership of the province.

Two significant examples of that would be Highway 779 and Highway 628.

Mayor William Choy said it can be frustrating to wait on approval from Alberta Transportation to do something as simple as erect signage along one of those highways.

He referred to the Town's attempt to put up signage along Highway 779 that would lead motorists to Main Street — Alberta Transportation did not allow these signs as potential distractions for motorists.

At the moment the Town is waiting on Alberta Transportation to approve signage along Highway 779 that will direct motorists to the North Business Park; the signs are already ordered.

Ownership of those roads would allow the Town to erect signage and make changes to the roadways without Alberta Transportation's approval, but with that comes road maintenance and the amount of funding needed to do so might outweigh the benefits of owning those roadways.

“Right off the bat we will be in a shortfall and our residents will have to pick that up,” Choy said.

“The government does provide some dollars for that but not to the extent that is required to maintain it.

“We could approach the government and somehow make an agreement that they fund these fully and we still maintain our town status and gain control over the secondary highways. That would be one-off agreements with the provincial government.”

Another interesting point that arose from the report on city vs. town status was that of a required public transportation study upon becoming a city.

During the council meeting, both Coun. Robert Twerdoclib and Coun. Judy Bennett remarked that despite being city size, Stony Plain has not undertaken such a study. In the past those reports focus on highway capacity and traffic volume rather than a viable public transportation option.

Choy said the Town will have to look into giving residents more options for transportation in the future.

“We need to look at transportation not just in terms of roadways and cars, but also as in inter-municipal transit between us and Spruce Grove or us into Edmonton,” Choy said. “Transit as in how do we get people to stay in the community ... so people aren’t solely dependent on (their vehicles).”

Choy also said this conversation should include not only town and city, but also specialized municipality, and, after the comments from Edmonton Chamber of Commerce president James Cumming calling for the entire Capital Region to merge into one municipality, that possibility also has to be part of the discussion, though it’s not one Choy thinks would function well.

“The issues out here are different than the issues downtown or in Fort Saskatchewan, St. Albert or Beaumont,” Choy said. “When you become too big, it becomes the fact that the elected officials are no longer connected with the people.

“My personal opinion is that there will be excess spending on things that aren’t beneficial to the community in certain areas and you can’t do enough to mitigate all these little problems in all the outlying areas.

“You’re going to have all these competing (interests). I think that might be more detrimental to the whole Capital Region than if we just maintain our autonomy and work together as a region.”

And as for amalgamation on a smaller scale — between Spruce Grove and Stony Plain — Choy said that though there could be potential cost savings by having fewer mayors, councillors and town managers, there would be an increase in costs further down the organizational chart.



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# Is Whitecourt ready for city status?



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**By Laura Bohnert**

Whitecourt has been grappling over whether or not to apply for city status for a while now, but would becoming a city better serve the interests of the community?

To date, 17 municipalities have been granted city status in the Province of Alberta. In order to qualify as a city, a municipality must represent a town population of more than 10,000 people. Whitecourt currently has a town status which can represent anywhere between 1,000 people and an excess of 10,000 people. However, in 2013, Whitecourt's Census recorded a 14.9 per cent population increase from its 2008 Census, pushing Whitecourt to a population of 10,574 and making it eligible to apply for city status—so why hasn't it requested a change yet?

Switching from town to city status can pose some significant benefits, but also some challenges that Whitecourt may not be ready or willing to face.

One of the main benefits of switching to city status is the increased draw in terms of both tourism and business investment. In terms of tourism, most individuals search for cities when they are looking for travel destinations, which means Whitecourt—and its economy—could turn up better results as a city. In addition, Whitecourt's business investments could be facing restrictions due to its town status. Many start-up businesses are drawn to cities rather than towns because of the perceived client and thus revenue base.

The fact that businesses and tourists are largely looking elsewhere first could be impeding Whitecourt's potential for growth and development; however, an increased draw from businesses and tourists could also create more expenses for Whitecourt that may not fit into the budget just yet. For instance, increased business and tourism traffic puts more demand on Whitecourt's infrastructure and, while switching to city status means gaining more control over infrastructural developments without requiring provincial approval, it also means the assumption of responsibility for that infrastructure—including the maintenance of primary and secondary highways. Part of the funding for town infrastructure comes from road grants the town receives from the province; however, a change to city status means those grants would be discontinued and replaced with programs that are designed for cities, and those plans may not comply with the specific needs of a new city that needs to develop to accommodate its new growth along with the added costs of changing and renaming signs, etc.

Of course, these are all financial factors which can easily be addressed by budgeting and planning, weighing the costs of development against the actual and potential gains of becoming a city. And, the big thing is potential. There are a number of factors that wouldn't change, but could potentially provide new opportunities for growth. For instance, taxation wouldn't change, but drawing in more business could take the pressure off residential property taxes. Similarly, provincial and federal grants are based on per capita which means a city status would not affect Whitecourt's monetary opportunity, but the potential draw of tourism and business investments could have a future impact that needs to be considered.

Finally, financial factors aside, the biggest change for Whitecourt would be the perception that shifts it from having a community-based, regional persona to an image of forward growth and rapid development. In a lot of cases, this is the factor that has citizens most concerned—the fact that city status may result in the loss of their town, along with all the identifying qualities that make it feel like home. When it comes right down to it that is the change that is truly embodied by the transition from Town to City of Whitecourt.

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# Town of Sylvan Lake

## AGENDA ITEM REPORT

### Committee of the Whole

<b>PREPARED FOR</b>	Council	<b>ITEM #</b>	AIR-COW: 7070
<b>STAFF CONTACT</b>	Amanda Mercer, Economic Development Officer	<b>DEPARTMENT</b>	Economic Development
<b>SUBJECT</b>	Future Municipal Designation		
<b>ATTACHMENTS</b>	<a href="#">2022-08-15 Legislative Considerations for Change in Status</a> <a href="#">2022-08-15 Financial Considerations for Change in Status</a>		

### EXECUTIVE SUMMARY

#### PURPOSE

The purpose of this report is to provide a base understanding and discuss the future designation options and considerations for the Town of Sylvan Lake as we grow beyond the size of a town.

#### BACKGROUND

Sylvan Lake is growing. Between 2016 and 2021 our population grew by 8% from 14,816 to 15,995. According to the Municipal Government Act our population size will soon outgrow the town size requirements and as a result our community needs to start thinking about what is next.

#### DISCUSSION

**Considerations that will be discussed in this report include:**

- Legislative Requirements
- Financial Considerations
- Communications Considerations
- Reputational/Tourism Marketability Considerations
- Roads Considerations
- Water/Wastewater Considerations

#### **Legislative Requirements**

Currently, the Municipal Government Act, RSA 2000, c M-26 (hereinafter referred to as the "MGA"), provides that City status could be considered for the Town of Sylvan Lake. Initiation of a change in municipal status includes several steps:

Meaning of Change of Status, pursuant to Section 91 of the MGA

The Initiation of a Change in Status, pursuant to Section 93 of the MGA

Public Input, pursuant to Section 94 of the MGA

Change of Status Order, pursuant to Section 96 of the MGA.

Complete details may be found in the attached document.

### **Effect of change of status**

97.2(1) When the status of a municipality is changed,

- (a) each councillor of the old municipality continues as a councillor of the new municipality until a successor is sworn into office;
- (b) each officer and employee of the old municipality continues as an officer or employee of the new municipality with the same rights and duties until the council of the new municipality otherwise directs;
- (c) all bylaws and resolutions of the old municipality that the new municipality has the authority to pass are continued as the bylaws and resolutions of the new municipality;
- (d) all taxes due to the old municipality are deemed to be arrears of taxes due to the new municipality and may be collected and dealt with by the new municipality as if it had imposed the taxes;
- (e) all rights of action and actions by or against the old municipality may be continued or maintained by or against the new municipality;
- (f) all property vested in the old municipality becomes vested in the new municipality and may be dealt with by the new municipality in its own name subject to any trusts or other conditions applicable to the property;
- (g) all other assets, liabilities, rights, duties, functions and obligations of the old municipality become vested in the new municipality, and the new municipality may deal with them in its own name.

(2) Subsection (1) is subject to the order changing the status of the municipality.

Pursuant to Section 143(!) of the MGA, Council of a city or town consists of 7 Councillors, unless Council passes a bylaw specifying an odd number of 3 or more.

Further, pursuant to Section 148 of the MGA, a Council may by bylaw, divide the municipality into wards and establish their boundaries. According to Merriam-Webster, a ward is defined as, "a division of a city for representative, electoral, or administrative purposes".

### **Financial Considerations:**

The following municipal funding grants were reviewed to determine the financial impact of changing a municipal status from a town to a city:

- MSI
- BTMG (Basic Municipal Transportation Grant)
- Water for Life
- Water/Wastewater Partnership
- Municipal Policing Assistance Grant
- Police Officer Grant
- Alberta Community Partnership

Each grant with the exception of the BTMG provides funding based solely on the population size of a community. The BTMG is slightly more complex. This grant is based on population size until a community becomes a city and then a calculation that includes road kilometers is used. Towns and cities both receive base funding of \$120,000.

A full breakdown of each grant is included as an attachment to this report.

### **Communications Considerations:**

Since changing over our branding, many of our longer term logos utilize the simplified "Sylvan Lake" logo and have already dropped the "Town of" wording. As you will see below a lot of work has been completed in terms



of removing the "Town of" wording in many of our communications items. Our community has branded items that include but are not limited to:

#### Public Works

- \*Fleet Decals
- \*Garbage Receptacles (Old bins do not need to be changed, they will be cycled out of service as new bins are brought in)
- New Town Welcome Signage
- Vehicular Wayfinding

#### Protective Services

- \*Municipal Violation Tag\*
- \*Municipal Parking Tag\*
- \*Option Pay Logo \*
- \*Parking Terminal is labeled with a TOSL number
- \*Online descriptors for any Payments
- Uniforms
  - Municipal Enforcement's Badges

#### FCSS

- New Building Sign
- \*Forms and documents
- \*Brochures

#### Building/Location Signage

- NexSource Centre
- Community Connections and Wellness Centre
- Municipal Government Building
- Municipal Operations Building

#### Parks

- Parks and Trails
- Fields
- Facility Signage

#### Finance and Communications

- \*Website
- \*Utility Bills
- \*Tax Statements
- \*Online portals such as bids and tenders
- \*Business Cards

#### Planning and Development

- \*Similar to finance, Many planning forms, plans, and documents reference the "Town of" and would require updates

In the above list items identified with a \*star may still require updating to remove the word "town" or references to the town. Brand updating is something that is ongoing and can happen over time with some items such as residential garbage bins. Some items would need to be changed immediately such as all our forms, the website, billing, and any facility signage.

Our current brand look and feel was developed with the potential of a municipal status change in mind and as such, many logo items throughout the town have adopted the simple "Sylvan Lake" logo already. A more detailed inventory to understand exactly what would need to be changed over and the cost/staff time required could be completed as a part of the next steps.

#### **Reputational/Tourism Marketability Considerations:**

Changing the type of municipal designation that we identify with is a complex discussion that requires a deep look into who we are as a community and who we want to be. Our beloved Town roots convey a message about our community that we are quaint, unique, and vibrant, among other positive descriptors. These roots are the backbone of our tourism economy. The description of "town" is marketable and popular among visitors from across Alberta and beyond. Should we decide to change our designation, we would need to be mindful of how we communicate the changes so that we don't lose the Town roots and feeling that has served us so well.

### **Road Considerations:**

There are some concerns over if we would be required to take over Highway 20 if we become a city. Taking over highway 20 would be a significant expense. According to the MGA, we would need an agreement with the Province in order to not take over Highway 20 if we became a City. Based on the Province's future plans for that highway, Administration feels that it would not be unreasonable to make that request.

Municipal Government Act RSA 2000, c M-26.

### **Division 2 Roads**

#### **Title to roads**

**16(1)** The title to all roads in a municipality, other than a city, is vested in the Crown in right of Alberta.

**(2)** The title to all roads in a city is vested in the city unless another Act or agreement provides otherwise.

**(3)** Nothing in this section gives a city title to mines and minerals.

1994 cM-26.1 s16

### **Water/Wastewater Considerations**

Requirements for designations and qualifications are based on population numbers. This year we moved from a level 2 facility to a level 3 facility. Our next step would be when we reach a population of 50,001.

### **Conclusion:**

As you can see, there are many items to consider in terms of our future municipal designation. Should Council wish to proceed additional research would be required as a part of the next steps. The most critical research includes:

- Understanding a full picture of cost in relation to adjusting our branding.
- Understanding the Province's direction around Hwy 20
- Developing a plan to satisfy the legislative components.

### **RESOURCE IMPACTS**

N/A

### **ALIGNMENT WITH COUNCIL'S STRATEGIC DIRECTION**

Open and Transparent Governance

**COMMUNICATION STRATEGY**

N/A

**OPTIONS**

N/A



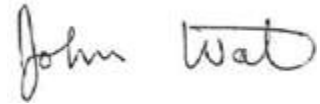
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**Report Prepared by:**  
**Amanda Mercer**  
**Economic Development Officer**



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**Report Reviewed by:**  
**Amjad Khan**  
**Director of Public Works**



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**Report Reviewed by:**  
**John Watson**  
**Manager of Public Works**



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**Report Approved by:**  
**Sean Durkin**  
**Chief Administrative Officer**

**Change in Municipal Status**

Pursuant to the *Municipal Government Act*, RSA 2000, c M-26, the following legislation applies with regard to a change in Municipal Status:

**Part 4**

**Formation, Fundamental Changes and Dissolution**

***Division 1***

***General Criteria***

**Principles, standards and criteria**

**76(1)** The Minister may establish and publish principles, standards and criteria that are to be taken into account in considering whether to recommend to the Lieutenant Governor in Council the formation, change of status or dissolution of municipalities, the amalgamation of municipal authorities or the annexation of land under this Part.

**(1.1)** Before recommending the formation, change of status or dissolution of a municipality, the amalgamation of municipal authorities or the annexation of land under this Part, the Minister must consider any applicable principles, standards and criteria established under subsection (1).

**(2)** The [Regulations Act](#) does not apply to the principles, standards and criteria.

RSA 2000 cM-26 s76;[2022 c16 s9\(12\)](#)

***Division 2***

***Formation***

**Definition of formation order**

**76.1** In this Division, “formation order” means an order under [section 88](#).

[2022 c16 s9\(13\)](#)

**Types of municipality that may be formed**

**77** The following types of municipality may be formed by a formation order:

- (a) municipal district;
- (b) repealed [1995 c24 s11](#);
- (c) village;
- (d) town;
- (e) city;
- (f) specialized municipality.

RSA 2000 cM-26 s77;[2022 c16 s9\(14\)](#)

**78 to 84** Repealed [2022 c16 s9\(15\)](#).

**Initiating formation**

**85(1)** The Minister may recommend to the Lieutenant Governor in Council that a formation order be made

- (a) if the Minister receives a request to form the municipality from a council of a municipality or an improvement district, or
- (b) on the Minister's own initiative.

**(2)** A request referred to in subsection (1)(a) must specify the boundaries of the proposed municipality.

RSA 2000 cM-26 s85;[2022 c16 s9\(16\)](#)

**86** Repealed [2022 c16 s9\(17\)](#).

**Public input**

**87(1)** Before recommending to the Lieutenant Governor in Council that a formation order be made, the Minister

- (a) must invite comments on the proposed municipality from
  - (i) those members of the public that the Minister considers would be affected by the formation of the proposed municipality, and
  - (ii) all local authorities that the Minister considers would be affected by the formation of the proposed municipality,and
- (b) may invite comments or seek input on the proposed municipality from any other person or body the Minister considers appropriate.

**(2)** The comments and input referred to in subsection (1)(a) and (b) may be sought in any manner the Minister considers appropriate, including, without limitation, by holding public meetings or conducting a vote in accordance with the [Local Authorities Election Act](#), as modified by directions given by the Minister, of the people who would be electors of the proposed municipality.

RSA 2000 cM-26 s87;[2022 c16 s9\(18\)](#)

**Specialized municipality**

**87.1** The Minister may recommend to the Lieutenant Governor in Council that a specialized municipality be formed for an area if the Minister is satisfied that

- (a) a type of municipality referred to in [section 77](#)(a), (c), (d) or (e) would not meet the needs of the residents of the proposed municipality,
- (b) forming a specialized municipality would provide for a form of local government enabling the orderly development of the municipality to a type of municipality referred to in [section 77](#)(a), (c), (d) or (e) or to another form of specialized municipality, or



- (c) for any other reason it is appropriate in the circumstances to form a specialized municipality.

[2022 c16 s9\(18\)](#)

**Formation order**

**88** The Lieutenant Governor in Council, on the recommendation of the Minister, may by order form a municipality.

1994 cM-26.1 s88

**Contents of order**

**89(1)** A formation order must

- (a) describe the boundaries of the municipality formed by the order,
- (b) give the municipality the status of municipal district, village, town, city or specialized municipality, and
- (c) give the municipality an official name.

**(2)** If a municipal district is formed, the order

- (a) must state the number of councillors that is to comprise its council,
- (b) must establish wards for it and describe their boundaries,
- (c) may specify or describe by reference, the provisions of this or other enactments that do not apply to the municipal district, or that apply with or without modification, and
- (d) may specify or describe by reference, any provisions that are to be added to or replace the provisions of this or other enactments.

**(3)** If a specialized municipality is formed, the order must state the number of councillors that is to comprise its council and apply either [section 150\(1\)](#) or [\(2\)](#) to the municipality and may

- (a) establish wards for it and describe their boundaries;
- (b) specify or describe by reference, the provisions of this or other enactments that do not apply to the specialized municipality, or that apply with or without modification;
- (c) specify or describe by reference, any provisions that are to be added to or replace the provisions of this or other enactments;
- (d) prescribe matters or conditions that govern the functions, powers and duties of the specialized municipality;
- (e) if a specialized municipality is formed all or partly from an improvement district, provide that Part 15 continues to apply to the specialized municipality as if it were an improvement district.

(4) If the order provides that Part 15 continues to apply to a specialized municipality under subsection (3)(e), the Minister may at any time in respect of the specialized municipality

- (a) exercise any of the powers that the Minister has in respect of an improvement district under Part 15 or any other enactment, including the power to delegate;
- (b) limit the power, authority or jurisdiction of the specialized municipality;
- (c) prescribe how or the conditions under which the specialized municipality may exercise any power or authority;
- (d) require the specialized municipality to exercise or perform a power, right or duty of a municipality;
- (e) authorize the council to pass some or all of the bylaws that the council of a municipal district may pass, subject to any conditions the Minister imposes.

(5) If a municipality is formed from an improvement district, the order may dissolve the improvement district.

1994 cM-26.1 s89;[1995 c24 s14](#)

### **Summer village**

**89.1** The fact that a summer village may not be formed under this Act does not affect any existing summer village, and this Act continues to apply to summer villages.

[1995 c24 s15](#)

### **Official administrator**

**90** When a municipality is formed and there is no council, the Minister may appoint an official administrator who has all the powers and duties of a council of the municipality until the first council of the municipality is sworn into office.

1994 cM-26.1 s90

### **Division 3**

#### **Change of Status**

#### **Definition of order**

**90.1** In this Division, “order” means an order under [section 96](#).

[2022 c16 s9\(19\)](#)

#### **Meaning of change of status**

**91** A reference in this Part to changing the status of a municipality means changing, by order, a municipal district, summer village, village, town, city or specialized municipality to another type of municipality within that group.

RSA 2000 cM-26 s91;[2022 c16 s9\(20\)](#)

**Summer village**

**91.1** The status of a municipality may not be changed to the status of a summer village.

[1995 c24 s16](#)

**92** Repealed [2022 c16 s9\(21\)](#).

**Initiation of change of status**

**93** The Minister may recommend to the Lieutenant Governor in Council an order be made changing the status of a municipality if

- (a) the Minister receives a request from the municipality's council,
- (b) the Minister receives a sufficient petition from the majority of the electors in the municipality requesting the change in status, or
- (c) the Minister is satisfied that the municipality no longer meets the applicable principles, standards and criteria established under [section 76](#) or, in the case of a specialized municipality, that the reasons for its original formation as a specialized municipality no longer exist.

RSA 2000 cM-26 s93;[2022 c16 s9\(22\)](#)

**Public input**

**94(1)** Before recommending to the Lieutenant Governor in Council that the status of a municipality be changed, the Minister

- (a) must notify the council of the municipality of the proposed change, and
- (b) may invite comments or seek input on the proposed change of status from the public or any other person or body the Minister considers appropriate.
- (c), (d) repealed [2022 c16 s9\(23\)](#).

**(2)** The comments and input referred to in subsection (1)(b) may be sought in any manner the Minister considers appropriate, including, without limitation, by holding public meetings.

RSA 2000 cM-26 s94;[2022 c16 s9\(23\)](#)

**95** Repealed [2022 c16 s9\(24\)](#).

**Change of status order**

**96** The Lieutenant Governor in Council, on the recommendation of the Minister, may by order change the status of a municipality.

1994 cM-26.1 s96

**Contents of order**

**97(1)** An order changing the status of a municipality to a municipal district must include the provisions referred to in [section 89\(2\)](#).

(2) An order changing the status of a municipality to a specialized municipality must state the number of councillors that is to comprise its council and apply either [section 150\(1\)](#) or (2) to the municipality and may deal with any of the other matters referred to in [section 89\(3\)](#) and (4).

1994 cM-26.1 s97

**97.1** Repealed [1999 c26 s14](#).

**Effect of change of status**

**97.2(1)** When the status of a municipality is changed,

- (a) each councillor of the old municipality continues as a councillor of the new municipality until a successor is sworn into office;
- (b) each officer and employee of the old municipality continues as an officer or employee of the new municipality with the same rights and duties until the council of the new municipality otherwise directs;
- (c) all bylaws and resolutions of the old municipality that the new municipality has the authority to pass are continued as the bylaws and resolutions of the new municipality;
- (d) all taxes due to the old municipality are deemed to be arrears of taxes due to the new municipality and may be collected and dealt with by the new municipality as if it had imposed the taxes;
- (e) all rights of action and actions by or against the old municipality may be continued or maintained by or against the new municipality;
- (f) all property vested in the old municipality becomes vested in the new municipality and may be dealt with by the new municipality in its own name subject to any trusts or other conditions applicable to the property;
- (g) all other assets, liabilities, rights, duties, functions and obligations of the old municipality become vested in the new municipality, and the new municipality may deal with them in its own name.

(2) Subsection (1) is subject to the order changing the status of the municipality.

[1995 c24 s17](#)

**Division 4**

**Change of Name**

**Change of name order**

**98** The Lieutenant Governor in Council, on the request of a municipality's council and on the recommendation of the Minister, may change the name of the municipality.

1994 cM-26.1 s98

**Effect of change of name**

**99(1)** The change of a municipality's name does not affect any obligation, right, action or property of the municipality.

**(2)** The use of the old name of the municipality in any proceedings, agreements, notices or documents after the name has been changed does not affect the validity of those proceedings, agreements, notices or documents.

1994 cM-26.1 s99

**Number of Councillors & Ward System**

Excerpts taken from the *Municipal Government Act*, RSA 2000, c M-26:

**Part 5**

**Councils, Councillors and Council Committees**

***Division 1***

***Councils and Council Committees***

**Councils as governing bodies**

**142(1)** Each municipality is governed by a council.

**(2)** A council is a continuing body.

1994 cM-26.1 s142

**Number of councillors**

**143(1)** The council of a city or town consists of 7 councillors unless the council passes a bylaw specifying an odd number of 3 or more.

**(2)** The council of a village or summer village consists of 3 councillors unless the council passes a bylaw specifying an odd number of 5 or more.

**(3)** The council of a municipal district or specialized municipality consists of the number of councillors specified in the order forming it unless, after its formation, the council passes a bylaw specifying an odd number of 3 or more.

RSA 2000 cM-26 s143; [2022 c16 s9\(35\)](#)

**144** Repealed [2022 c16 s9\(35\)](#).

***Division 2***

***Elections, Appointments and Ward System***

**Election of councillors**

**147(1)** Subject to Division 5, councillors other than a chief elected official are to be elected in accordance with the [Local Authorities Election Act](#).

**(2)** The election is to be by a vote of the electors of the whole municipality unless the municipality is divided into wards, in which case [section 148](#) applies.

1994 cM-26.1 s147



**Division of municipality into wards**

**148(1)** Unless otherwise provided for in a bylaw under this section, when a municipality is divided into wards,

- (a) only an elector who is resident in the ward may vote for a councillor in that ward, and;
- (b) councillors are elected for each ward.

**(2)** A council may by bylaw

- (a) divide the municipality into wards and establish their boundaries,
- (b) in the case of wards established for a municipal district or a specialized municipality, change the number of wards and their boundaries,
- (c) give each ward established or changed a name or number, or both,
- (d) state the number of councillors to be elected for each ward established or changed, and
- (e) in the case of any municipality, including a municipal district or specialized municipality, eliminate the wards.

**(3)** A council may by bylaw provide for councillors that

- (a) are in addition to the councillors elected for each ward,
- (b) are elected by a vote of the electors of the whole municipality, and
- (c) are councillors for the whole municipality, not a ward.

**(4)** A council may by bylaw provide that all councillors

- (a) are nominated by ward,
- (b) are elected by a vote of the electors of the whole municipality, and
- (c) are either councillors
  - (i) for the ward in which they were nominated, or
  - (ii) for the whole municipality rather than for a ward.

**(5)** Repealed [2022 c16 s9\(37\)](#).

RSA 2000 cM-26 s148; [2022 c16 s9\(37\)](#)

**149** Repealed [2022 c16 s9\(38\)](#).

**Election or appointment of chief elected official**

**150(1)** The chief elected official of a city or town is to be elected by a vote of the electors of the municipality unless the council passes a bylaw

- (a) requiring council to appoint the chief elected official from among the councillors,
- (b) specifying when the appointment is to start, and
- (c) specifying the term of the appointment.

**(2)** The chief elected official of a village, summer village or municipal district is to be appointed by council from among the councillors unless the council passes a bylaw providing that the official is to be elected by a vote of the electors of the municipality.

**(3)** The chief elected official of a specialized municipality is to be elected under subsection (1) or appointed under subsection (2) as specified in the order that forms the specialized municipality.

**(4)** If a chief elected official is to be elected by a vote of the electors of the municipality, the [Local Authorities Election Act](#) applies to the election.

1994 cM-26.1 s150

**Passing bylaw**

**151(1)** A bylaw under [section 143](#), [148](#) or [150](#) must be passed by December 31 of the year before the general election at which it is to take effect.

**(2)** If a bylaw is passed in the same year a general election is held, it takes effect at the 2nd general election after the date on which it is passed.

**(3)** A bylaw passed under [section 143](#), [148](#) or [150](#) must be advertised.

**(4)** A bylaw proposed to be made under [section 143](#), [148](#) or [150](#) must not be given third reading until after the 60-day period provided by [section 231\(4\)](#) has expired.

RSA 2000 cM-26 s151; [2018 c23 s58](#); [2022 c16 s9\(39\)](#)

**Deputy and acting chief elected officials**

**152(1)** A council must appoint one or more councillors as deputy chief elected official so that

- (a) only one councillor will hold that office at any one time, and
- (b) the office will be filled at all times.

**(2)** A deputy chief elected official must act as the chief elected official

- (a) when the chief elected official is unable to perform the duties of the chief elected official, or
- (b) if the office of chief elected official is vacant.

**(3)** A council may appoint a councillor as an acting chief elected official to act as the chief elected official



## **LEGISLATIVE CONSIDERATIONS**

- (a) if both the chief elected official and the deputy chief elected official are unable to perform the duties of the chief elected official, or
- (b) if both the office of chief elected official and the office of deputy chief elected official are vacant.

1994 cM-26.1 s152



## FINANCIAL CONSIDERATIONS

### Funding/Grant Eligibility Dependent on Status and/or Population

#### **MSI – 2023 Allocation Estimates for the Town of Sylvan Lake**

MSI Capital Component (including BMTG)	\$1,615,280.00
MSI Operating Component	\$ 114,944.00
TOTAL	\$1,730,224.00

Capital funding is estimated at 40.6% of the 2021 allocation.

MSI is extended until 2023-2024 and will be replaced with the Local Government Fiscal Framework beginning in 2024 – 2025.

#### **BMTG Component (Basic Municipal Transportation Grant)**

**\*\*based upon Municipal Status\*\***

Cities and urban service areas (excepting Calgary and Edmonton) receive funding based on a combination of population and length of primary roadways.

Population	15,995
Length of Primary Roadways	98.45 KM
(obtained from 2021 Statistical Return)	

Towns receive funding based on population only.

Population	15,995
------------	--------

The majority of MSI funding is allocated 48% on a per capita basis; 48% on education property tax requisitions; and 4% based on KM of local roads. Municipalities receive \$120,000.00 in base funding (excepting SV).

#### **Water for Life**

Available to regional commissions or groups of 2 or more municipalities that are eligible for funding under the Alberta Municipal Water/Wastewater Partnership:

- Regional commissions;
- Cities (under 45,000 population)
- Towns
- Villages, Summer Villages, Rural Municipalities...etc.

Only available for new regional water or wastewater systems or extensions to existing regional systems.



## FINANCIAL CONSIDERATIONS

### Water/Wastewater Partnership

#### Population Based:

Town of Sylvan Lake Category:

10,001 – 45,000 people

Grant Amount = 35 – [0.001 x (15,995 – 10,000)]

#### **Calculation:**

$$15,995 - 10,000 = 5,995$$

$$5,995 \times 0.001 = 5.995$$

$$35 - 5.995 = 29.005$$

### Municipal Policing Assistance Grant

#### Population and Conditions Bases

Condition: The municipality must have their own municipal police force

Population: Population of 5,001 to 16,666 receives \$200,000.00 plus \$8.00 per capita

Population of 16,667 to 50,000 receives \$100,000 plus \$14.00 per capita

Population	15,995 x \$8.00	=	\$127,960.00
		+	\$200,000.00
	TOTAL	=	\$327,960.00

### Police Officer Grant

We receive an additional \$100,000.00 from this grant and population/status is not a deciding factor.

### Alberta Community Partnership

- new or enhanced regional municipal services
- improved municipal capacity to respond to priorities
- effective intermunicipal relations
- broad eligibility criteria: open to all types of municipalities and project-based approach





## FINANCIAL CONSIDERATIONS

-the most relevant eligible projects and components would be:

**Intermunicipal Collaboration:** the government provides funding to partnerships of 2 or more municipalities to develop regional plans, service delivery frameworks and regional service delivery efficiencies.




**Municipal Restructuring:** the government provides funding to municipalities involved with regional governance and municipal restructuring processes such as amalgamation, dissolution or viability reviews.

**Mediation and Cooperative Processes:** The government provides funding to municipalities to develop collaborative protocols and processes, to proactively manage conflict, and to establish an agreed-upon process for collaboration.

The government provides funding to support municipalities for mediation, facilitation or other dispute resolution alternatives to resolve intermunicipal conflict, and to assist with intermunicipal negotiations.

**AGENDA**  
**Council of the Town of Lacombe**  
**Monday, April 26, 2010 at 5 PM**  
**in Council Chambers**

Time Reference	Agenda Item
	<b><u>Regular Meeting of Council</u></b>
5:00	<b>1. CALL TO ORDER</b>
	<b>2. SUPPLEMENTARY AGENDA ITEMS</b>
	<b>3. ADOPTION OF AGENDA <a href="#">Resolution</a></b>
	<b>4. CONFIRMATION OF MINUTES <a href="#">Resolution</a></b> <ul style="list-style-type: none"> <li>Minutes of the <a href="#">April 12, 2010</a> Regular Meeting</li> </ul>
	<b>5. INFORMATION <a href="#">Resolution</a></b> <ol style="list-style-type: none"> <li>Council Calendar (E-mail)</li> <li><a href="#">Legislative Timetable</a></li> <li><a href="#">Council Mailbox</a> (5 items)</li> </ol>
	<b>6. BUSINESS</b>
	<b><u>52 Daycare</u></b> <b>52.1 Proposed Children's Centre</b> <ul style="list-style-type: none"> <li>Task Force - One Hour Presentation <a href="#">Memorandum</a> <a href="#">Resolution</a> <a href="#">Resolution</a></li> </ul>
	<b><u>61 Land Use Planning and Land Development</u></b> <b>61.1 Heart of Town Area Redevelopment Plan</b> <ul style="list-style-type: none"> <li>Terms of Reference &amp; Growth Strategy - Oral Presentation <a href="#">Resolution</a></li> </ul>
	<b><u>14 Personnel</u></b> <b>14.1 Personnel Policies</b> <ul style="list-style-type: none"> <li>Leave of Absence Policy <a href="#">Memorandum</a> <a href="#">Resolution</a></li> </ul>

	<p><b><u>13 Financial Services</u></b></p> <p><b> 13.1 Property Tax Penalty &amp; Payment Bylaw</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Bylaw 362</a> - <a href="#">Memorandum</a> <a href="#">Resolution</a> <a href="#">Resolution</a> <a href="#">Resolution</a> <a href="#">Resolution</a></li> </ul> <p><b> 13.2 2010 Property Tax Rate</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Bylaw 360</a> - <a href="#">2010 Tax Levy Report</a> <a href="#">Resolution</a> <a href="#">Resolution</a> <a href="#">Resolution</a> <a href="#">Resolution</a></li> </ul> <p>-</p>
	<p><b><u>62 Economic Development</u></b></p> <p><b>62.1 Community Endowment Fund</b></p> <ul style="list-style-type: none"> <li>• Develop a Community Endowment Fund - Update Council on Proceedings <a href="#">Resolution</a></li> </ul>
	<p><b><u>11 Council and Legislative</u></b></p> <p><b>11.1 Coffee with Council</b></p> <ul style="list-style-type: none"> <li>• Public Feedback <a href="#">Memorandum</a> <a href="#">Resolution</a></li> </ul> <p><b>11.2 City Status</b></p> <ul style="list-style-type: none"> <li>• Proceeding with Change to City Status <a href="#">Memorandum</a> <a href="#">Resolution</a> <a href="#">Resolution</a></li> </ul> <p><b> 11.3 2010 Local Election - Campaign Finance Bylaw</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Bylaw 361</a> - <a href="#">Memorandum</a> <a href="#">Resolution</a> <a href="#">Resolution</a> <a href="#">Resolution</a> <a href="#">Resolution</a></li> </ul> <p><b>11.4 Council Event</b></p> <ul style="list-style-type: none"> <li>• Council to discuss hosting a New Year's Eve Event</li> </ul>
	<p><b>7. REPORTS</b> <a href="#">Resolution</a></p> <ul style="list-style-type: none"> <li>• Mayor</li> <li>• Councillors <a href="#">Way</a></li> <li>• CAO</li> </ul>

	<b>IN CAMERA <a href="#">Resolution</a></b>
	<p><b><u>61 Land Use Planning and Land Development</u></b></p> <p><b>61.2 Parkland Community Planning Services</b></p> <ul style="list-style-type: none"> <li>Membership Proposal <a href="#">Discussion Paper</a> <a href="#">Response Letter</a> <a href="#">Summary of Activity</a> <a href="#">Summary of Financial</a></li> </ul> <p><b><u>66 Subdivision and Land Development</u></b></p> <p><b>66.1 Regency Park</b></p> <ul style="list-style-type: none"> <li>Citizen Concerns <a href="#">Memorandum</a></li> </ul>
	<b>OPEN MEETING <a href="#">Resolution</a></b>
	<p><b><u>61 Land Use Planning and Land Development</u></b></p> <p><b>61.2 Parkland Community Planning Services</b></p> <ul style="list-style-type: none"> <li>Membership Proposal <a href="#">Resolution</a></li> </ul>
	<p><b>8. ADJOURNMENT <a href="#">Resolution</a></b></p> <p><b><u>Future Meetings</u></b></p> <ul style="list-style-type: none"> <li>May 10, 2010 - Regular Council Meeting</li> <li>May 17, 2010 - Regular Council Meeting</li> </ul>

**TOWN OF LACOMBE**  
**MINUTES OF COUNCIL MEETING 10-07**

Minutes of the Regular Meeting of Council held on **April 12, 2010** in the Council Chambers of the Town Administration Office.

**Present:** Mayor Judy Gordon  
Councillor Christie  
Councillor Foster  
Councillor McQuesten  
Councillor Parent  
Councillor Rempel

**Regrets:** Councillor Outi Way

**Staff Present:** Kenneth Kendall, Chief Administrative Officer  
Michael Minchin, Corporate Services Director  
Brenda Vaughan, Community Services Director  
Tricia Cooper, Communications Officer  
Nadine St. Denis, Executive Assistant

**Others Present:** Matt Geddes, Sunny 94 FM  
Lisa Joy, Lacombe Globe

**CALL TO ORDER**

Mayor Gordon called the meeting to order at 5 PM.

**ADOPTION OF AGENDA**

11/178.07 10MO  
Agenda adopted  
10-119

**MOVED BY** Councillor Rempel:

THAT the agenda be adopted as circulated.

CARRIED UNANIMOUSLY

**MINUTES**

11/179.07 10MO  
Minutes adopted  
10-120

**MOVED BY** Councillor Foster:

THAT the minutes of the March 22, 2010 Regular Meeting be confirmed as circulated.

CARRIED UNANIMOUSLY

**INFORMATION**

11/173.12 10MO  
16 Information Items  
received  
10-121

**MOVED BY** Councillor Parent:

THAT The following information items be received:

1. Council Calendar
2. Legislative Timetables
3. Alberta Municipal Affairs: Letter Re: Grant approval for Tennis Court Upgrades and Renovations
4. Alberta Municipal Affairs: Letter Re: MSI approval for the Barnet Arena Rink Slab Replacement
5. Government of Alberta: News Release: Bill 9 Supports Open and Transparent Rules for Municipal Elections
6. Government of Alberta: Letter Re: Community Initiatives Program (CIP)
7. Alberta Transportation: Letter Re: 2010, 2011, 2012 and 2013 Applications for Program Acceptance (APA)
8. Lacombe Regional Solid Waste Authority: Letter Re: Changing the Legal Status of the LWRSWA from an Authority to a Commission
9. CTV Globe Media: CTV: New Rental Rules may Squeeze First-



- Time Buyers
10. Red Deer Advocate: Article Re: Blackfalds Fire Dept. Expands Coverage Area
  11. Red Deer Advocate: Article Re: Number of Ambulances to Drop in Red Deer (Note: will need to rotate as it's sideways)
  12. Lacombe Globe: Article Re: Contractor Backs out of Arena Work
  13. Lacombe Globe: Article Re: Town Shafts Fire Department Members
  14. AUMA: News for Council for March 24, 2010
  15. AUMA: News for Council for March 31, 2010
  16. AUMA: News for Council for April 7, 2010

CARRIED UNANIMOUSLY

**BUSINESS**

**32 Streets and Roads**

**32.1 Highway 2A**

Chief Administrative Officer, Ken Kendall, informed Council that AECOM Canada Ltd. has been involved with the Highway 2A project since inception and is recommending that they complete the final drawings, specifications and project management for the Highway 2A Upgrade Project.

38/601.01 09MO  
Council approved  
AECOM Canada Ltd.  
10-122

**MOVED BY** Councillor McQuesten:

THAT Council award the Engineering Consultant & Project Management contract for the Highway 2A upgrades to AECOM Canada Ltd. in the amount of \$995,408.00 plus GST.

CARRIED UNANIMOUSLY

**11 Council and Legislative**

**11.1 2010 Local Election**

Corporate Services Director, Michael Minchin, informed Council that interviews were held for the Joint Returning Officer being used for both the Town and County of Lacombe for the upcoming Municipal General Election. It is recommended to approve Michele Grismer who is already approved by Lacombe County as the Returning Officer. It was noted to Council that they are two separate and independent elections.

11/117.12 10MO  
Council approved  
Michele Grismer as  
RO  
10-123

**MOVED BY** Councillor Christie:

THAT Council approve Michele Grismer as the Returning Officer for the Town of Lacombe's 2010 Municipal General Election.

CARRIED UNANIMOUSLY

**53 Senior's and Social Housing**

**53.1 Lacombe Foundation**

Corporate Services Director, Michael Minchin, presented to Council a request from Lacombe Foundation asking for its 2010 municipal requisition. This requisition is to cover the 2010 operations and 2010 capital.

53/352.01 10MO  
Council approved  
2010 municipal  
requisition from  
Lacombe Foundation  
10-124

**MOVED BY** Councillor Parent:

THAT Council approve the 2010 municipal requisition from the Lacombe Foundation in the amount of \$58,289.00.

CARRIED UNANIMOUSLY

**26 Bylaw Enforcement and Safety Services**

**26.1 Anti Idling Bylaw**

Corporate Services Director, Michael Minchin, reminded Council that at the October 19, 2009 Regular Meeting of Council, they had directed Administration to research the benefits of anti-idling bylaws. In response to this request, Administration recommended an initial step of introducing an education campaign on the benefits of anti-idling.

26/205.03 09MO  
Council approved  
education program for  
anti-idling  
10-125

**MOVED BY** Councillor Rempel:

THAT Administration be directed develop an education program similar to the City of Red Deer's Idle Free Campaign for motor vehicles as an initial first step to address idling vehicles in Lacombe.

CARRIED UNANIMOUSLY

**26.2 Standard Operating Procedures for Bylaw Enforcement**

Corporate Services Director, Michael Minchin, informed Council that Administration needs to address issues identified in the Solicitor General's audit of the Town's Peace Officer and Bylaw Department in 2009. A procedures manual and memorandum of understanding between the Town and the Lacombe Police Service is also included. M. Minchin also mentioned that the Peace Officers are going back to uniforms.

26/201.01 10MO  
Council received the  
Peace Officer Policy &  
Procedures Manual as  
information  
10-126

**MOVED BY** Councillor Foster:

THAT Council receive the Town of Lacombe's Peace Officer Policy & Procedures Manual as information.

CARRIED UNANIMOUSLY

26/341.01 10MO  
Council received the  
Memorandum of  
Understanding as  
information  
10-127

**MOVED BY** Councillor Foster:

THAT Council receive the Memorandum of Understanding between the Town of Lacombe and the Lacombe Police Services as information.

26/210.02 10MO  
Council passed  
motion to repeal  
Policy #26/210/02  
10-128

CARRIED UNANIMOUSLY

**MOVED BY** Councillor Foster :

THAT Council repeal Town of Lacombe Policy #26/210/02 PO, Complaints/Discipline for Special Constables.

CARRIED UNANIMOUSLY

**40 Environmental Health Services and Utilities**

**40.1 Water & Sewer Rates, Fees and Charges Consolidation**

Corporate Services Director, Michael Minchin, informed Council that Administration has prepared revisions to the utility rates, fees and charges policy. An amendment to the Utility Rate Bylaw has also been prepared. These changes are methods to reduce the amount of future uncollectable utility accounts and update the rates charged for installing service connections to include storm sewer.

11/175.19 10MO  
Council passed first  
reading of Bylaw  
70.34  
10-129

**MOVED BY** Councillor Parent:

THAT Bylaw 70.34, a bylaw to amend Bylaw 70, the Water and Waste Water Bylaw, be introduced and given first reading.

CARRIED UNANIMOUSLY

11/175.20 10MO  
Council passed  
second reading of  
Bylaw 70.34  
10-130

**MOVED BY** Councillor Parent:

THAT Bylaw 70.34 be given second reading.

CARRIED UNANIMOUSLY

11/175.21 10MO  
Third reading of Bylaw  
70.34 was presented  
10-131

**MOVED BY** Councillor Parent:

THAT Bylaw 70.34 be presented for third reading at this meeting.

CARRIED UNANIMOUSLY

41/201.02 10BL  
Third and final reading  
of Bylaw 70.34 was  
passed  
10-132

**MOVED BY** Councillor Parent:

THAT Bylaw 70.34 be given third and final reading.

CARRIED UNANIMOUSLY

40/451.01 10PO  
Council approved  
Policy 40/451.01(10)  
10-133

**MOVED BY** Councillor McQuesten:

THAT Council approve Policy 40/451.01(10), Utility Rates, Fees, and Charges.

CARRIED UNANIMOUSLY

**61 Land Use Planning and Land Development**

**61.1 Elizabeth Park Development Area – Phase 8**

Chief Administrative Officer, Ken Kendall, brought to Council's attention a request from developer, Hans Spelt of Shantro Development, for the Town to share the cost of a pressure sustaining valve that is needed for Elizabeth Park - Phase 8. K. Kendall went on to say that this request is not stated in the original development agreement. However, the developer has been aware of the requirements for several phases.

66/250.31 09MO  
Council denied  
request by Shantro  
Developments  
10-134

**MOVED BY** Councillor Christie:

THAT Council deny the request by Shantro Developments for a contribution to the Pressure Sustaining Valve required at the north end of Elizabeth Park Phase VIII.

CARRIED UNANIMOUSLY

**61.2 Trinity Crossing**

Chief Administrative Officer, Ken Kendall, brought to Council's attention a request from Laebon Development, asking for a reduction in the amount of security that is required from developers on estimated construction costs. The reduction asked for was from 25% to 10%, this request was similar to a request granted to Shantro Developments earlier this year.

66/250.21 08MO  
Council defeated  
motion to grant a  
security reduction for  
a developer  
10-135

**MOVED BY** Councillor Foster:

THAT Council grant the requested reduction to 15% of estimated construction costs to Laebon Developments Ltd., for Trinity Crossing – Phase 1A, and

THAT all future Laebon Developments Ltd., subdivisions including all subsequent phases of Trinity Crossing will be at the standard 25% security.

MOTION DEFEATED

**62 Community and Economic Development**

**62.1 Review of Economic Development Program**

Mayor Gordon explained to Council that the previous Economic Development Bylaw, Bylaw 64, needs to be rescinded and a new number assigned to this same bylaw, Bylaw 359 as Bylaw 64 is the number of the original bylaw.

11/175.22 10MO  
Council passed first  
reading to Bylaw 359  
10-136

**MOVED BY** Councillor Christie:

THAT Bylaw 359, a Bylaw to establish a Project Based Task Force for Economic and Community Development, be introduced and given first reading.

CARRIED UNANIMOUSLY

11/175.23 10MO  
Council passed  
second reading to  
Bylaw 359  
10-137

**MOVED BY** Councillor Rempel:

THAT Bylaw 359 be given second reading.

CARRIED UNANIMOUSLY

11/175.24 10MO  
Council passed  
presented for third  
reading of Bylaw 359  
10-138

**MOVED BY** Councillor Rempel:

THAT Bylaw 359 be presented for third reading at this meeting.

CARRIED UNANIMOUSLY

62/112.05 10BL  
Council passed third  
and final reading of  
Bylaw 359  
10-139

**MOVED BY** Councillor Rempel:

THAT Bylaw 359 be given third and final reading.

CARRIED UNANIMOUSLY

---

**REPORTS**

Mayor Gordon

- Attended a Municipal Planning Commission meeting.
- Attended a presentation by Dow Agro Science where the Town was presented with a donation of \$10,000.00.

Councillor Rempel

- Attended a Municipal Planning Commission meeting.
- Attended a Lacombe Beautification meeting.

Councillor Foster

- Attended a meeting with the Family Community Support Services.
- Attended a meeting with the Chamber of Commerce.
- Attended a presentation by Dow Agro Science where the Town was presented with a donation of \$10,000.00

Councillor Parent

- Attended an ambulance meeting.
- Attended a meeting with the Lacombe Foundation.

Councillor Christie

- Attended a Police Commission meeting.
- Attended a presentation by Dow Agro Science where the Town was presented with a donation of \$10,000.00.
- Attended a meeting regarding police negotiations.
- Attended a Municipal Planning Commission meeting.

Councillor McQuesten

- Attended a meeting with the Fieldhouse.

Community Services Director

- Informed Council that she had a meeting with Ambulance and Alberta Health Services.

Corporate Services Director

- Informed Council that both layers of old concrete are gone in the Barnett Arena with regards to the Ice Pad Replacement project.

CAO

- Informed Council that the Town will have all streets cleaned by the end of April.
- Public Works and Parks are in the process of hiring their

summer casuals.

11/173.13 10MO  
Council received  
reports as information  
10-140

**MOVED BY** Councillor McQuesten:

THAT the Council and CAO reports be received as information.

CARRIED UNANIMOUSLY

11/177.21 10MO  
Move *In Camera*  
10-141

**MOVED BY** Councillor McQuesten:

THAT Council move *in camera* at 5:55 PM to discuss the following items:

**66 Subdivision and Land Development**

- Development Proposal

CARRIED UNANIMOUSLY

Councillor Steve Christie declared a potential conflict of interest with regards to the development proposal being presented to Council and exited the Council Chambers at 5:56 PM.

Council completed their discussions regarding the development proposal and Councillor Steve Christie returned to Council Chambers at 6:20 PM.

11/177.22 10MO  
Open Meeting  
10-142

**MOVED BY** Councillor Christie:

THAT Council return to Open Meeting at 6:33 PM.

CARRIED UNANIMOUSLY

Councillor Steve Christie declared a potential conflict of interest with regards to the development proposal being presented to Council and exited Council Chambers at 6:34 PM, so that Council may vote on the presented resolution.

**66 Subdivision and Land Development**

**66.1 Land Development - Developers**

69/158.01 10MO  
Council approved  
assessment for a  
commercial  
development  
10-143

**MOVED BY** Councillor Parent:

THAT Council direct Administration to proceed with authorizing #404089 Alberta Ltd., to undertake an assessment for a commercial development and make an offer within 9 months.

CARRIED UNANIMOUSLY

Councillor Steve Christie returned to Council Chambers at 6:39 PM



11/177.23 10MO  
Adjournment  
10-144

**ADJOURNMENT**

**MOVED BY** Councillor Parent:

THAT the meeting adjourn at 6:40 PM.

CARRIED UNANIMOUSLY

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Chief Administrative Officer

April 14, 2010

## **Seniors benefit from more than 1,000 continuing care spaces**

### ***\$105-million investment from Capital Bonds and ASLI to address priority needs***

*Edmonton...* More than 1,000 new and upgraded spaces are being added to Alberta's continuing care system to address the needs of an aging population. New construction or renovations involving 13 facilities in 11 Alberta communities will be completed or well underway within the next two years.

"Providing seniors with accommodations that best suit their health and personal care needs is a priority," said Premier Ed Stelmach. "Everyone who purchased Alberta Capital Bonds is making an investment in the continuing care system that will benefit seniors for years to come. Together, we are helping Alberta seniors remain in their communities and age in the right place, close to family and friends."

These new and updated continuing care spaces will also create additional capacity in Alberta's hospitals and emergency departments by transitioning seniors currently occupying acute care hospital beds into more appropriate settings that will better meet their needs.

\$55 million from Albertans' investment in Capital Bonds is being used to supplement the \$50-million Affordable Supportive Living Initiative (ASLI), leveraging an even greater community investment to enhance seniors' continuing care accommodations. Remaining funds from the sale of Capital Bonds will be used for future investment in seniors' accommodations.

The 13 projects support government's Continuing Care Strategy: *Aging in the Right Place* and span the spectrum of continuing care facilities that include supportive living, designated assisted living and long-term care spaces.

The projects were identified through a consideration of demographics and community needs. Existing ASLI proposals were then reviewed to see which best addressed those of highest priority. With provincial funding through ASLI, community and private sector proponents build affordable accommodations for seniors. Specific details about the 13 projects will be released in the near future.

The Alberta government has a clear plan for a strong economic recovery. An important part of *The Way Forward* is maintaining support for programs and services Albertans need most, such as health care, education and safe and vibrant communities. For more information on the plan visit [Alberta.ca](http://Alberta.ca).

-30-

**Background:** Continuing care project list

# Backgrounder

April 14, 2010

## Continuing care project list

Location	Project proponent	New and/or upgraded spaces
Calgary	Covenant Health	100
	Father Lacombe	150
	Schizophrenia (Group Home)	24
Didsbury	Continuing Care Partnership	100
Edmonton	Lifestyle Options Limited	58
Fort McMurray	Continuing Care Partnership	100
Grande Cache	Grande Cache Continuing Care	6
High River	ElderCare Communities Ltd.	72
Lacombe	Christenson Communities	88
Red Deer	Covenant Health	100
Spruce Grove	Copper Sky	70
Stettler	Continuing Care Partnership	88
Westlock	Westlock Foundation	61

-30-

### Media inquiries may be directed to:

Jody Korchinski, Communications  
Infrastructure, 780-644-8596

To call toll free within Alberta dial 310-0000.

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SHARE 



April 14, 2010

## **Alberta introduces unique distracted driving legislation**

### ***Comprehensive legislation goes beyond cell phones***

**Edmonton...** The Alberta government has introduced some of the most comprehensive distracted driving legislation in Canada. Bill 16, the Traffic Safety (Distracted Driving) Amendment Act, 2010, proposes a ban on the use of hand-held cell phones and activities like texting, reading, writing, personal grooming, and puts restrictions on using other electronic devices while driving.

"This legislation is a practical, effective and enforceable approach to the issue of distracted driving," said Minister of Transportation Luke Ouellette. "We are sending a strong safety message to all Albertans: When you're in your vehicle, your focus must be on driving."

The bill proposes a fine of \$172 with no demerit points. Drivers engaged in any of the identified activities can be charged under this amendment. A distracted driver could face additional charges if they commit other violations such as running a red light or making an improper lane change. Bill 16 will also complement the current *driving without due care and attention* law—a serious offence with a fine of \$402 and six demerit points—by giving law enforcement agencies more flexibility in dealing with a wider range of behaviours.

"I am pleased with the efforts that have been made on bringing forward a piece of legislation that strives to make our roads safer," said Art Johnston, Calgary-Hays MLA who introduced the legislation. "I appreciate the great input of law enforcement and traffic safety stakeholders that has led to the introduction of this legislation. This is a complex issue and I believe we have found a good balance between enforcement and safety."

Bill 16 would allow the use of hands-free phones. Also, radio communications such as CB radios would be allowed for commercial purposes and search and rescue services. Drivers could use hand-held devices to contact emergency services and this legislation would not affect the official duties of emergency service personnel including enforcement, fire and medical services.

"This is a great step forward for traffic safety in our province," said Frank Oberle, Solicitor General and Minister of Public Security. "Bill 16 is part of a comprehensive law enforcement strategy to help continue reducing fatalities and injuries on our road ways."

The proposed legislation is expected to be debated in the legislature this fall. This will give the public and traffic safety stakeholders an opportunity to view Bill 16 and provide comments and feedback. Go to [www.transportation.alberta.ca](http://www.transportation.alberta.ca) for more information.

-30-

**Backgrounder:** Proposed distracted driving legislation - Bill 16

**Media inquiries may be directed to:**

Tammy Forbes

Alberta Transportation

780-415-1841

Cell: 780-819-5062

[tammy.forbes@gov.ab.ca](mailto:tammy.forbes@gov.ab.ca)

To call toll free within Alberta dial 310-0000.



# Background

April 14, 2010

## Proposed distracted driving legislation - Bill 16

### Highlights:

- Bans drivers from holding/using hand-held/portable communication/entertainment devices such as cell phones, laptops or MP3 players while driving;
- Bans drivers from reading, writing or attending to personal hygiene or grooming while driving;
- Allows enforcement officers, at their discretion, to charge distracted drivers;
- Complements the current *driving without due care and attention* legislation;
- Applies to all vehicles as defined by the Traffic Safety Act.

Activity	Legislation
Cell phone	<ul style="list-style-type: none"> <li>• A driver must not hold, view or manipulate an electronic communication device that can send or receive phone calls, electronic data, electronic mail or text messages.</li> <li>• A driver may use a cell phone in hands-free mode.</li> </ul>
Personal digital assistant-PDA devices	<ul style="list-style-type: none"> <li>• A driver must not hold, view or manipulate an electronic communication device that can send or receive phone calls, electronic data, electronic mail or text messages.</li> <li>• A driver may use the cell phone function of a PDA in hands-free mode.</li> </ul>
Hand-held wireless or electronic devices	<ul style="list-style-type: none"> <li>• A driver must not hold, view or manipulate an electronic device.</li> </ul>
Two-way(CB) radios	<ul style="list-style-type: none"> <li>• Drivers may not use CB radios unless they are for commercial purposes or search and rescue services.</li> </ul>
Contacting emergency response units	<ul style="list-style-type: none"> <li>• Drivers may use hand held phones to contact emergency response units.</li> </ul>
Portable audio players (e.g., MP3 and other Music/Audio Players)	<ul style="list-style-type: none"> <li>• A person may use a music/audio player but it must be programmed or set up in advance of driving so that drivers are not manually typing or inputting information while driving.</li> <li>• If the music player is connected to the vehicle sound system drivers may use the vehicle controls to operate the MP3 player.</li> </ul>
GPS navigation systems	<ul style="list-style-type: none"> <li>• A person may use a GPS system but it must be programmed or set up in advance of driving so that drivers are not manually typing or inputting information while driving.</li> <li>• GPS units must be secured to the vehicle and may only be used in a voice-activated</li> </ul>

Video display screens	<p>manner while driving.</p> <ul style="list-style-type: none"> <li>• A driver may not permit a video display screen to be activated and within view of that driver unless the screen is:</li> <li>• a GPS navigation device being used to obtain navigation information,</li> <li>• a cellular telephone being used in hands-free mode,</li> <li>• a logistical transportation tracking system device used to track vehicle location, driver status or the delivery of packages or other goods for commercial purposes,</li> <li>• a dispatch system used for the transportation of passengers,</li> <li>• a collision avoidance system device when used to provide collision avoidance information, or</li> <li>• an instrument, gauge, device or system that is used to provide information to the individual regarding the status of various systems and position of the vehicle.</li> </ul>
Logistical Transportation Tracking Systems and Dispatch Systems	<ul style="list-style-type: none"> <li>• Drivers are restricted from holding, viewing or manipulating these systems while driving.</li> <li>• However, these systems are permitted in vehicles that require them for commercial purposes. Drivers must program them before they begin driving.</li> </ul>
Reading	<ul style="list-style-type: none"> <li>• Drivers are restricted from reading printed materials while driving.</li> </ul>
Writing	<ul style="list-style-type: none"> <li>• Drivers are restricted from writing, drawing or sketching while driving.</li> </ul>
Grooming	<ul style="list-style-type: none"> <li>• Drivers are restricted from attending to personal hygiene or grooming while driving.</li> </ul>

**Fines and penalties:**

Driver Group	Proposed Penalty
This would apply to all drivers of all vehicles as defined by the Traffic Safety Act. This includes vehicles like cars, minivans, trucks, motorcycles, motor homes, truck tractors as well as bicycles.	<ul style="list-style-type: none"> <li>• \$172 fine, no demerits.</li> </ul>

-30-

**Media inquiries may be directed to:**

Tammy Forbes  
 Alberta Transportation  
 780-415-1841  
 Cell: 780-819-5062  
[tammy.forbes@gov.ab.ca](mailto:tammy.forbes@gov.ab.ca)

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# Ban on pruning Elm trees in effect

Heather Pickett  
Globe Staff

If you missed out on shaping and pruning elm trees flourishing on your property over the winter months, you're going to have to wait until October to wield your clippers and axes.

From the beginning of April through to September 30, a ban is in effect across Alberta, prohibiting the pruning of elm trees and storage of elm firewood because of the potential risk of attracting elm bark beetles.

"Dutch elm disease (DED), which can kill a healthy tree surprisingly quickly, is spread by elm bark beetles, which

are attracted to the scent of cut elm wood," Brian Hay, parks supervisor for the Town of Lacombe, previously told the *Globe*. "This time of year, the beetles are starting to come out of hibernation and if you're pruning elms or have recently done so, they're going to be attracted to it."

While they haven't been a problem with DED in Lacombe before, the community is ripe with elm trees, as the towering leafy giants line both sides of many streets throughout town.

DED moves rapidly from infected to weakened trees on the bodies of European or native elm bark beetles.

The disease can kill an individual tree in as little as three

weeks.

The whole population of elms in a community can easily be destroyed within a decade.

Alberta is one of the last two locations in North America that is free of DED, although in 1998 it was confirmed that one tree in Wainwright had the disease.

That tree was immediately removed and burned. Once a tree is infected with DED, it can die as soon as a year later, depending on its age and health.

The province-wide ban serves as a preventative strategy to keep the thousands of elm trees throughout communities protected.

The Society To Prevent

Dutch Elm Disease (STOP-DED) is a non-profit organization whose mandate is to preserve and protect Alberta's elm trees from (DED) and the group continues to keep an eye on the province's populations of elm trees.

In March 1999, STOP-DED completed a province-wide elm inventory, collecting information on all public and private elm trees in 529 municipalities. A total of 219,334 elm trees valued at more than \$600-million were recorded.

For more information on DED and the STOP-DED organization and preventative measures, visit [www.stopded.org](http://www.stopded.org).

PRAIRIE MEDIA  
MONITORING

LACOMBE  
GLOBE

DATE: APR 13 2010  
Specification: Weekly  
FRONT PAGE:

INSIDE PAGE: 27

# Combination herbicides now a thing of the past

**Heather Pickett**  
Globe Staff

While spring weather appears in limbo, the packages of weed and lawn feed products that once lined store shelves are noticeably absent this time of year.

If you were looking to get a jumpstart on a healthy lawn with the use herbicide-fertilizer combination products, you're going to have to change your lawn care regiment as us products are no longer be sold in Alberta.

In a move aimed at reducing the amount

of herbicide 2,4-D run-off entering the waterways, products that contain the chemical 2,4-D will no longer be sold as part of the provincial government's plans to protect the quality of water downstream of urban areas.

Products intended for spot application to weeds will still be available for sale and use.

Alberta passed legislation to ban weed and feed after a study of surface water and run-off downstream of urban areas showed high levels of 2,4-D, which is found in her-

bicides.

The ban will have little impact in the agriculture sector, landscaping industry or golf courses, since homeowners use the majority of weed and feed products.

And neither the Town of Lacombe nor the County of Lacombe will be impacted by the ban.

**PRAIRIE MEDIA  
MONITORING**

**LACOMBE  
GLOBE**

DATE: **APR 13 2010**

Specification: Weekly

FRONT PAGE: \_\_\_\_\_

INSIDE PAGE: 11



## Town of Lacombe MEMORANDUM

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<b>TO</b>	Mayor Judy Gordon and Town of Lacombe Councillors
<b>FROM</b>	Brenda Vaughan, Community Services Director
<b>SUBJECT</b>	Children Resource Centre Project Feasibility Presentation
<b>DATE</b>	April 26, 2010
<b>GENFILE REF #</b>	52Daycare/620Child_Care_Resourcecentre/Feasibility
<b>PROPOSAL</b>	<p>Council will receive a presentation of the findings resulting from the Community Consultation process investigating community need, program need and fiscal viability for a Children's Resource Centre.</p> <p>The presenters will be Rebekah Seidel, sole proprietor of <b>CreO inc.</b> &amp; Anna Bubel, sole proprietor of <b>Another Way</b>-building capacities for new visions</p> <p>Rebekah has provided oversight to the overall work of the project as well as the community consultation process.</p> <p>Anna has calculated the projected operation and construction costs for three scenarios generated by the consultation process</p> <p>The presentation will end with indication of which scenario is most suited to community need and fiscal sustainability.</p> <p>Council can at that time, either accept the presentation as information and hold further discussion with administration at another time, or</p> <p>Council may wish to direct Administration to continue working with the consultants to develop a detailed business case, and fund a development plan for the favored scenario.</p>
<b>PROPOSED BY</b>	<p>Council will recall that the local need for a suitable location for Daycare, combined with the opportunity to partner with Alberta Children's Services, led us to investigate the possibilities to meet this need.</p> <p>The project was based on a community consultation model combined with a focus on the business case for each model.</p>
<b>BACKGROUND INFORMATION</b>	<p>The presentation will address the balance of points listed in the memo framework.</p>
<b>PROS</b>	
<b>CONS</b>	



ISSUE ANALYSIS				
IMPACT: Community	The local Daycare building will be destroyed and the daycare must be relocated. The Daycare Society does not wish to own a building, nor do they have the fiscal capacity to own and operate a facility. They will happily sign a long term lease in a facility that is designed to support enriched and varied care or support to families and children. The combination of like-minded services alongside the daycare will provide premium service to the community as well as provide stability of location for all services to prosper and grow. Community use rooms will replace those lost from the community when Nelson school was reabsorbed into the provinces inventory.			
IMPACT: Policy & Plans	Town Council has been a generous landlord and has offered financial & leadership support to the Lacombe Daycare for some time. While no statutory elements require this level of support, Council has been consistent in its desire to stabilize childcare services for citizens. Carol Lynn Gilchrist has provided <a href="#">a preliminary opinion</a> on the parking requirements for the proposed building.			
IMPACT: Financial	Operating Costs	Capital Costs	Budget	Funding Sources
IMPACT: Organizational	The projected budgets are best guesses at this point and are aggregate sums. The development of a business case on the preferred scenario will provide detailed projections within each revenue and expense line. Given this we might expect fundraising and borrowing costs to ebb and flow, the overall goal being to reduce direct costs to the municipality. Council will provide direction to actually proceed to construction based on a more defined business case.			
IMPACT: Communications				
IMPACT: Other				
COMMUNICATIONS STRATEGY	Should Council proceed to the next level, a capital campaign, combined with a Marketing & Communication plan will be completed by Kelsey Pellegrini, under the direction of a project management team/ Mayors task force.			
ATTACHMENTS (links, reports, plans, maps, documents)	<a href="#">Project Summary Report</a> <a href="#">Conceptual Drawings for Building</a> (not yet vetted by the community) <a href="#">Elevation Drawings</a>			
CAO COMMENTS				

<b>ACTIONS PROPOSED</b>	Council receive the project presentation for information OR Council direct administration to proceed with a detailed Business Case on the recommended Scenario.

### Children's Resource Centre – Preliminary Review for Two Storey Bldg

<b><i>P District</i></b>	<b>LUB</b>	<b>Proposal</b>	<b>Relaxation/Variance</b>
<b>Front yard</b>	9.0 m	9.0 m	<i>No variance</i>
<b>Rear yard</b>	6.0 m	6.0 m	<i>No variance</i>
<b>Side yard</b>	3.0 m	3.0 m W & 6.0m E	<i>No variance</i>
<b>Maximum Parcel Coverage</b>	80%	<b>58%</b>  Site Area = 0.422 ha Bldg. Area= 2465 m <sup>2</sup>	<i>No variance</i>
<b>Parking (s. 8.11)</b>	Office 2.5 stalls/100m <sup>2</sup> Daycare no # specified  Community, Culture & Recreation Use is determined by the Development Authority	<b>110 stalls provided</b>  92 stalls (CRC + Offices) 40 stalls (Town Office) 6 Handicapped stalls <b>138 Stalls Required</b>  Based on Bldg area/use: Town Office 1590m <sup>2</sup> /total floor CRC 2465m <sup>2</sup> /1 <sup>st</sup> floor Offices 1256m <sup>2</sup> /2 <sup>nd</sup> floor	<b>28 stall variance or 20% relaxation (MPC)</b>  The usage/demand will be high at key times so available stalls near CRC main entrance is key. <sup>1</sup>  Drop-off lane - 3 cars max.
<b>Loading (s. 8.11)</b>	Rear or side yard only	East side off 56 Ave	<i>Additional Landscaping needed for screening</i>
<b>Garbage</b>	Rear or side yard only	Town Office - Possible new location is NW corner  CRC – unknown, could be combined with loading area	
<b>Landscaping (s. 8.16)</b>	Vegetation density of one tree/50 m <sup>2</sup>	Minimum tree density to be achieved – More detailed plan later	<i>No variance, site plan shows existing trees on the east bdy. are lost.</i>

#### **Other Considerations/Notes:**

<sup>1</sup> Evaluation of building usage by looking at a 24-hr clock as well as what uses will require good access to parking for clients/customers and/or have the expectation of assigned parking stalls for staff. Therefore typical usages within a day are as follows:

<b>Use</b>	<b>Staff</b>	<b>Time Req'd</b>	<b>Customers</b>	<b>Time Req'd</b>
<b>Town Office</b>	40	7am -5pm	5-10	8am -5pm
<b>Children's Resource Centre</b>				
- Parent Link	3-5	9am – 4pm	10-20	9am – 4pm
- Daycare	16-24	6am – 7pm	8 Drop off stalls	6-7am & 5-7pm
- Day Home/Reception	2	9am – 4pm	30	Use - 3X month
- Community Use Rooms (GG)	2	6pm – 10pm	5 drop off stalls	6pm – 10pm
- Before & After School Care	4	6-9am & 3-5pm Plus full PD Days	5 drop off stalls Students walk to/from	6-7am & 5-7pm
<b>CRC - 2nd Storey Offices</b>				
- Prof. Offices/Medical or Therapy	31	8am – 5pm	10-20	8am -5pm
<b>TOTAL</b>	<b>67</b>		<b>68</b>	



**Summary report on Children's Resource Centre project  
Town of Lacombe Council  
April 26, 2010**

**Rebekah Seidel  
Project Community Facilitator**

**Note:** The following summary is intended to give an overview of the project to date. A presentation to Council on April 26 will enhance the points raised in this summary.

**Project Origins:**

The Children's Resource Centre project grew out of the need for a new home for the Lacombe Daycare. Resources were accessed to hire a facilitator, as well as to put towards new building costs.

**Project Intent:**

The intent of this project was to take an identified need and turn it into an opportunity to consider a collaborative approach to ensuring comprehensive services for childcare in Lacombe. What was envisioned was a Centre of Excellence for families and their children. The project was to include a community consultation, feasibility study, business plan development and fund development strategy.

**Project Model:**

In order to incorporate a collaborative approach and include the community in the project, a community development model was chosen to follow. Rebekah Seidel, a rural community development facilitator, was contracted in late summer of 2009 to facilitate the implementation of the project.

**Project work to date:**

The project, to date, has included a number of steps, which are listed below:

Community consultation.

The community consultation was carried out through surveys, interviews and focus groups directed to the diversity of families (with young children) and employers (with staff who had young children) which exists in Lacombe. Input was sought on current as well as future needs regarding childcare for children from 0 to 12 years of age.

Final results highlighted the top priority in Lacombe was that of quality childcare in the form of daycare as well as before and after school care. This would include care in evenings and on weekends, meeting the needs of shift workers. The second priority was for a multi-use/purpose facility for recreational, educational and social support programs for families with pre-teen children. An overall request for services which are accessible on financial, social and physical levels was highlighted.

There were distinct needs identified through the consultation process. Young parents/single young parents requested programs and supports related to parenting. Having parent support programs offered in the same location as childcare was seen as important, increasing the ease of participation. Offering office space in the Centre for those social and clinical support programs based in Red Deer

would address access issues while complimenting the continuum of services in Lacombe. Resources and programs for children with mental and physical challenges were highlighted as needing to be incorporated. Respite care was an issue raised on occasion and ought to be considered. Attention to second language and community inclusion was raised by employers of newcomers to Canada.

With raised community awareness of the project (through the consultation process), it has been deemed important to keep the community informed on a regular basis. This has occurred largely through coverage by community media including Sunny 94 and the Lacombe Globe.

#### Literature review.

A literature review was done to look at best practices in other jurisdictions regarding collaborative planning and service delivery for family and children's resources and programs. The highlights of this review were considered in the process of the project.

#### Stakeholders group.

The Stakeholders' group of 30 community representatives met on various occasions, and provided the project with a community perspective and voice regarding the creation of a Centre. Along with input from the community consultation findings, this group developed the vision and philosophy of the proposed Centre.

#### Tenants and community users group.

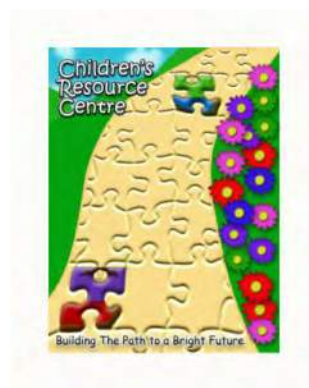
This group of 3 tenants and 2 community user representatives identified current and future needs regarding their respective programs, and also provided input into the floor plan design. Consideration of other options for building use also occurred with this group, providing 3 different scenarios to be explored in terms of feasibility.

#### Feasibility study.

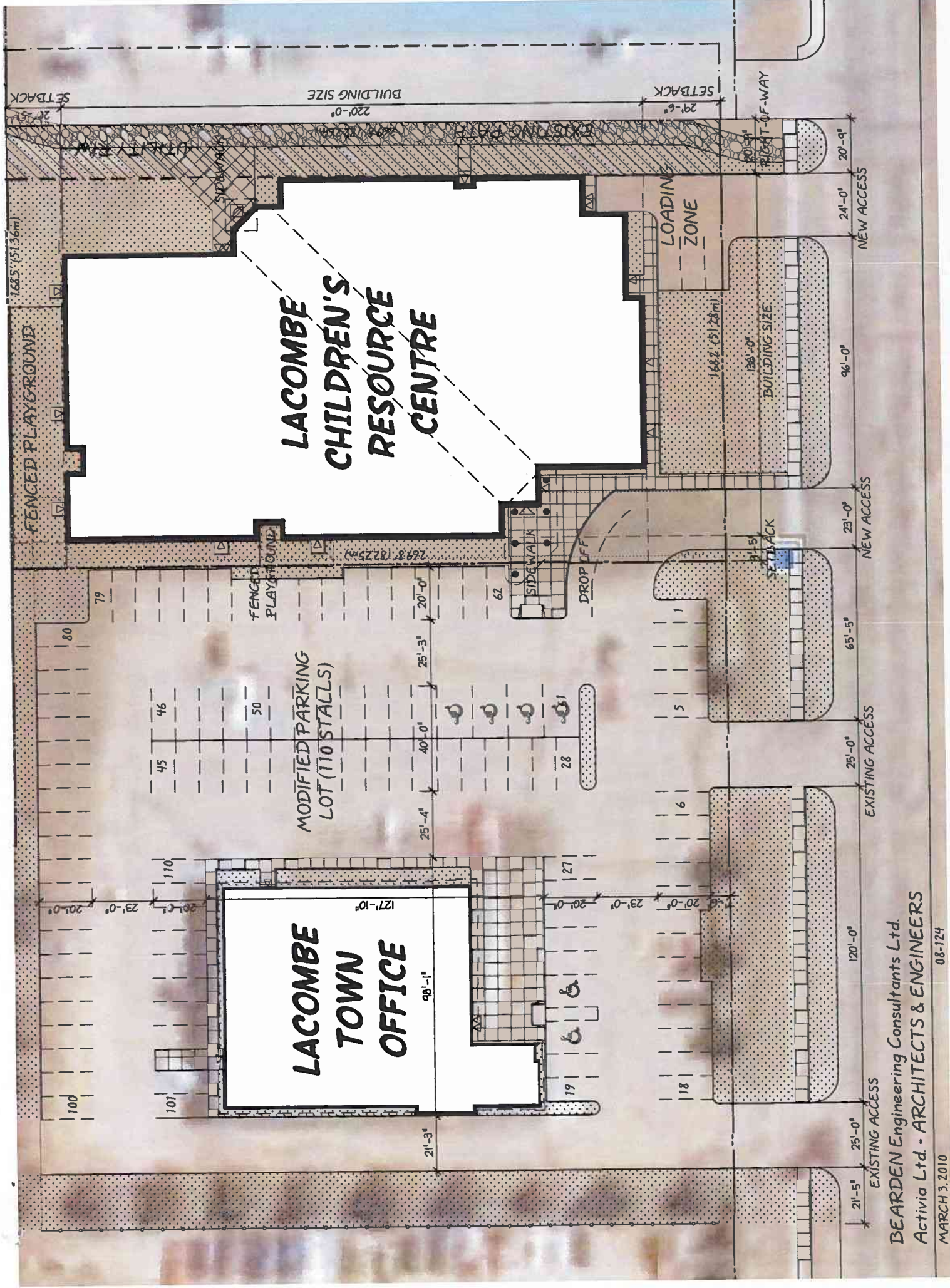
A feasibility study was carried out by Anna Bubel with Another Way. Anna took a close look at the economic viability of the 3 options identified for the proposed building. There were distinct differences in the viability of the options, which Anna will be presenting in detail to Council.

#### Next steps.

Pending the recommendation from Council, a more detailed business plan will be developed, including a fund development strategy.







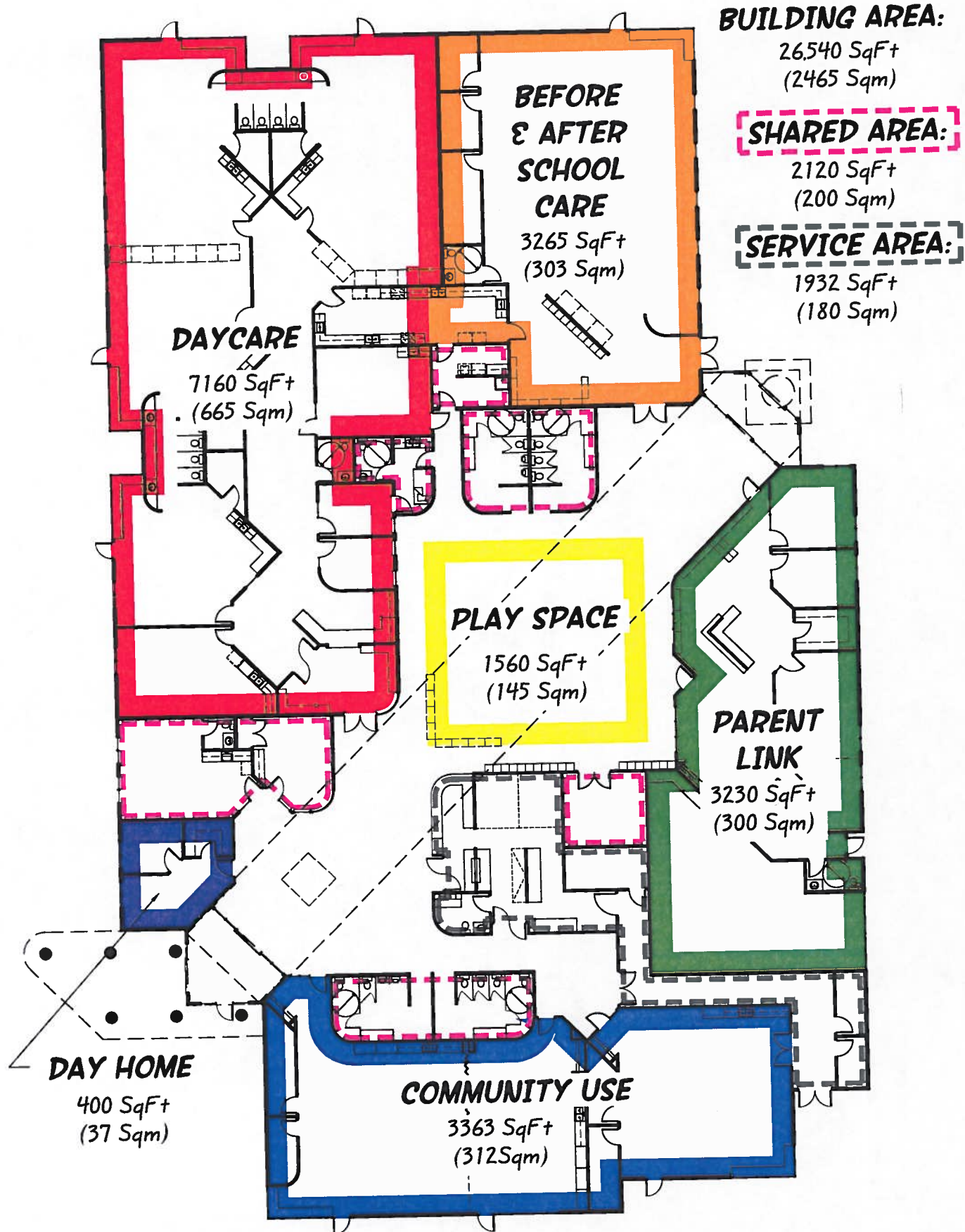
**BEARDEN Engineering Consultants Ltd.**  
**Activia Ltd. - ARCHITECTS & ENGINEERS**

MARCH 3, 2010

08-124



# LACOMBE CHILDREN'S RESOURCE CENTRE



**FENCED PLAY AREA**  
2048 SqFt (190 Sqm)

**3-4.5 YEARS**  
1005 SqFt (93 Sqm)  
(26' x 39')  
18 - 29 KIDS

**4.5-6 YEARS**  
1120 SqFt (104 Sqm)  
(26' x 46')  
20 - 32 KIDS

**PLAY AREA**  
2075 SqFt (193 Sqm)  
(39' x 56')  
38 - 60 KIDS

**19M-3 YEARS**  
794 SqFt (74 Sqm)  
(26' x 32')  
14 - 23 KIDS

**SHARED KITCHENETTE**  
36' x 10' (373 SqFt)

**MEETING ROOM (SHARED)**  
(21' x 16')

**LAUNDRY**

**JANITOR**

**RESOURCE CENTRE**  
210 SqFt (20 Sqm)  
4 - 6 KIDS

**BOYS**

**GIRLS**

**COMMON AREA**

**STAFF / WORK ROOM**  
(24' x 18')

**OFFICE**  
(14' x 10')

**OFFICE**  
(14' x 10')

**RECEPTION / WORK AREA**  
(14' x 10')

**FOYER**  
(22' x 13')

**MEETING (SHARED)**  
(14' x 18')

**STAFF / WORK ROOM**  
(24' x 18')

**OFFICE**  
(11' x 10')

**STORAGE**  
(9' x 7')

**RECEPTION / WORK ROOM**  
(20' x 13')

**SECURITY VESTIBULE**

**PLAY SPACE**  
1560 SqFt (145 Sqm)  
(41' x 38')  
80 - 150 KIDS

**CAFE**

**KITCHEN**

**STORAGE**  
(15' x 14')

**MECHANICAL**  
(15' x 8')

**BOYS**

**GIRLS**

**COMMUNITY USE ROOM 1**  
1873 SqFt (174 Sqm)  
(59' x 36')  
145 KIDS

**ROOM 1A**  
1144 SqFt (106 Sqm)

**ROOM 1B**  
729 SqFt (68 Sqm)

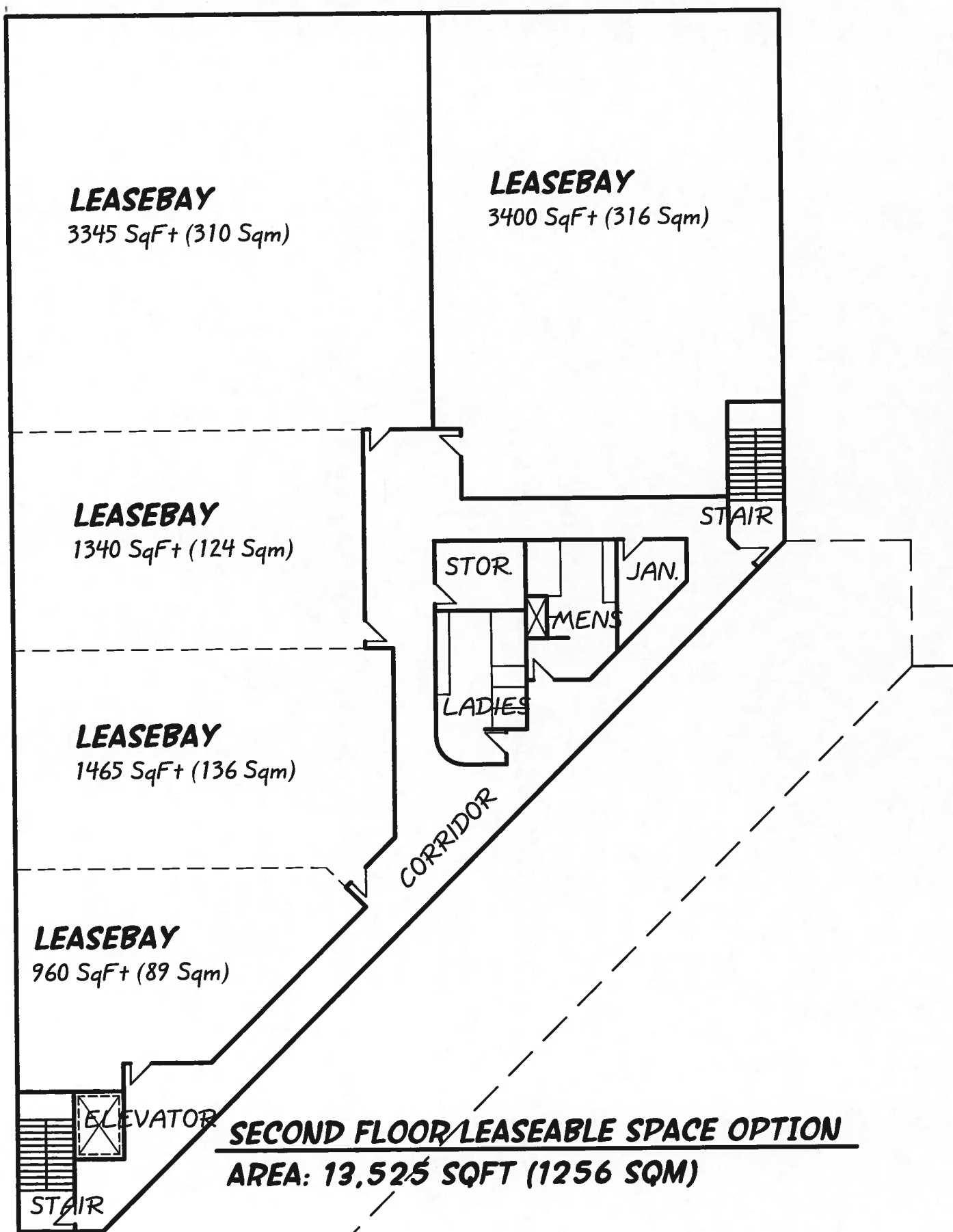
**COMMUNITY ROOM**  
1027 SqFt (95 Sqm)  
(32' x 32')  
80 KIDS

**Engineering Consultants Ltd.**  
**ARCHITECTS & ENGINEERS**

08-124

MARCH 3, 2010

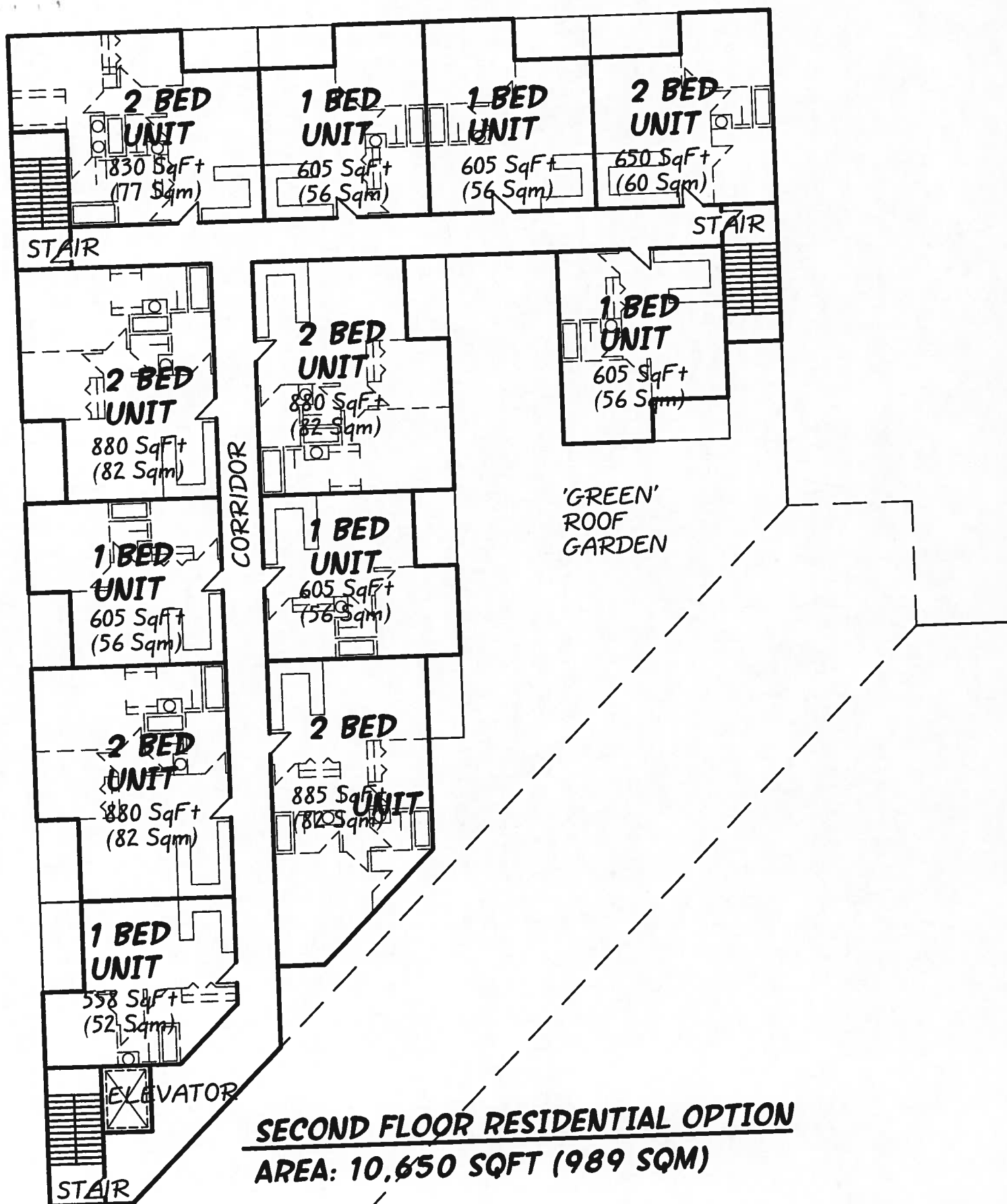
08-124



BEARDEN Engineering Consultants Ltd.  
Activia Ltd. - ARCHITECTS & ENGINEERS

MARCH 3, 2010

08-124



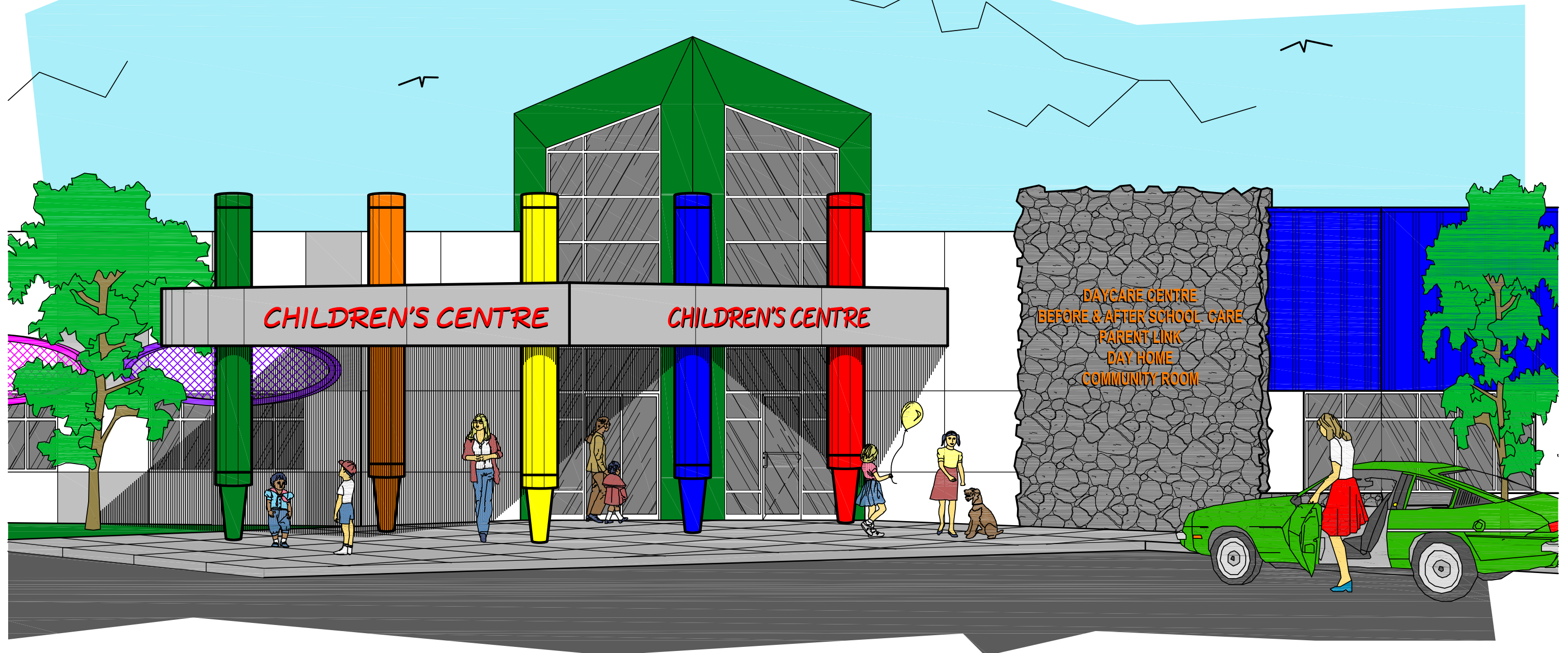
**SECOND FLOOR RESIDENTIAL OPTION**  
**AREA: 10,650 SQFT (989 SQM)**

BEARDEN Engineering Consultants Ltd.  
 Activia Ltd. - ARCHITECTS & ENGINEERS  
 MARCH 3, 2010

08-124



# LACOMBE CHILDREN'S RESOURCE CENTRE



BEARDEN Engineering Consultants Ltd.  
Activia Ltd. - ARCHITECTS & ENGINEERS  
APRIL, 23 2010 08-124



## Town of Lacombe MEMORANDUM

<b>TO</b>	To Mayor Judy Gordon and Members of Council
<b>FROM</b>	Judy Laughy, Human Resources Manager
<b>SUBJECT</b>	Employee Attendance Management: Leave of Absence Policy
<b>DATE</b>	April 19, 2010
<b>GENFILE REF #</b>	
<b>PROPOSAL</b>	The approval of a Leave of Absence Policy that incorporates various policies currently in place and a formal process for reporting absences.
<b>PROPOSED BY</b>	Judy Laughy, Manager, Human Resources. The proposed policy has been vetted through the Management Committee and approved by the CAO and the Directors.
<b>BACKGROUND INFORMATION</b>	<p>There are several policies speaking to a variety of absences; this causes confusion and does not provide for a consistent, equitable application. This policy replaces the following current policies:</p> <ul style="list-style-type: none"><li>Vacation</li><li>General Holidays</li><li>Sick leave/Injury/Absenteeism</li><li>Special Leaves</li><li>Compassionate Care Leave</li><li>Maternity and Parental Leave</li></ul>
<b>PROS</b>	Clarity for employees and managers
<b>CONS</b>	
<b>ISSUE ANALYSIS</b>	
<b>IMPACT: Community</b>	



IMPACT: Policy & Plans	It will provide 1 policy rather than several and is written in a manner that is easy to understand and apply.			
IMPACT: Financial	Operating Costs	Capital Costs	Budget	Funding Sources
	No change from current costs relative to sick leave, vacation, etc.			
IMPACT: Organizational	Doesn't change what is provided to employees, but does provide clear direction for those who need to apply the policy. Changes included in the new policy from current policies are: <ul style="list-style-type: none"><li>• Eligible absence for illness includes visits to the doctor.</li><li>• Employees will be required to complete absence reports monthly, which report all days missed for the month and the reason for the absence.</li></ul>			
IMPACT: Communications	Don't anticipate any			
IMPACT: Other				
COMMUNICATIONS STRATEGY	Consultation and feedback has occurred with the Managers and administration. The new policy will be communicated to staff through their managers and supervisors, with support from Human Resources.			
ATTACHMENTS (links, reports, plans, maps, documents)	1. <a href="#">Absence Policy</a>			
CAO COMMENTS				
ACTIONS PROPOSED	<ul style="list-style-type: none"><li>• Approval of the proposed policy</li></ul>			



## LEAVES OF ABSENCE POLICY

Town of Lacombe

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### Purpose

This policy establishes the Town of Lacombe's policy and procedures regarding employee leaves of absence. It is intended to provide the basis for a consistent and equitable approach towards eligibility and the management of absences from work.

### ROLES AND RESPONSIBILITIES

#### Employees

- to attempt best efforts to be physically and mentally fit for work;
- to attend work, on time, for every scheduled day of work;
- to provide reasons for absence, tardiness, or leaving early;
- to contact their Supervisor if unable to attend work;
- to seek medical care when necessary; and,
- to provide medical certificates when requested under this policy

#### Managers

- counsel employees regarding attendance;
- request medical certificates in accordance with this policy;
- stay in touch with employees who are away from work, and record reasons given for absences, lateness, and leaving early; and,
- report absences to Human Resources to ensure needed record keeping and monitoring of patterns of repeated absenteeism occurs

#### Human Resources

- distribute this policy and answers questions and concerns regarding its implementation;
- provide employees with information concerning their personal rate of absenteeism

### REPORTING HOURS, OVERTIME AND ABSENCES

Employees unable to report to work shall notify their supervisor directly, in advance if possible, prior to the commencement of their scheduled day of work. Similarly, when leaving work early, employees must have the permission of their Supervisor.

#### *Salaried Employees*

**A. *Salaried Employees who are required to complete timesheets (Public Works, Recreation and Parks)***

Will complete a monthly time sheet provided by payroll. These timesheets will require Manager approval and be forwarded by the Manager to payroll for required action.

In addition, a monthly overtime and absence report will be completed, which will require Manager approval and be forwarded to payroll for required action. Payroll will forward the reports to HR for review and file.

**B. *Salaried Employees who are not required to complete timesheets***

Will complete a monthly overtime and absence report form (copy attached), which will require Manager approval and be forwarded to payroll for required action. Payroll will forward the reports to HR for review and file.

**C. *Seasonal and Casual Employees (required to complete timesheets)***

Will complete a monthly time sheet provided by payroll will require Manager approval and be forwarded to payroll for required action

**Absence Longer than One Month**

When an employee is absent from employment for a continuous period of more than one month, for reasons of sickness, disability, or approved personal leave, the following will apply:

- The accumulation of sick leave credit is suspended after the first month of absence
- The accumulation of vacation leave credit is suspended after the first month of absence
- Contribution to Local Authorities Pension by the employee and the employer is discontinued at the point where such leave is without pay.
- Contribution by the Town to the premium costs of the group benefits (medical, dental, life insurance) will be discontinued after one month. The employee may, subject to regulations of the insurer, continue the coverage of the plans by bearing 100% of the premium costs.

**Absences Due to Sickness, Injury or Disability**

*Eligibility* Permanent employees are eligible to receive sick leave with pay one month following employment commencement date.

*Benefit:* Permanent employees who work thirty hours per week or more earn sick leave at a rate of one and one-half days per month up to a maximum of eighteen days per year.

Permanent employees who work less than thirty hours per week earn sick leave using the following formula: sick leave entitlement for the year divided by the number of hours that would be worked in a year if the position were full-time, multiplied by 18.

*Care of others:* Two of the allowed days for sick leave per year may be used for the care of the employee's spouse, children, parents or parents –in-law should they become ill.

*Sick Leave Absences:* Employees who are absent for five consecutive days or more are required to provide Human Resources with a medical certificate from their doctor or qualified medical practitioner. Failure to provide the medical certificate may result in the absences being applied as leave without pay.

At any time the Town may require an employee to provide a medical certificate from a qualified medical practitioner of the town's choosing, stating whether the employee has a medical condition, the prognosis of the condition, fitness to be at or return to work and the duration of any physical restrictions and/or limitation and what they are.

The Town may request a medical certificate at any time, if deemed necessary, due to excessive absenteeism.

When a medical practitioner charges a service fee for the medical certificate, the Town will reimburse the employee for that service fee.

*Employee Reporting:* It is the responsibility of the employee to give, to the Supervisor, as much notice of absence as possible.

*Unused Sick Leave:* Unused sick leave may be carried forward to subsequent years to a maximum credit of:

- i) 120 days in the first ten years of employment
- ii) 150 days in the 11<sup>th</sup> year through 15<sup>th</sup> year of employment
- iii) 180 days in the 16<sup>th</sup> year and subsequent years of employment

The accumulation of sick leave shall be viewed in the context of insurance rather than an entitlement and shall not be a consideration for salary or wage increases or compensation in severance or retirement situations.

### **Compassionate Care Leave**

*Purpose:* To provide a maximum of six (6) weeks' compassionate care leave to employees who must be absent from work to provide care or support to a gravely ill family member, with significant risk of death. To provide, in coordination with benefits available under the Canada Employment Insurance program, financial benefits approximating the regular net salary of the employee.

*Eligibility:* The employee must qualify for and receive Compassionate Care Benefits from the Canada Employment Insurance Program (EI),  
An employee's banked overtime must be fully exhausted before applying for coverage under this policy.

*Salary:* During the period of approved compassionate care leave employees are entitled to receive twenty percent (20%) of their gross salary in addition to the benefits received from EI.

Vacation and sick leave accruals shall remain unchanged for the time the employee is receiving EI benefits and/or for absences shorter than one (1) month.

*Procedures:* Complete a Request for Leave form and provide a medical certificate as proof that the ill family member needs care or support.

The CAO will review each request and respond to the employee in writing within 5 business days of receiving the request.

Provide a copy of the first EI payment stub to Human Resources, after which funds from the Town will be paid.

## VACATION

*Entitlements:* Vacation must be earned prior to being taken unless authorized by the CAO in advance.

### Permanent Full-Time Employees

3 Weeks (15 working days) During Year 1 to Year 6 = (1.25 days/month)

4 Weeks (20 working days) During Year 7 to Year 15 = (1.67 days/month)

5 Weeks (25 working days) During Year 16 and beyond = (2.1 days/month)

### Permanent Part -Time Employees

Calculated by dividing the number of hours worked in a year by the number of hours that would be worked in a year if the position were full-time. The result is then multiplied by the number of days of vacation entitlement per year as shown in this policy above.

### Temporary Employees

Vacation pay earned by a temporary employee will be paid out at the end of each month's employment at a rate as set out by Alberta's Employment Standards Code.

*Approval:* Vacation will be scheduled in consultation with and upon approval of the Manager.  
Vacation leave accrued during each year shall be taken by the end of the following year.

In exceptional circumstances the CAO, at his discretion, may approve accrued vacation be carried forward for a further period of time with the prior approval of the Director.

*Leaving Employment:* Where a permanent employee leaves employment at the Town before completing one year vacation time shall be paid as set out in Alberta's Employment Standards Code.  
A permanent Employee leaving employment for any reason shall receive salary in lieu of vacation earned and not taken.

Should an employee leave the service of the Town during their second or subsequent year of employment, and has already taken that calendar year's vacation, the Town shall be reimbursed for the value of the vacation days taken but unearned.

## GENERAL HOLIDAYS

All employees are entitled to the following general holidays with pay:

New Year's Day	Thanksgiving Day
Alberta Family Day	Victoria Day
Good Friday	Remembrance Day
Easter Monday	Christmas Day
Canada Day	Boxing Day
First Monday in August	Christmas Floater
Labour Day	

The Christmas Floater holiday is:

On December 24, when Christmas Day falls on a Tuesday, a Thursday, a Friday or a Saturday.

On December 27 when Christmas Day falls on a Monday, or a Wednesday.

On December 28 when Christmas Day falls on a Sunday.

Where a general holiday falls on a Saturday and/or Sunday, the following Monday, and if necessary, Tuesday will be observed as a general holiday.

Where an employee, as part of his regular work assignment, is required to work on a general holiday, then the employee will be given a day off with pay some time prior to the employee's next annual vacation, such day to be determined by the employee's supervisor.

An employee who absents himself from work without consent of his supervisor on either the last regular working day preceding, or his first regular working day following the general holiday shall, in addition to whatever other disciplinary action is taken, not be eligible for wages for the general holiday.

## **PERSONAL LEAVE**

The Chief Administrative Officer may allow an employee leave of absence without pay for personal reasons provided such absence does not interfere with the operation of the Town.

## **INTERNATIONAL/AMATEUR ATHLETIC OR CULTURAL EVENT**

Time off may be allowed for employees to participate or act as officials at National or International Amateur Athletic or Cultural event.

An amateur athletic or cultural event is considered to include activity involving the performing, visual, film or literary arts or activity associated with library development, cultural heritage, historical resources, and national or international study programs.

*Eligibility*            The employee will have an invitation to represent either the Province or Canada, to participate, perform, officiate or be a principle organizer from the organization sponsoring the event.

*Length of Leave*        Two weeks (ten working days) may be approved by the Director as special leave without pay. Not more than six weeks special leave (i.e. three such events) shall be granted during a three year period. The three year period shall be calculated from the date the first period of approved special leave commenced.

## **BEREAVEMENT LEAVE**

*Eligibility*            Full and part-time permanent employees.

*Entitlement*          An Employee shall be entitled to bereavement leave in the event of the death of a spouse, a son, daughter, brother, sister or the wife or husband of any of them; an aunt, uncle, a parent, parent-in-law; grandparent or grandchild.  
An employee may be granted up to one (1) day leave to act as a pallbearer at a funeral.

*Length of Leave*      An Employee so bereaved shall be allowed leave with pay for a period of up to five working days,  
A director may grant an employee up to an additional two days of bereavement leave if the employee is required to make funeral arrangements or required to organize the return of a deceased family member from a location more than four hundred (400) kilometers from Lacombe.



## **JURY DUTY**

The Town shall pay an employee who is requested to serve as a juror, the difference between his normal earnings and the amount received for jury duty. The employee shall present proof of service and the amount of remuneration received.

## **MEDICAL/DENTAL APPOINTMENTS**

*Eligibility* Full and part-time permanent employees.

*Entitlement* At the discretion of the employee's manager, an employee may be allowed time off for medical, dental and other appointments. Employees are asked to make every effort to schedule such appointments so as not to interfere with normal operations.

Time taken for these medical and dental appointments will be deducted from the employee's sick leave entitlement. If the employee does not have earned sick leave entitlement available, the employee will make up the time (no overtime will be paid for this time worked) or be deducted the time from their next pay.

## **PUBLIC OFFICE**

*Eligibility* Full and part-time permanent employees

*Guidelines* An employee elected, appointed or seconded to an office other than with the Federal or Provincial Governments or Town of Lacombe may be allowed time off without pay to attend Board meetings and other functions related to the office, provided that such time off does not cause unreasonable disruption to the employee's work.

An employee desiring time off will give such advance notice as is considered reasonable by his or her supervisor.

## **MATERNITY LEAVE**

*Eligibility* Every employee shall be entitled to maternity or parental leave in accordance with the Labour Standards and Employment Equity Acts of the Province of Alberta.

*Maternity Guidelines* A pregnant employee should apply for maternity leave by completing a Request for Leave form, as soon as possible prior to her expected date of delivery, but in any case shall give her Manager at least six (6) weeks' notice in writing of the date on which she intends to commence maternity leave and the estimated date of delivery.

*Length of Leave* An employee who is eligible for maternity leave shall take at least six weeks of such leave immediately following the actual date of delivery.

An employee, with the agreement of the employer, may shorten this six (6) week period by providing the employer with a medical certificate indicating that resumption of her full duties will not endanger her health.

If an employee subsequently indicates in writing that she is no longer able to carry out her full normal duties, she may commence her maternity leave at an earlier date.

Notwithstanding any other provision in this policy, if during the twelve (12) week period immediately preceding the estimated date of delivery the pregnancy of an employee interferes

with the performance of her duties, the manager may, by notice in writing to the employee, require that she commence her maternity leave.

A pregnant employee who presents medical evidence from her physician which satisfies the employer that continued employment in her present position may be hazardous to herself or to her unborn child, may request a transfer to a more suitable position if one is available. The employee's salary shall then be governed by the wage and salary grid. Where no suitable position is available, the employee may request maternity leave as provided by this policy if the employee is eligible for such leave. In the event that such maternity leave must commence in the early stages of pregnancy which results in the need for an absence from work longer than fifteen (15) months, the employee may request further leave without pay.

#### **SUPPLEMENTARY UNEMPLOMENT BENEFITS (SUB) PLAN**

*Purpose* The SUB Plan is intended to supplement Employment Insurance (EI) benefits received by female employees for temporary unemployment due to pregnancy during that portion of the unemployment period identified as a medically certified health related absence.

*Eligibility* The SUB Plan will cover female employees who are in permanent full-time or permanent part-time positions. The SUB Plan will cover an employee during that portion of the maternity leave that is a medically certified health related absence due to pregnancy.

An employee must provide a completed SUB Plan Application form and be in receipt of Employment Insurance benefits. A copy of Employment Insurance cheque stubs shall be required by the Town for verification.

*Benefit* Normally, The SUB Plan benefit will be paid for 6 weeks, including the two week EI waiting period, commencing no earlier than ten weeks before the estimated date of later than the date of delivery. The combined SUB Plan payment of forty percent (40%) and Employment insurance benefits shall provide the employee with ninety-five percent (95%) of the employee's regular earnings during the period in which sick leave would have been payable at one-hundred percent (100%).

#### **PARENTAL LEAVE**

*Eligibility* Every employee shall be entitled to maternity or parental leave in accordance with the Labour Standards and Employment Equity Acts of the Province of Alberta.

*Guidelines* Employees requesting Parental Leave, other than a birth mother, shall provide proof of birth or adoption and shall give the Manager six (6) weeks' notice in writing of the date on which the leave is to commence.  
If requested by the Employee, the period of parental leave may be extended up to an additional three (3) months, at the discretion of the Manager.



## Town of Lacombe MEMORANDUM

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<b>TO</b>	Mayor Judy Gordon and Members of Council
<b>FROM</b>	Michael Minchin, Corporate Services Director
<b>SUBJECT</b>	Town of Lacombe – Bylaw 362 – Tax Penalty & Payment Bylaw
<b>DATE</b>	April 23, 2010
<b>GENFILE REF #</b>	12/410 (2010)
<b>PROPOSAL</b>	<p>Administration has reviewed the Town's tax penalty and tax payment bylaws and has identified a number of areas for improvement and clarification. To simplify the current bylaw regime, Administration is proposing a new single bylaw that regulates both the tax penalty scheme for the Town and the provisions of the Town's tax payment plan. Administration is recommending Council give three readings to this bylaw in order for the changes to take place prior to the issuance of the 2010 tax notices.</p>
<b>PROPOSED BY</b>	Michael Minchin, Corporate Services Director Brenda Dryer, Treasurer
<b>BACKGROUND INFORMATION</b>	<p>The current tax bylaw (bylaw #32) was originally passed in 1983 and last amended in 1998. The penalty includes four penalties rates (2 for current taxes, 1 for supplementary taxes and 1 for arrears). The rates are substantial but they are applied only at four specific periods in the year. Once the penalty has been levied, especially the January 1<sup>st</sup> arrear penalty and the July 1<sup>st</sup> current tax penalty, there is no incentive for the taxpayer to pay until the next penalty date (which is the following January 1<sup>st</sup> for arrears and September 1<sup>st</sup> for the current penalty). The supplementary tax penalty also penalizes property owners with outstanding taxes more than those with regular current taxes.</p> <p>In addition to tax penalty limitations, actual tax charges and payments have changed. The Town adds substantial amounts of utility balances to property taxes. However due to the current penalty scheme these balances incur very little penalty and there is no incentive for property tax owner to pay these balances any earlier than required especially if the charges are added after the July 1<sup>st</sup> penalty.</p>

<b>BACKGROUND INFORMATION - Cont</b>	<p>The current bylaw also does not consider the issue of electronic banking which is a major source of tax payments for the Town. The proposed bylaw 362 includes provisions for this as well as referring to a new policy for tax payment plans (still being developed).</p> <p>Bylaw 362 includes a new penalty scheme, addresses the issue of the deadline for electronic payments and introduces the notion of a tax payment plan agreement and policy.</p>						
<b>ISSUE ANALYSIS</b>	A comparison of tax penalty scheme is provided below:						
		Current Year Taxes		Arrears		Supplementary	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
	January 1 <sup>st</sup>			15%	10%		
	February 1 <sup>st</sup>				1%		
	March 1 <sup>st</sup>				1%		
	April 1 <sup>st</sup>				1%	18%	12%
	May 1 <sup>st</sup>				1%		1%
	June 1 <sup>st</sup>				1%		1%
	July 1 <sup>st</sup>	12%	9%				
	August 1 <sup>st</sup>						
	September 1 <sup>st</sup>	3%	3%				
	October 1 <sup>st</sup>						
	November 1 <sup>st</sup>		3%				
	December 1 <sup>st</sup>						
	Total	15%	15%	15%	15%	18%	12%
	<p>Bylaw 362 also identifies the date of receipt of electronic payments as the day the payment is received by the Town's bank and it is deposited it in the Town's bank account as opposed to the current perception of the date is the payment is made electronically by the tax payer.</p>						
<b>PROS</b>	<ul style="list-style-type: none"><li>• The proposed rate scheme allows for penalties to be levied throughout the year. This also ensures that other charges such as utility payments, weed orders and other enforcement costs added to the roll also incur penalties on a much more frequent basis.</li><li>• Electronic payment receipt is now clarified.</li><li>• The rules regarding monthly payment plans reflect current bank rules and allow for broader terms to be dealt with via policy.</li></ul>						
<b>CONS</b>	<ul style="list-style-type: none"><li>• Tax penalty revenue may decrease as property owners may be more inclined to pay their taxes more quickly. Although revenue may decline, the primary objective of the bylaw is to encourage payment of taxes and not the generation of additional revenue.</li></ul>						

IMPACT: Community	<ul style="list-style-type: none"><li>n/a</li></ul>			
IMPACT: Policy & Plans	<ul style="list-style-type: none"><li>A new Tax Instalment Payment Plan policy will be presented to Council next month.</li></ul>			
IMPACT: Financial	Operating Costs	Capital Costs	Budget	Funding Sources
	n/a		\$121,501 (2010 budget revenue)	Operations
IMPACT: Organizational	<ul style="list-style-type: none"><li>n/a</li></ul>			
IMPACT: Communications	<ul style="list-style-type: none"><li>n/a</li></ul>			
IMPACT: Other	<ul style="list-style-type: none"><li>n/a</li></ul>			
COMMUNICATIONS STRATEGY	<ul style="list-style-type: none"><li>Tax brochures and notices to be updated.</li><li>Website information to be updated.</li></ul>			
ATTACHMENTS (links, reports, plans, maps, documents)	<a href="#">Bylaw 362 – Proposed bylaw</a> <a href="#">Bylaw 32 – Tax Penalty bylaw – to be replaced.</a> <a href="#">Bylaw 144 – Tax Instalment bylaw – to be replaced.</a>			
CAO COMMENTS				
ACTIONS PROPOSED	That Council give all three readings and adopt bylaw 362.			

**TOWN OF LACOMBE  
PROVINCE OF ALBERTA  
Bylaw 362**

**A Bylaw of the Town of Lacombe, in the Province of Alberta, to authorize a tax instalment payment plan and to authorize the levying of a penalty on unpaid taxes**

WHEREAS, section 340 of the Municipal Government Act, R.S.A. 2000, c M-26, states a Council may by bylaw permit taxes to be paid by instalments, at the option of the taxpayer; and

WHEREAS, section 344 of the Municipal Government Act, R.S.A. 2000, c M-26, states a Council may by bylaw impose penalties in the year in which a tax is imposed if the tax remains unpaid after the date shown on the tax notice; and

WHEREAS, section 345 of the Municipal Government Act, R.S.A. 2000, c M-26, states a Council may by bylaw impose penalties in any year following the year in which a tax is imposed if the tax remains unpaid after December 31 of the year in which it is imposed.

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE TOWN OF LACOMBE, IN OPEN COUNCIL DULLY ASSEMBLED ENACT AS FOLLOWS:

**Short Title**

1. The bylaw shall be referred to as to "Tax Penalty and Payment Bylaw"

**Definitions**

2. In this bylaw:
  - a. "Arrears" means taxes that remain unpaid after December 31 of the year in which they are imposed.
  - b. "Taxes" includes all property taxes, business revitalization zone taxes, local improvement taxes, penalties, and unpaid costs, charges and expenses as provided in section 553 of the Municipal Government Act, R.S.A. 2000, c M-26, and all other taxes or charges lawfully imposed pursuant to the Municipal Government Act, R.S.A. 2000, c M-26 or any other statute of the Province of Alberta.

**Penalties on Taxes**

3. Where any taxes levied for the current year remain unpaid after close of business on June 30, such taxes are subject to a penalty thereon, in the amount of nine percent (9%) on the first day of July.
4. Where taxes levied for the current year remain unpaid after close of business on August 31, such taxes are subject to a penalty thereon, in the amount of three percent (3%) on the first day of September.
5. Where taxes levied for the current year remain unpaid after close of business on October 31, such taxes are subject to a penalty thereon, in the amount of three percent (3%) on the first day of November.
6. For the purposes of sections 3, 4, 5, penalties will not be compounded during the year.



7. Additional charges levied during the Current Year including but not limited to costs pursuant to sections 553, 553.1 and 553.2 of the Municipal Government Act, R.S.A., 2000, c M-26 or section 27(3) of the Weed Control Act, R.S.A. 2000, c. W-5, are due thirty (30) days from the date of mailing of the notice. Any amounts remaining unpaid after the due date are subject to the penalties on the penalty dates outlined in section 3, 4 and 5.
8. Where any taxes levied against the supplementary assessment roll for the current year remain unpaid after the close of business on March 31 of the year following in which the tax was levied, such taxes are subject to a penalty thereon, in the amount of twelve percent (12%) on the first day of April. An additional penalty in the amount of 1% of the outstanding supplementary taxes shall be added on the first day of each month of May and June. Supplementary taxes that remain unpaid after December 31<sup>st</sup> in the year following the year they are levied shall be considered in arrears and subject to the penalties outlined in section 10.
9. Except for supplementary taxes levied in the current year, where after December 31<sup>st</sup> of the current year any taxes and charges that remain unpaid such taxes and charges shall be deemed to be in arrears and shall be subject to a penalty thereon, in the amount of ten percent (10%) on the first day of January. An additional penalty in the amount of 1% of the outstanding arrears shall be added on the first day of each month of February, March, April, May, and June.
10. Arrears outstanding after December 31<sup>st</sup> of subsequent years shall be subject to a further penalty thereon in the amount of ten percent (10%) on the first day of January. An additional penalty in the amount of 1% of the outstanding arrears shall be added on the first day of each month of February, March, April, May, and June.
11. If any date specified in this bylaw as a penalty date should fall on a date other than that of a normal day of business for the Town, then the penalty date shall be deemed to be the next normal business day.
12. Any tax payment received by electronic banking means, including but not limited to telephone banking, internet banking or electronic transfer will be considered received by the Town on date the tax payment has been received by the Town's bank and deposited in the Town's bank account.
13. Any penalties imposed under this bylaw shall form part of the tax in respect of which it is imposed.

### **Tax Instalment Payment Plan**

14. Any person who wishes to pay taxes with respect to a property, must enter into a tax instalment payment plan agreement with the Town which shall provide:
  - a. That payments are to be made by way of pre-authorized withdrawals, drawn directly from that person's bank account;
  - b. That payments made during each of the months of January through May inclusive, shall be equal to one-twelfth of the estimated taxes due for that calendar year;
  - c. That payments made during the months of June through December inclusive, shall be equal to one-seventh of the amount calculated as follows:

Actual taxes levied for the current year less the total of payments received during January through May, inclusive;

- d. An exemption from the penalty provisions under Section 3, 4, and 5, provided the person is not in breach of the agreement; and
  - e. That the penalty provisions under Section 3, 4, and 5 of this bylaw shall apply should the person breach any term or condition of the agreement. Such penalty to apply on the balance of taxes unpaid on the date of the breach.
15. All of the terms and conditions of the Tax Instalment Payment Plan Agreement shall be in accordance with this bylaw and Town's Tax Instalment Payment Plan Policy.

## General

16. Town of Lacombe Bylaw #32 and amendments 32.1, 32.2 are hereby repealed.
17. Town of Lacombe Bylaw #144 is hereby repealed.
18. This Bylaw shall come into force and take effect on its passing thereof with the exception of Section 7 which shall come into force and take effect on January 1, 2011.

INTRODUCED AND GIVEN FIRST READING THIS                      day of                      , 2010

GIVEN SECOND READING THIS \_\_\_\_\_ day of \_\_\_\_\_, 2010

GIVEN THIRD AND FINAL READINGS THIS                      day of                      , 2010

Mayor

Chief Administrative Officer

## **TOWN OF LACOMBE BYLAW 32**

A Bylaw of the Town of Lacombe, Province of Alberta, to authorize the levying of a penalty on unpaid taxes.

WHEREAS it is deemed expedient and proper pursuant to the provisions of Sections 116, 117 and 118 of the Municipal Taxation Act, R.S.A. 1980, to levy a penalty on unpaid taxes.

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE TOWN OF LACOMBE IN OPEN COUNCIL, ENACTS AS FOLLOWS:

1. If the current taxes remain unpaid thirty (30) days after mailing of tax notice in a year for which the said taxes are levied, there shall be added thereto by way of a penalty, twelve percent (12%) of the outstanding current taxes, but no such penalty shall be added prior to July 1st in any year on current taxes. "In the years that June 30th falls on a Saturday or Sunday, no penalty shall be added until after the first working day following June 30th. (02/12/96)
2. In the event of any current taxes remaining unpaid after 31st day of August of the year for which they are levied, there shall be added thereto by way of a penalty, three percent (3%) of the outstanding current taxes, and the penalty shall be added thereto on the 1st day of September of the year for which they are levied.
3. In the event of any taxes remaining unpaid after the 31st day of December, there shall be added thereto by way of a penalty, fifteen percent (15%) of the outstanding taxes, in the next succeeding year and each succeeding year thereafter, so long as the taxes remain unpaid. Such penalty to be added on the first day of January in the next ensuing year.
4. Notwithstanding Section 1, 2 and 3 of the by-law current taxes levied as a result of Supplementary Assessment pursuant to By-law 105 may be paid without penalty up to and including March 31st of the following year. (12/19/88)
5. Upon any supplementary taxes remiaing unpaid after March 31 of the following year there shall be levied a penalty of 18% which shall be added to and forming part of the unpaid supplementary taxes. (12/19/88)
6. The unpaid balance of supplementary taxes plus any penalty levied under section 3.2 shall be transferred from the supplementary tax roll to the tax roll and classified as tax arrears. (12/19/88)
7. In this Bylaw, "taxes" shall mean property taxes, business taxes or mobile unit licenses.
8. In this Bylaw, "current taxes" shall mean taxes for the year for which they are levied.
9. Bylaw No. T-122, T-122A, and T-122B are hereby repealed.

READ a first time this 24th day of May, A.D. 1983  
READ a second time this 24th day of May, A.D. 1983  
READ a third time and finally passed this 24th day of May, A.D. 1983.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Town Manager

[Close Window](#)

## **TOWN OF LACOMBE BY-LAW 144**

A bylaw of the Town of Lacombe in the Province of Alberta to provide for the installment payment of taxes.

WHEREAS Section 91 of the Municipal Taxation Act provides that all taxes levied for any year shall be deemed to have been imposed and shall be deemed to be due on and from the first day of January of the then current year unless otherwise expressly provided for; and

WHEREAS the Municipal Taxation Act provides for the installment payment of taxes; and

WHEREAS the Council of the Town of Lacombe deems it expedient to pass such a by-law.

NOW THEREFORE, the Municipal council of the Town of Lacombe duly assembled enacts as follows:

1. That any person owning or possessing property or business (es) subject to taxation by the Town of Lacombe, may, upon making arrangements with the Treasurer, pay such taxes in monthly installments;
2. That any arrangements made pursuant to Section 1 shall be made prior to the 15th day of January in the year for which the arrangements are made;
3. That said arrangements shall provide for twelve (12) monthly installment payments with the first payment made on or before the 15th day of January and each succeeding installment on or before the first day of each succeeding month;
4. That in the event of two (2) monthly installment payments being in default the Treasurer shall cancel the monthly tax payment agreement and all taxes owing shall be deemed payable in accordance with By-law 32.
5. That Bylaw new be amended by adding a new Section 2.1 as follows:
  1. That the penalty imposed under Sections 1 & 2 does not apply to taxes outstanding where arrangements have been made pursuant to By-law 144 for the payment of same by installments

INTRODUCED AND GIVEN FIRST READING this 15th day of October, A.D. 1990

GIVEN SECOND READING this 15th day of October, A.D. 1990

GIVEN THIRD AND FINAL READING this 15th day of October, A.D. 1990

Deputy Mayor

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Municipal Secretary

[Close Window](#)



**TOWN OF LACOMBE**

**BYLAW 360**

A BYLAW OF THE TOWN OF LACOMBE, IN THE PROVINCE OF ALBERTA, (TOWN) TO SET A RATE FOR THE LEVY ON ASSESSED VALUE OF PROPERTY SUBJECT TO TAXATION FOR THE 2010 FINANCIAL YEAR.

**WHEREAS** the Council of the Town of Lacombe (Council) shall, by Bylaw, authorize the levying of taxes at such uniform rates on the dollar as the Council deems sufficient to produce the amount of revenue required. Section 353 of the *Municipal Government Act* R.S.A. 2000 c. M-26, (*Act*) as amended requires Council to annually pass a property tax bylaw;

**AND WHEREAS** a property tax bylaw authorizes Council to impose a tax in respect of property to raise revenue to be used towards the payment of requisitions and expenditures and transfers set out in the Town's budget;

**AND WHEREAS** Section 382 of the *Act* authorizes Council to impose a special tax to raise sufficient revenue to pay for a specific service or purpose.

**AND WHEREAS** Section 369 of the *Act* authorizes Council to impose a supplementary tax against properties listed on the supplementary tax roll and that the supplementary tax rates be the same as imposed in this bylaw.

**AND WHEREAS** Section 364 of the *Act* authorizes Council to exempt certain properties from taxation.

**AND WHEREAS** the rates for properties annexed into the Town July 1, 1999 and January 1, 2000 are subject to provisions of Orders in Council 332/99 and 135/2000 respectively and require properties to be taxed as if they remained in Lacombe County up to and including the year 2014.

**AND WHEREAS** the rates for properties annexed into the Town July 1, 2007 are subject to provisions of Orders in Council 35/2008 and require properties to be taxed as if they remained in Lacombe County up to and including the year 2022.

**AND WHEREAS** the assessed value of all property in the Town as shown on the 2010 assessment roll (2009 market values) is:

Total Assessment	1,540,827,130	
	<b>Non-Taxable Assessment</b>	<b>Taxable Assessment</b>
Municipal	\$201,530,190	\$1,339,296,940
Street Renewal	\$234,797,790	\$1,306,029,340
Education	\$209,616,930	\$1,331,210,200
Lacombe Foundation	\$234,797,790	\$1,306,029,340

**AND WHEREAS** the total requirement of the Town of Lacombe to be raised by Property Taxes as shown in the annual estimates are as follows:

<b>Purpose</b>	<b>Required Amount</b>
Municipal	\$ 8,639,318
Street Renewal	\$ 363,949
Provincial School Foundation Program/ St. Thomas Aquinas RCSR	\$ 3,319,972
Lacombe Foundation	\$ 58,118
<b>Total</b>	<b>\$12,381,357</b>

**NOW THEREFORE**, pursuant to Sections 353, 382 and 369 of the *Municipal Government Act*, the Council of the Town of Lacombe in the Province of Alberta, duly assembled, enacts as follows:

1. **TITLE**

This Bylaw may be referred to as the "2010 Property Tax Bylaw"

2. **DEFINITIONS**

1. In this Bylaw,

- a. "Act" means the *Municipal Government Act* R.S.A. 2000 c. M-26 and regulations made thereunder;
- b. "ASFF" means the Alberta School Foundation Fund established under the School Act RSA 2000 c.S-3.
- c. "Chief Administrative Officer" means that person appointed by Council to position of Chief Administrative Officer pursuant to the *Act*.
- d. "Farm land" means land used for farming operations as defined in the regulations;
- e. "Non-residential" in respect of property, means linear property, components of manufacturing or processing facilities that are used for the cogeneration of power or other property on which industry, commerce or another use takes place or is permitted to take place under a land use bylaw passed by a council, but does not include farm land or land that is used or intended to be used for permanent living accommodation;
- f. "Residential" in respect of property, means property that is not classed by the assessor as farmland, machinery and equipment or non-residential.
- g. "St. Thomas Aquinas RCSR" means the St. Thomas Aquinas RCS Regional Division No. 38.

2. All other words used in this Bylaw that are defined in the *Act* shall have the meanings given to those words in the Act except where specifically defined otherwise in this Bylaw or required by the context in which the words are used in this Bylaw.

3. **Levy of Property Tax**

- 1. The Chief Administrative Officer is authorized and directed to impose and collect a property tax for the year 2010 at the rates set out in [Schedule "A"](#) to this Bylaw.
- 2. The Chief Administrative Officer is authorized to undertake a supplementary assessment and levy supplementary property taxes at the rates set out in [Schedule "A"](#) to this Bylaw.

4. **Exemptions from Taxation**

- 1. The following properties are exempt from General Municipal taxes, Special taxes and Lacombe Foundation and ASFF requisitions for the year 2010:

Roll # 040007640

Roll # 040007650  
Roll # 080001010  
For purposes of this Section:

- (a) "General Municipal Taxes" means the property taxes imposed pursuant to this Bylaw to raise the tax revenues shown under the heading "General Municipal" in [Schedule "A"](#) to this Bylaw; and
- (b) "Special Taxes" means the property taxes imposed pursuant to this Bylaw to raise the tax revenues shown under the heading "Street Renewal" in [Schedule "A"](#) to this Bylaw; and
- (c) "Lacombe Foundation" means the property taxes imposed pursuant to this Bylaw to raise the tax revenues for the Lacombe Foundation set out in [Schedule "A"](#) to this Bylaw.
- (c) "ASFF" means the property taxes imposed pursuant to this Bylaw to raise the tax revenues for the Alberta School Foundation Fund set out in [Schedule "A"](#) to this Bylaw.

5.        **Interpretation**

- 1.        Should any provision of this Bylaw be declared invalid for any reason by a Court of competent jurisdiction, all other provisions of this Bylaw shall remain valid and enforceable.
- 2.        There shall be entered upon the Tax Roll of the said Town of Lacombe, in a column provided for that purpose, the amount for which the property is charged for all of the sums ordered to be levied for each of the aforementioned classifications, and it shall not be necessary to state the particular sums for each of the various classifications.

Read a first time this     day of     , 2010

Read a second time this   day of   , 2010

Read a third time and finally passed this   day of     , 2010

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Chief Administrative Officer

SCHEDULE "A"

	Tax Levy*	Taxable Assessment	Tax Rate in Mills
General Municipal			
Residential	\$7,086,399	\$1,121,585,130	6.3182
Non-Residential	1,452,633	182,803,910	7.9464
Machinery & Equipment	13,035	1,640,300	7.9464
Total General Municipal	\$8,552,067	\$1,306,029,340	
General Municipal Annexation			
**Annexation Rates based on Lacombe County's 2010 Budget Tax Rates			
Residential	\$53,791	\$25,373,260	2.1200
Farmland	1,496	356,100	4.2000
Non-Residential	32,030	\$7,538,240	4.2490
Machinery & Equipment	0	0	4.2490
Total General Municipal Annexation	\$87,317	\$33,267,600	
Street Renewal and Maintenance			
Residential	\$318,867	\$1,121,585,130	0.2843
Non-Residential	51,971	182,803,910	0.2843
Machinery & Equipment	466	1,640,300	0.2843
Total Street Renewal	\$371,304	1,306,029,340	
Alberta School Foundation			
Residential(w/ annex)	\$2,495,093	\$1,073,112,190	2.3251
Non-Residential(w/ annex)	666,705	190,160,960	3.5060
Machinery & Equipment	0	0	0.0000
Total Alberta School Foundation Fund	\$3,161,798	\$1,263,273,150	
St. Thomas Aquinas RCSR			
Residential(w/ annex)	\$157,539	\$67,755,860	2.3251
Non-Residential(w/ annex)	635	181,190	3.5060
Machinery & Equipment	0	0	0.0000
St. Thomas Aquinas RCSR	\$158,174	\$67,937,050	
Lacombe Foundation			
Residential	\$49,910	1,121,585,130	0.0445
Non-Residential	8,135	182,803,910	0.0445
Machinery & Equipment	73	1,640,300	0.0445
Total Lacombe Foundation	\$58,118	\$1,306,029,340	

\*Amounts vary from budget estimates to due to rounding.

Total Mill rate per property type		
	Municipal 2010	Annexed Properties
Residential	8.9721	4.4451
Residential - Not subject School	6.6470	2.1200
Non Residential	11.7812	7.7550
Farmland	11.7812	6.5251
Machinery & Equipment	8.2748	4.2490

Town of Lacombe  
2010 Property Assessment and Taxation  
Briefing Report

For Lacombe Town Council

April 23, 2010

By Michael Minchin  
Corporate Services Director  
Town of Lacombe



## **Executive Summary**

The 2010 Property Tax Bylaw is composed of the latest updates to the Towns' 2010 Assessment Roll (including both growth and inflation factors) and the revenue requirements of three taxing authorities. The highlights of this **year's** assessment roll and tax levies are summarized as follows:

- Revenue from new construction slightly exceeded budget expectations, but linear assessment saw significant depreciation. As a result, the required tax increase to meet the municipal revenue requirements is slightly higher than the budget increase of 2.5% at 2.58%
- Residential property owners as a whole in Lacombe will pay \$150,774 or 6.03% more in education taxes than in 2010, while commercial property owners in Lacombe will pay \$5,333 or 0.8% more.
- Lacombe property owners will pay \$58,289 in 2010 compared to \$55,581 in 2009 toward the operations and capital requirements of the Lacombe Foundation **senior's housing facilities**.
- Growth in the 2010 Assessment Roll from New Construction of Residential and Commercial Properties was 2.19% and 2.23% respectively.
- The Market Value of existing properties on the assessment roll decreased by 2.50% for residential and increased 1.37% for commercial in 2010.
- Offsetting higher than expected new construction and development in 2010 and **lower than expected 2009 supplementary tax revenue will result in the Town's** average tax increase being 2.58% versus the 2010 budget tax increase of 2.5%
- The combined residential tax rate for 2010 will be 8.9721. The combined commercial tax rate for 2010 will be 6.6470.
- An average single-family home assessed at \$251,700 will see an overall property tax **increase of \$87**. An average business property assessed at \$621,700 will see an overall property tax **decrease of \$87**.



## **Introduction – Assessment versus Taxation**

The calculation of the annual property tax levy involves two major components: the property assessment established for each property and the tax rates approved by Council and the Province. On the surface, property taxes should be a simple calculation:

$$\text{ASSESSMENT} \times \text{TAX RATE (formerly called mill rate) divided by 1000}$$

The challenge of course is that both variables change each year and the changes in assessment vary property by property each year. In addition, properties are classified by one of a number uses. The Town categorizes its 5,146 properties (see [Table 1](#)) into 31 property classes (see [Table 2a](#) and [Table 2b](#)).

Compounding this issue are the four taxing authorities and nine different tax rates used in the annual calculation of property taxes for the various properties in Lacombe (Town proper and annexed properties). Providing a single explanation for the changes or the impact on all of the various properties is difficult if not impossible. Traditionally, the Town explains the changes in property taxes by relying on an average commercial or average residential property example. Unfortunately, for most properties the impact is either larger or smaller than the average. To explain the process beyond the simple average example, a systematic approach to explaining the assessment and taxation process for 2010 is provided here. Key points will be highlighted throughout the report. These same points will also be highlighted in the communication with taxpayers.

## **2010 Funding Requirements**

The Town collects revenue through the taxation process for a variety of purposes. The Town collects taxes to cover its operations (municipal) and to cover funding requests (requisitions). For 2010, the Town had funding requisitions from both the Provincial School Fund (ASFF) and the Lacombe Foundation.

### Municipal Revenue Funding

The Town's municipal levy is divided into two tax levies, the general municipal and the street renewal. The general levy funds the non-utility operations for the year. The street renewal levy was established to replace the Town's local improvement program. This levy is used to fund road and sidewalk replacement projects. 2010 saw a higher than budgeted increase to the street levy of \$7,335 while the municipal general levy included a budgeted increase of \$392,120. To achieve this municipal revenue increase the Town relies on new construction and a tax rate increase. [Table 3](#) compares the budget to the actual 2010 municipal tax levy.

***Revenue from new construction slightly exceeded budget expectations, but linear assessment saw significant depreciation. As a result, the required tax increase to meet the municipal revenue requirements is slightly higher than the budget increase of 2.5% at 2.58%***

### Alberta School Foundation Fund (ASFF) & St. Thomas RCS Regional Division

The Province's 2010 Education requisition is also collected via the Town's property tax system. The annual requisition is based on the Town's equalized assessment for 2010. This complex formula relies on previous year's (2009) assessment to determine the 2010 requisition. The total requisition for the year was \$3,321,290, an increase of \$156,148 or 4.94% from 2009.

Because of limits and caps placed on the amounts collected from commercial properties, the amount of requisition to be collected from commercial properties in Lacombe will only increase slightly. Commercial properties in Lacombe will pay a combined \$5,333 (0.81%) **more** than in 2009. At the opposite end, the amount of education tax collected from residential properties will ***increase by*** \$150,774 from 2009 (including prior year adjustments). [Table 4](#) shows the process for calculating the education tax rates.

***Residential property owners as a whole in Lacombe will pay \$150,774 or 6.03% more in education taxes than in 2010, while commercial property owners in Lacombe will pay \$5,333 or 0.8% more.***

### Lacombe Foundation Requisition

For 2010, Lacombe Foundation has once again requisitioned for debt and interest costs on capital, and funding to cover operating deficits for the lodges. The funding requisition of the Foundation is divided amongst its member municipalities based on the same equalized assessment values used in the determination of the annual school requisition. The Town's share is \$58,289 (before adjustments). Funding for the Foundation is applied uniformly across all taxable properties in Lacombe (except annexed properties). [Table 5](#) shows the calculation of the Foundation's requisition.

***Lacombe property owners will pay \$58,289 in 2010 compared to \$55,581 in 2009 toward the operations and capital requirements of the Lacombe Foundation senior's housing facilities***

### **Assessment – Growth versus Market Value Changes**

#### Difference between Growth and Market Value Change

The Town's annual assessment roll increase or decrease is based on two factors: (1) growth – i.e. new construction and (2) inflation – i.e. market value. [Table 2a](#) and [Table 2b](#) show the changes (both growth and inflation) for each property class. Although both factors affect the overall value of the Town's assessment roll, only growth results in additional tax revenue for the Town. Inflation (Market value) is not used to generate additional tax revenue. New construction expands the tax base for the community while Market Value determines how taxes are distributed between the properties in Lacombe.

#### Changes between Asset Classes

[Table 2a](#) shows the increase in assessment roll due to new construction (growth) and market value (inflation). The 2010 assessment roll includes all new construction as of December 31, 2009, while market values were based on values as of July 1, 2009. Residential construction slowed in 2009 and resulted in a slight increase in residential assessments of 2.19%. Commercial new construction was stronger with commercial assessments growing by 2.23%. The current housing slow down in Lacombe was reflected in the market values of existing properties on the 2010 assessment roll with residential market values decreasing by 2.50%, while commercial properties increased

slightly by 1.37%. These increases are the average increases across each the various property classes. Variations exist on a property-by-property basis.

***Growth in the 2010 Assessment Roll from New Construction of Residential and Commercial Properties was 2.19% and 2.23% respectively.***

***The Market Value of existing properties on the assessment roll decreased by 2.50% for residential and increased 1.37% for commercial in 2010.***

#### Budget versus Actual Assessment Changes

The higher than expected new construction has been offset by further depreciation of the **Town's linear assessment with** relatively small growth in new linear construction. As a result, the municipal tax increase needed to balance the 2010 operating budget is relatively close the forecasted tax rate increase. [Table 3](#) compares the actual assessment changes to the budget changes. Residential new construction (including grant in lieu properties) was slightly higher than budgeted. Commercial new construction (including provincial and federal grant in lieu properties) was also slightly higher than budget. As a result, the Town will generate an additional \$6,470 in tax revenue. This increase helped offset the lower than expected 2009 supplementary assessment that resulted in \$7,659 less in tax revenue than forecasted in the 2010 budget. As result, **the Town's tax increase on existing properties** is slightly higher than the budgeted 2.5% at 2.58% This increase is an average increase across all properties. The effect on individual properties will vary depending on the market value change of that particular property.

***Offsetting higher than expected new construction and development in 2010 and lower than expected 2009 supplementary tax revenue will result in the Town's average tax increase being 2.58% versus the 2010 budget tax increase of 2.5%***

#### **Taxation Rates**

Besides influencing the distribution of property taxes between properties and property classes, the change in the Town's assessment roll also results in a change in

the various tax rates. Prior to 1994, assessment values were based on a fixed year and did not vary from year to year. Any change in tax rates (usually upward) resulted in a measurable increase in property taxes for a particular property. Now that assessments are updated on an annual basis, the relationship between tax rates and the amount of **taxes levied to a particular property is not as clear. In fact the Town's municipal tax rates have decreased every since 1994.**

#### Lacombe Municipal Tax Rates

The Town of Lacombe applies two tax rates to all Town proper properties. Those areas still covered by the 2000 and 2007 annexation agreements are covered by the Lacombe County Municipal rate. For the first time since 1994, the decrease in the market value of assessments has resulted in an increase in the municipal general tax rate from 5.9014 to 6.3182 for residential. Reversing previous trends, the Town was able to decrease the percentage spread between residential and commercial tax rates. The 2010 commercial tax rate is 7.9464, down from 8.3069 in 2009. The commercial rate is equal to 1.26 times the residential tax rate. The target is 1.2 times residential.

**The Town's 2010** budget kept the street levy revenue at the 2009 budget level. The street renewal levy increased from 0.2793 to 0.2843 resulting in revenue of \$371,304 (due to recognition of additional assessment growth). [Table 6](#) highlights all of the tax rates as they apply to various classes of property owners.

#### Annexation Municipal Tax Rates

Properties annexed in 2000 and 2007 and which have not been subdivided or further developed are still subject to the Lacombe County municipal tax rate. Lacombe County has not yet adopted their 2010 Tax Rate bylaw. As a result, the Town is relying **on the County's forecasted tax rates included in its 2010 operating budget.** The residential and farm tax rates remained unchanged from 2009 at 2.120 for residential and 4.2 for farmland while the commercial tax rate increased from 4.2 to 4.249.

#### Education Tax Rate

There are two education tax rates in Lacombe, a residential and commercial education tax rate. The school tax requisition collected from commercial properties

increased slightly while the amount collected from residential properties increased. The addition of new residential and commercial development only partially offset the decline in market values and the additional school tax requisition. As a result, the residential education tax rate increased from 2.1862 to 2.3251. The commercial education tax rate actually reduced, decreasing from 3.5976 to 3.5060.

#### Lacombe Foundation Tax Rate

The Foundation tax rate reflects the requirement to fund the Town's share of the Foundations operating and capital requirements for 2010. A uniform tax rate of 0.0445 is applied to all non-annexation properties.

***The combined residential tax rate for 2010 will be 8.9721. The combined commercial tax rate for 2010 will be 6.6470.***

#### **Tax Implications for Town Property Owners**

Explaining the impact of these various assessment and tax changes in generalities is difficult due to the various assessment changes to the various 31 property classes. Providing examples based on average changes must be tempered by the fact that many properties will pay more while others pay less than the amounts identified in the average scenario. A review on a case-by-case basis has shown variation of residential property taxes from a reduction of \$18 to an increase as high as \$332.

[Table 7a](#), [Table 7b](#) and [Table 7c](#) outline the impact on average residential and commercial properties. For residential properties, the average increase is 4.03%. For a single-family dwelling assessed at \$251,700, the increase is \$87. For a commercial property assessed at 621,700, the decrease is \$87 or -2.31%. The split between municipal, foundation and education taxes is provided on [Table 7b](#) for residential and [Table 7c](#) for commercial.

***An average single-family home assessed at \$251,700 will see an overall property tax increase of \$87. An average business property assessed at \$621,700 will see an overall property tax decrease of \$87.***



**Conclusion**

The 2010 assessment roll changes provide a variety of results depending on what type of property in question. Clearly, the most positive news is the fact that new construction met budget expectations. As result the 2010 municipal tax increase is close to the 2010 budget estimate of 2.5% at 2.58%. Unfortunately, the additional foundation and school tax increases have not been covered by the additional new residential and commercial construction. As a result, the average tax increase for a residential home is 4.03% while commercial taxes will decrease an average of 2.31%. [Table 8](#) provides the detailed levies for all taxing authorities by property class. The 2010 Tax levy is summarized in [Table 9a](#) and [Table 9b](#) which are the foundation for this year's 2010 Property Tax bylaw.

**Table 1**  
**Town of Lacombe**  
**Number of Parcels for Assessment**

	<b>2009</b>	<b>2010</b>	<b>Increase</b>	<b>% Change</b>
Residential	3999	4092	93	2%
Vacant Residential	300	227	-73	-24%
Commercial	278	277	-1	0%
Industrial	98	100	2	2%
Vacant Industrial	42	37	-5	-12%
Farmland -Occupied and Vacant	33	32	-1	-3%
Grant-In-Lieu	11	12	1	9%
Municipal Rental	0	0	0	n/a
Machinery and Equipment	13	13	0	0%
Railway/Airport	3	3	0	0%
Linear	15	20	5	33%
Exempt	333	333	0	0%
<b>Totals</b>	<b>5125</b>	<b>5146</b>	<b>21</b>	<b>0.41%</b>

**Table 2a**  
**Town Of Lacombe**  
**2010 Tax Year - 2009 Assessment Analysis**  
**Property Type Analysis (Including Linear)**

General - As of March 3, 2010 - Assessor - updated Apr 21, 2010

Linear - As of January 29, 2010- Province

				Growth						
Area	Type	code	Description	Previous	New previous	New assesment	& Policy Change	Inflation	Growth	Inflation
Lacombe	Exempt and Grants	160	Grant In Lieu - Municipal	\$6,339,290	\$6,368,150	\$6,446,440	\$28,860	\$78,290	0.46%	1.23%
Lacombe	Exempt and Grants	300	Provincial Grant In Lieu	\$10,258,610	\$10,258,610	\$10,363,810	\$0	\$105,200	0.00%	1.03%
Lacombe	Exempt and Grants	305	Federal Grant in Lieu	\$803,080	\$794,190	\$807,390	(\$8,890)	\$13,200	-1.11%	1.64%
Lacombe	Exempt and Grants	500	Exempt	\$175,465,940	\$176,108,700	\$178,185,040	\$642,760	\$2,076,340	0.37%	1.18%
Lacombe	Exempt and Grants	505	Exempt	\$20,141,480	\$22,041,240	\$22,205,360	\$1,899,760	\$164,120	9.43%	0.81%
Annexed	Exempt and Grants	505a	Exempt - Annexed	\$1,037,850	\$1,037,850	\$1,074,070	\$0	\$36,220	0.00%	3.49%
	Exempt and Grants	510	Exempt - Annexed	\$65,720	\$65,720	\$65,720	\$0	\$0	N/A	N/A
<b>Exempt and Grants Total</b>				<b>\$214,111,970</b>	<b>\$216,674,460</b>	<b>\$219,147,830</b>	<b>\$2,562,490</b>	<b>\$2,473,370</b>	<b>1.20%</b>	<b>1.16%</b>
Annexed	Non-Res	195	Vac.Farm. - Annex.	\$356,690	\$356,100	\$356,100	(\$590)	\$0	-0.17%	0.00%
Lacombe	Non-Res	200	Farm Vacant	\$115,750	\$115,750	\$115,750	\$0	\$0	0.00%	0.00%
Lacombe	Non-Res	205	Municipal Rental	\$0	\$0	\$0	\$0	\$0	#DIV/0!	#DIV/0!
Lacombe	Non-Res	220	Commercial	\$108,840,540	\$111,451,170	\$113,382,920	\$2,610,630	\$1,931,750	2.40%	1.77%
Lacombe	Non-Res	221	Vacant Industrial	\$4,296,740	\$3,566,600	\$3,713,470	(\$730,140)	\$146,870	-16.99%	3.42%
Annexed	Non-Res	225	Commercial - Annex.	\$1,396,360	\$1,396,360	\$1,421,040	\$0	\$24,680	0.00%	1.77%
Lacombe	Non-Res	240	Industrial	\$35,483,220	\$37,707,850	\$38,443,380	\$2,224,630	\$735,530	6.27%	2.07%
Lacombe	Non-Res	250	Machinery and Equipment	\$1,647,460	\$1,647,460	\$1,640,300	\$0	(\$7,160)	0.00%	-0.43%
Lacombe	Non-Res	260	Railway	\$351,530	\$351,530	\$324,710	\$0	(\$26,820)	0.00%	-7.63%
Lacombe	Non-Res	270	Airport	\$1,250,140	\$1,348,760	\$1,358,070	\$98,620	\$9,310	7.89%	0.74%
Annexed	Non-Res	195a	Vac.Farm. - Annex.	\$0	\$0	\$0	\$0	\$0	<b>0.00%</b>	<b>0.00%</b>
Annexed	Non-Res	225a	Commercial - Annex.	\$1,351,040	\$1,351,040	\$1,387,280	\$0	\$36,240	0.00%	2.68%
Annexed	Non-Res	245a	Industrial - Annex.	\$4,689,030	\$4,689,030	\$4,729,920	\$0	\$40,890	0.00%	0.87%
Lacombe	Non-Res	310	Power and Pipe - Telus	\$3,314,140	\$3,400,240	\$3,490,650	\$86,100	\$90,410	2.60%	2.73%
Lacombe	Non-Res	315	Power and Pipe - Fortis	\$5,616,890	\$4,599,630	\$4,410,170	(\$1,017,260)	(\$189,460)	-18.11%	-3.37%
Lacombe	Non-Res	320	Power and Pipe - ATCO Gas	\$5,760,850	\$6,326,530	\$5,867,390	\$565,680	(\$459,140)	9.82%	-7.97%
Lacombe	Non-Res	330	Power and Pipe - Shaw	\$712,180	\$789,100	\$852,550	\$76,920	\$63,450	10.80%	8.91%
<b>Non-Residential</b>				<b>\$175,182,560</b>	<b>\$179,097,150</b>	<b>\$181,493,700</b>	<b>\$3,914,590</b>	<b>\$2,396,550</b>	<b>2.23%</b>	<b>1.37%</b>
Lacombe	Res	100	Farm	\$9,850	\$9,430	\$9,430	(\$420)	\$0	N/A	N/A
Lacombe	Res	110	Residential	\$1,091,985,350	\$1,122,706,470	\$1,094,076,880	\$30,721,120	(\$28,629,590)	2.81%	-2.62%
Annexed	Res	115	Residential - Annex.	\$13,765,070	\$13,759,050	\$13,465,850	(\$6,020)	(\$293,200)	-0.04%	-2.13%
Lacombe	Res	130	Vacant Residential	\$26,311,530	\$20,652,110	\$21,103,490	(\$5,659,420)	\$451,380	-21.51%	1.72%
Annexed	Res	135	Residential/Vacant - Annex.	\$869,260	\$881,670	\$896,460	\$12,410	\$14,790	1.43%	1.70%
Annexed	Res	115a	Residential - Annex.	\$10,917,720	\$10,953,370	\$10,786,760	\$35,650	(\$166,610)	0.33%	-1.53%
Annexed	Res	135a	Residential/Vacant - Annex.	\$219,800	\$219,800	\$224,190	\$0	\$4,390	0.00%	2.00%
<b>Residential</b>				<b>\$1,144,078,580</b>	<b>\$1,169,181,900</b>	<b>\$1,140,563,060</b>	<b>\$25,103,320</b>	<b>(\$28,618,840)</b>	<b>2.19%</b>	<b>-2.50%</b>
<b>Grand Total</b>				<b>\$1,533,373,110</b>	<b>\$1,564,953,510</b>	<b>\$1,541,204,590</b>	<b>\$31,580,400</b>	<b>(\$23,748,920)</b>	<b>2.06%</b>	<b>-1.55%</b>

**Table 2b**  
**Town Of Lacombe**  
**2010 Tax Year - 2009 Assessment Analysis**  
**Area by Property Type Analysis (Including Linear)**

				Growth						
Area	Type	code	Description	Previous	New previous	New assesment	& Policy Change	Inflation	Growth	Inflation
Annexed	Exempt and Grants	505a	Exempt - Annexed	\$1,037,850	\$1,037,850	\$1,074,070	\$0	\$36,220	0.00%	3.49%
	Exempt and Grants	510	Exempt - Annexed	\$65,720	\$65,720	\$65,720	\$0	\$0	0.00%	0.00%
<b>Exempt and Grants Total</b>				<b>\$1,103,570</b>	<b>\$1,103,570</b>	<b>\$1,139,790</b>	<b>\$0</b>	<b>\$36,220</b>	<b>0.00%</b>	<b>3.28%</b>
Annexed	Non-Res	195	Vac.Farm. - Annex.	\$356,690	\$356,100	\$356,100	(\$590)	\$0	-0.17%	0.00%
Annexed	Non-Res	225	Commercial - Annex.	\$1,396,360	\$1,396,360	\$1,421,040	\$0	\$24,680	0.00%	1.77%
Annexed	Non-Res	195a	Vac.Farm. - Annex.	\$0	\$0	\$0	\$0	\$0	N/A	N/A
Annexed	Non-Res	225a	Commercial - Annex.	\$1,351,040	\$1,351,040	\$1,387,280	\$0	\$36,240	0.00%	2.68%
Annexed	Non-Res	245a	Industrial - Annex.	\$4,689,030	\$4,689,030	\$4,729,920	\$0	\$40,890	0.00%	0.87%
<b>Non-Residential</b>				<b>\$7,793,120</b>	<b>\$7,792,530</b>	<b>\$7,894,340</b>	<b>(\$590)</b>	<b>\$101,810</b>	<b>-0.01%</b>	<b>1.31%</b>
Annexed	Res	115	Residential - Annex.	\$13,765,070	\$13,759,050	\$13,465,850	(\$6,020)	(\$293,200)	-0.04%	-2.13%
Annexed	Res	135	Residential/Vacant - Annex.	\$869,260	\$881,670	\$896,460	\$12,410	\$14,790	1.43%	1.70%
Annexed	Res	115a	Residential - Annex.	\$10,917,720	\$10,953,370	\$10,786,760	\$35,650	(\$166,610)	0.33%	-1.53%
Annexed	Res	135a	Residential/Vacant - Annex.	\$219,800	\$219,800	\$224,190	\$0	\$4,390	0.00%	2.00%
<b>Residential</b>				<b>\$25,771,850</b>	<b>\$25,813,890</b>	<b>\$25,373,260</b>	<b>\$42,040</b>	<b>(\$440,630)</b>	<b>0.16%</b>	<b>-1.71%</b>
<b>Annexed Total</b>				<b>\$34,668,540</b>	<b>\$34,709,990</b>	<b>\$34,407,390</b>	<b>\$41,450</b>	<b>(\$302,600)</b>	<b>0.12%</b>	<b>-0.87%</b>
Lacombe	Exempt and Grants	160	Grant In Lieu - Municipal	\$6,339,290	\$6,368,150	\$6,446,440	\$28,860	\$78,290	0.46%	1.23%
Lacombe	Exempt and Grants	300	Provincial Grant In Lieu	\$10,258,610	\$10,258,610	\$10,363,810	\$0	\$105,200	0.00%	1.03%
Lacombe	Exempt and Grants	305	Federal Grant in Lieu	\$803,080	\$794,190	\$807,390	(\$8,890)	\$13,200	-1.11%	1.64%
Lacombe	Exempt and Grants	500	Exempt	\$175,465,940	\$176,108,700	\$178,185,040	\$642,760	\$2,076,340	0.37%	1.18%
Lacombe	Exempt and Grants	505	Exempt	\$20,141,480	\$22,041,240	\$22,205,360	\$1,899,760	\$164,120	9.43%	0.81%
<b>Exempt and Grants Total</b>				<b>\$213,008,400</b>	<b>\$215,570,890</b>	<b>\$218,008,040</b>	<b>\$2,562,490</b>	<b>\$2,437,150</b>	<b>1.20%</b>	<b>1.14%</b>
Lacombe	Non-Res	200	Farm Vacant	\$115,750	\$115,750	\$115,750	\$0	\$0	0.00%	0.00%
Lacombe	Non-Res	205	Municipal Rental	\$0	\$0	\$0	\$0	\$0	N/A	N/A
Lacombe	Non-Res	220	Commercial	\$108,840,540	\$111,451,170	\$113,382,920	\$2,610,630	\$1,931,750	2.40%	1.77%
Lacombe	Non-Res	221	Vacant Industrial	\$4,296,740	\$3,566,600	\$3,713,470	(\$730,140)	\$146,870	-16.99%	3.42%
Lacombe	Non-Res	240	Industrial	\$35,483,220	\$37,707,850	\$38,443,380	\$2,224,630	\$735,530	6.27%	2.07%
Lacombe	Non-Res	250	Machinery and Equipment	\$1,647,460	\$1,647,460	\$1,640,300	\$0	(\$7,160)	0.00%	-0.43%
Lacombe	Non-Res	260	Railway	\$351,530	\$351,530	\$324,710	\$0	(\$26,820)	0.00%	-7.63%
Lacombe	Non-Res	270	Airport	\$1,250,140	\$1,348,760	\$1,358,070	\$98,620	\$9,310	7.89%	0.74%
Lacombe	Non-Res	310	Power and Pipe - Telus	\$3,314,140	\$3,400,240	\$3,490,650	\$86,100	\$90,410	2.60%	2.73%
Lacombe	Non-Res	315	Power and Pipe - Fortis	\$5,616,890	\$4,599,630	\$4,410,170	(\$1,017,260)	(\$189,460)	-18.11%	-3.37%
Lacombe	Non-Res	320	Power and Pipe - ATCO Gas	\$5,760,850	\$6,326,530	\$5,867,390	\$565,680	(\$459,140)	9.82%	-7.97%
Lacombe	Non-Res	330	Power and Pipe - Shaw	\$712,180	\$789,100	\$852,550	\$76,920	\$63,450	10.80%	8.91%
<b>Non-Residential</b>				<b>\$167,389,440</b>	<b>\$171,304,620</b>	<b>\$173,599,360</b>	<b>\$3,915,180</b>	<b>\$2,294,740</b>	<b>2.34%</b>	<b>1.37%</b>
Lacombe	Res	100	Farm	\$9,850	\$9,430	\$9,430	(\$420)	\$0	-4.26%	0.00%
Lacombe	Res	110	Residential	\$1,091,985,350	\$1,122,706,470	\$1,094,076,880	\$30,721,120	(\$28,629,590)	2.81%	-2.62%
Lacombe	Res	130	Vacant Residential	\$26,311,530	\$20,652,110	\$21,103,490	(\$5,659,420)	\$451,380	-21.51%	1.72%
<b>Residential</b>				<b>\$1,118,306,730</b>	<b>\$1,143,368,010</b>	<b>\$1,115,189,800</b>	<b>\$25,061,280</b>	<b>(\$28,178,210)</b>	<b>2.24%</b>	<b>-2.52%</b>
<b>Lacombe Total</b>				<b>\$1,498,704,570</b>	<b>\$1,530,243,520</b>	<b>\$1,506,797,200</b>	<b>\$31,538,950</b>	<b>(\$23,446,320)</b>	<b>2.10%</b>	<b>-1.56%</b>
<b>Grand Total</b>				<b>\$1,533,373,110</b>	<b>\$1,564,953,510</b>	<b>\$1,541,204,590</b>	<b>\$31,580,400</b>	<b>(\$23,748,920)</b>	<b>2.06%</b>	<b>-1.55%</b>

**Table 3**  
**Town of Lacombe**  
**Taxation Revenue Analysis**

	2010 Actual					2010 Budget Projection	
	General Area		Annexation Area		Total		
	Residential	Non-Residential	Residential	Non-Residential			
<b>Assessment -</b>							
2009 Assessment (Updated) -Includes GIL		\$1,124,646,020	\$178,451,130	\$25,771,850	\$7,793,120	\$1,336,662,120	\$1,336,662,120
Add:							
Overall Market Appreciation	-2.50%	\$ (28,151,030)				\$ (28,151,030)	(112,463,616)
Overall Market Appreciation	1.17%		2,086,790			2,086,790	13,384,574
Overall Market Appreciation	-1.71%			(440,630)		(440,630)	(2,612,854)
Overall Market Appreciation	1.31%				101,810	101,810	557,732
Subtotal		\$ 1,096,494,990	\$ 180,537,920	\$ 25,331,220	\$ 7,894,930	\$ (26,403,060)	\$ (101,134,164)
New Assessable Properties	2.23%	25,090,140				25,090,140	23,617,360
New Assessable Properties	2.19%		3,906,290			3,906,290	3,569,220
New Assessable Properties	0.16%			42,040		42,040	209,028
New Assessable Properties	-0.01%				(590)	(590)	-
Subtotal		\$ 25,090,140	\$ 3,906,290	\$ 42,040	\$ (590)	\$ 29,037,880	\$ 27,395,608
2010 Assessment (Less Mun Exemptions)		\$ 1,121,585,130	\$ 184,444,210	\$ 25,373,260	\$ 7,894,340	\$ 1,339,296,940	\$ 1,262,923,564
				Residential Growth (Includes GIL)		2.18%	2.07%
				Commercial Growth (Includes GIL)		2.10%	1.92%
				Average Growth		2.17%	2.05%
				Residential Market Value Increase (Includes GIL)		-2.49%	-10.00%
				Commercial Market Value Increase (Includes GIL)		1.18%	7.50%
				Average Market Value		-1.98%	-7.57%
<b>Tax Rates</b>							
2010 Budget							
Residential		6.7541		2.2000			
Non-Residential - Split Premium	17.90%		7.9632		4.4000		
2010 (Actual)							
Residential		6.3182		2.1200			
Non-Residential - Split Premium	20%		7.5818		4.2490		
	25.77%		7.9464				
<b>Municipal Tax Revenues</b>							
				2010 Forecasted Municipal Tax Levy			2010 Budget
2010 Levy							
2009 Levy		\$ 6,753,624	\$ 1,398,536	\$ 54,648	\$ 32,731	\$ 8,239,539	\$ 8,247,198
2.5% Increase (2.58% shown)		174,243	36,082	(946)	815	210,194	203,724
Subtotal		\$ 6,927,867	\$ 1,434,618	\$ 53,702	\$ 33,546	\$ 8,449,733	8,450,922
Assessment Growth		158,525	31,041	89	(3)	189,652	188,396
Supplementary						-	
Total Revenue		\$ 7,086,392	\$ 1,465,659	\$ 53,791	\$ 33,543	\$ 8,639,386	8,639,318
% Split		82.86%	17.14%				

**Table 4**  
**Town of Lacombe**  
**2010 Education Tax Calculation**

	2009	2010	% Change
<b>Equalized Assessment</b>			
Residential	\$ 737,984,720	\$ 905,374,884	22.68%
Non-residential	133,996,235	155,114,044	15.76%
Machinery and Equipment	1,603,030	1,647,460	2.77%
	<u>\$ 873,583,985</u>	<u>\$ 1,062,136,388</u>	<u>21.58%</u>
<b>Education Tax Levy (Total)</b>			
<u>Provincial Mill Rate on Equalized</u>			
Residential	3.3900	2.9300	-13.57%
Non-Residential	4.9800	4.3100	-13.45%
Mach & Equip	0.0000	0.0000	0.00%
<u>Total Requisition (Both Foundation &amp; St Thomas Aquinas RCSR)</u>			
Residential	\$ 2,501,768	\$ 2,652,748	6.03%
Non-Residential	667,301	668,542	0.19%
Mach & Equip	-	-	0.00%
Total Requisition	<u>\$ 3,169,069</u>	<u>\$ 3,321,290</u>	<u>4.80%</u>
<u>Recovery of prior year overlevy</u>			
Residential	\$ 110	\$ (65)	
Non-Residential	(5,298)	(1,196)	
Mach & Equip	-	-	
	<u>\$ (5,188)</u>	<u>\$ (1,261)</u>	
Total to be Raised in Taxation	<u>\$3,163,881</u>	<u>\$ 3,320,029</u>	<u>4.94%</u>
<u>Live Assessment available for Education Tax Levy</u>			
<u>Alberta School Foundation (ASFF)</u>			
Residential	\$ 1,144,386,530	\$ 1,073,112,190	-6.23%
Non-Residential	184,013,390	190,160,960	3.34%
Mach & Equip	-	-	0.00%
Total Assessment	<u>\$ 1,328,399,920</u>	<u>\$ 1,263,273,150</u>	<u>-4.90%</u>
<u>St Thomas Aquinas RCSR</u>			
Residential	\$ -	\$67,755,860	#DIV/0!
Non-Residential	-	\$181,190	#DIV/0!
Mach & Equip	-	-	0.00%
Total Assessment	<u>\$ -</u>	<u>\$ 67,937,050</u>	<u>#DIV/0!</u>
<u>Total</u>			
Residential	\$ 1,144,386,530	\$ 1,140,868,050	-0.31%
Non-Residential	184,013,390	190,342,150	3.44%
Mach & Equip	-	-	0.00%
Total Assessment	<u>\$ 1,328,399,920</u>	<u>\$ 1,331,210,200</u>	<u>0.21%</u>
<u>Live Mill Rate</u>			
Residential	2.186	2.3251	6.35%
Non-Residential	3.598	3.5060	-2.55%
Mach & Equip	0.000	0.000	0.00%
<u>Education Taxes Collected</u>			
Residential	\$ 2,501,858	\$ 2,652,632	6.03%
Non-Residential	662,007	667,340	0.81%
Mach & Equip	-	-	0.00%
Total Education Taxes Collected	<u>\$ 3,163,864</u>	<u>\$ 3,319,972</u>	<u>4.93%</u>
<u>Over(Under) Levy</u>	<u>(\$16)</u>	<u>(\$57.54)</u>	



**Table 5**  
**Town of Lacombe**  
**2010 Lacombe Foundation Tax Calculation**

	<b>Equalized Assessment</b>	<b>Percent</b>	<b>Requisition</b>
Requisition Amount    \$370,000			
Lacombe County & Mirror	6,295,556,442	71.67%	\$    265,197.00
Town of Lacombe	1,383,733,323	15.75%	58,289.00
Town of Blackfalds	725,536,366	8.26%	30,563.00
Village of Alix	102,863,768	1.17%	4,333.00
Town of Eckville	110,605,563	1.26%	4,659.00
Town of Bentley	109,774,695	1.25%	4,624.00
Village of Clive	55,410,047	0.63%	2,334.00
Village of Mirror		0.00%	-
	<b>8,783,480,204</b>	<b>100.00%</b>	<b>\$    369,999.00</b>

	<b>2009</b>	<b>2010</b>
<b><u>Requisition Payable</u></b>	\$    55,581.00	\$ <b>58,289.00</b>
Over (Under) Levy from previous years	1,505.12	<b>216.48</b>
	<b>\$    54,075.88</b>	<b>\$    58,072.52</b>
Live Assessment	\$ 1,302,907,880	\$ 1,306,029,340
Live Mill Rate	0.084	0.0445
<b><u>Foundation Tax Collected</u></b>	<b>\$    54,292.36</b>	<b>\$    58,118</b>
Over(Under) Levy	\$216.48	\$45.79

**Table 6**  
**Town of Lacombe**  
**2010 Property Tax Rates**

	2009 Assessment	2010 Assessment	% Change
<b>Total Tax Rates - Excluding Annexed Properties</b>			
<b>Residential - subject to school requisition</b>			
Municipal rate	5.9014	6.3182	7.06%
Street renewal and Maintenance rate	0.2793	0.2843	1.79%
Lacombe Foundation rate	0.0415	0.0445	7.23%
School Foundation rate	2.1862	2.3251	6.35%
<b>Total Tax Rate</b>	<b>8.4084</b>	<b>8.9721</b>	<b>6.70%</b>
<b>Residential - not subject to school requisition</b>			
Municipal rate	5.9014	6.3182	7.06%
Street renewal and Maintenance rate	0.2793	0.2843	1.79%
Lacombe Foundation rate	0.0415	0.0445	7.23%
School Foundation rate			
<b>Total Tax Rate</b>	<b>6.2222</b>	<b>6.6470</b>	<b>6.83%</b>
<b>Non-Residential - subject to school requisition</b>			
Municipal rate	8.3069	7.9464	-4.34%
Street renewal and Maintenance rate	0.2793	0.2843	1.79%
Lacombe Foundation rate	0.0415	0.0445	7.23%
School Foundation rate	3.5976	3.5060	-2.55%
<b>Total Tax Rate</b>	<b>12.2253</b>	<b>11.7812</b>	<b>-3.63%</b>
<b>Machinery &amp; Equipment - not subject to school requisition</b>			
Municipal rate	8.3070	7.9460	-4.35%
Street renewal and Maintenance rate	0.2793	0.2843	1.79%
Lacombe Foundation rate	0.0415	0.0445	7.23%
School Foundation rate			
<b>Total Tax Rate</b>	<b>8.6278</b>	<b>8.2748</b>	<b>-4.09%</b>
<b>Total Tax Rates - Annexed Properties</b>			
<b>Residential - subject to school requisition</b>			
County Municipal Residential rate	2.1200	2.1200	0.00%
School Foundation rate	2.1862	2.3251	6.35%
<b>Total Tax Rate</b>	<b>4.3062</b>	<b>4.4451</b>	<b>3.23%</b>
<b>Residential - not subject to school requisition</b>			
County Municipal Residential rate	2.1200	2.1200	0.00%
School Foundation rate			
<b>Total Tax Rate</b>	<b>2.1200</b>	<b>2.1200</b>	<b>0.00%</b>
<b>Non-Residential - subject to school requisition</b>			
County Municipal Non-Residential rate	4.2000	4.2490	1.17%
School Foundation rate	3.5976	3.5060	-2.55%
<b>Total Tax Rate</b>	<b>7.7976</b>	<b>7.7550</b>	<b>-0.55%</b>
<b>Farmland - subject to school requisition</b>			
County Municipal Farmland rate	4.2000	4.2000	0.00%
School Foundation rate	2.1862	2.3251	6.35%
<b>Total Tax Rate</b>	<b>6.3862</b>	<b>6.5251</b>	<b>2.18%</b>
<b>Machinery &amp; Equipment - not subject to school requisition</b>			
County Machinery & Equipment rate	4.2000	4.2490	1.17%
School Foundation rate			
<b>Total Tax Rate</b>	<b>4.2000</b>	<b>4.2490</b>	<b>1.17%</b>

**Table 7a**  
**Town of Lacombe**  
**2010 Property Tax Comparisons - Summary**

	2009			%	2010			Increase (Decrease)	Percentage Change
	Assessment	Tax Rate	Total Bill	Increase Value	Assessment	Tax Rate	Total Bill		
Residential	\$258,150	8.408	\$2,171	-2.50%	\$251,692	8.972	\$2,258	\$88	4.03%
	\$357,939	8.408	\$3,010	-2.50%	\$348,985	8.972	\$3,131	\$121	4.03%
	\$501,114	8.408	\$4,214	-2.50%	\$488,579	8.972	\$4,384	\$170	4.03%
Non-Resident	\$307,173	12.225	\$3,755	1.37%	\$311,384	11.781	\$3,668	(\$87)	-2.31%
	\$613,263	12.225	\$7,497	1.37%	\$621,671	11.781	\$7,324	(\$173)	-2.31%
	\$1,226,527	12.225	\$14,995	1.37%	\$1,243,341	11.781	\$14,648	(\$347)	-2.31%

**Table 7b**  
**Town of Lacombe**  
**2010 Property Tax Comparisons - Detailed**

Residential

<b>#1</b>						
<b><u>Year</u></b>	<b><u>Assessment</u></b>	<b><u>Mun</u></b>	<b><u>Street</u></b>	<b><u>Foundation</u></b>	<b><u>School</u></b>	<b><u>Total</u></b>
2009	258,150	5.9014	0.2793	0.0415	2.1862	8.4084
2010	251,692	6.3182	0.2843	0.0445	2.3251	8.9721
<b><u>Change</u></b>						
2009	258,150	1,523.44	72.10	10.71	564.37	2,170.63
2010	251,692	1,590.24	71.56	11.20	585.21	2,258.21
Difference	(6,458)	66.80	(0.55)	0.49	20.84	87.58
% Change	-2.50%	4.38%	-0.76%	4.55%	3.69%	4.03%
<b>#2</b>						
<b><u>Year</u></b>	<b><u>Assessment</u></b>	<b><u>Mun</u></b>	<b><u>Street</u></b>	<b><u>Foundation</u></b>	<b><u>School</u></b>	<b><u>Total</u></b>
2009	357,939	5.9014	0.2793	0.0415	2.1862	8.4084
2010	348,985	6.3182	0.2843	0.0445	2.3251	8.9721
<b><u>Change</u></b>						
2009	357,939	2,112.34	99.97	14.85	782.53	3,009.69
2010	348,985	2,204.96	99.22	15.53	811.42	3,131.13
Difference	(8,954)	92.62	(0.76)	0.68	28.90	121.44
% Change	-2.50%	4.38%	-0.76%	4.55%	3.69%	4.03%
<b>#3</b>						
<b><u>Year</u></b>	<b><u>Assessment</u></b>	<b><u>Mun</u></b>	<b><u>Street</u></b>	<b><u>Foundation</u></b>	<b><u>School</u></b>	<b><u>Total</u></b>
2009	501,114	5.9014	0.2793	0.0415	2.1862	8.4084
2010	488,579	6.3182	0.2843	0.0445	2.3251	8.9721
<b><u>Change</u></b>						
2009	501,114	2,957.27	139.96	20.80	1,095.54	4,213.57
2010	488,579	3,086.94	138.90	21.74	1,135.99	4,383.58
Difference	(12,535)	129.66	(1.06)	0.95	40.46	170.01
% Change	-2.50%	4.38%	-0.76%	4.55%	3.69%	4.03%

**Table 7c**  
**Town of Lacombe**  
**2010 Property Tax Comparisons - Detailed**

Non-Residential

<b>#1</b>						
<b><u>Year</u></b>	<b><u>Assessment</u></b>	<b><u>Mun</u></b>	<b><u>Street</u></b>	<b><u>Foundation</u></b>	<b><u>School</u></b>	<b><u>Total</u></b>
2009	307,173	8.3069	0.2793	0.0415	3.5976	12.2253
2010	311,384	7.9464	0.2843	0.0445	3.5060	11.7812
<b>Change</b>						
2009	307,173	2,551.65	85.79	12.75	1,105.08	3,755.28
2010	311,384	2,474.38	88.53	13.86	1,091.71	3,668.47
Difference	4,211.02	(77.27)	2.73	1.11	(13.37)	(86.80)
% Change	1.37%	-3.03%	3.19%	8.70%	-1.21%	-2.31%
<b>#2</b>						
<b><u>Year</u></b>	<b><u>Assessment</u></b>	<b><u>Mun</u></b>	<b><u>Street</u></b>	<b><u>Foundation</u></b>	<b><u>School</u></b>	<b><u>Total</u></b>
2009	613,263	8.3069	0.2793	0.0415	3.5976	12.2253
2010	621,671	7.9464	0.2843	0.0445	3.5060	11.7812
<b>Change</b>						
2009	613,263	5,094.32	171.28	25.45	2,206.28	7,497.33
2010	621,671	4,940.04	176.74	27.66	2,179.58	7,324.03
Difference	8,407	(154.27)	5.46	2.21	(26.70)	(173.30)
% Change	1.37%	-3.03%	3.19%	8.70%	-1.21%	-2.31%
<b>#3</b>						
<b><u>Year</u></b>	<b><u>Assessment</u></b>	<b><u>Mun</u></b>	<b><u>Street</u></b>	<b><u>Foundation</u></b>	<b><u>School</u></b>	<b><u>Total</u></b>
2009	1,226,527	8.3069	0.2793	0.0415	3.5976	12.2253
2010	1,243,341	7.9464	0.2843	0.0445	3.5060	11.7812
<b>Change</b>						
2009	1,226,527	10,188.64	342.57	50.90	4,412.55	14,994.66
2010	1,243,341	9,880.09	353.48	55.33	4,359.16	14,648.05
Difference	16,814	(308.55)	10.91	4.43	(53.40)	(346.61)
% Change	1.37%	-3.03%	3.19%	8.70%	-1.21%	-2.31%

**Table 8**  
**Town of Lacombe**  
**2010 Assessment and Tax Levy by Assessment Class**

Ref	Assessment Class	Assessment						Tax Levy				
		Land	Improvements	Linear	Total	Exemptions	Total w/ exemptions	Municipal	Street Renewal	School	Foundation	Total
100	Farm	9,430	0		\$9,430		9,430	59.58	2.68	21.93	0.42	84.61
110	Residential	323,802,420	770,274,460		\$1,094,076,880		1,094,076,880	6,912,596.54	311,046.06	2,543,838.15	48,686.42	9,816,167.17
130	Vacant Residential	21,103,490	0		\$21,103,490	(51,110)	21,052,380	133,013.15	5,985.19	48,948.89	936.83	188,884.06
160	Grant In Lieu - Municipal	1,182,380	5,264,060		\$6,446,440		6,446,440	40,729.90	1,832.72		286.87	42,849.49
	Total Residential & Farmland	346,097,720	775,538,520	0	\$1,121,636,240	(51,110)	1,121,585,130	7,086,399.17	318,866.65	2,592,808.97	49,910.54	10,047,985.33
200	Farm Vacant	115,750	0		\$115,750		115,750	919.80	32.91	405.82	5.15	1,363.68
205	Municipal Rental	0	0		\$0		0	0.00	0.00	0.00	0.00	0.00
220	Commercial	37,443,230	75,939,690		\$113,382,920	(326,350)	113,056,570	898,392.73	32,141.98	396,376.33	5,031.02	1,331,942.06
221	Vacant Industrial	3,713,470	0		\$3,713,470		3,713,470	29,508.72	1,055.74	13,019.43	165.25	43,749.14
240	Industrial	12,929,100	25,514,280		\$38,443,380		38,443,380	305,486.47	10,929.45	134,782.49	1,710.73	452,909.14
250	Machinery and Equipment	0	1,640,300		\$1,640,300		1,640,300	13,034.48	466.34		72.99	13,573.81
260	Railway	0	324,710		\$324,710		324,710	2,580.28	92.32	1,138.43	14.45	3,825.48
270	Airport	309,210	1,048,860		\$1,358,070		1,358,070	10,791.77	386.10	4,761.39	60.43	15,999.69
300	Provincial Grant In Lieu	1,042,280	9,321,530		\$10,363,810		10,363,810	82,354.98	2,946.43	36,335.52	461.19	122,098.12
305	Federal Grant in Lieu	298,690	508,700		\$807,390		807,390	6,415.84	229.54	2,830.71	35.93	9,512.02
310	Power and Pipe - Telus	0		3,490,650	\$3,490,650		3,490,650	27,738.10	992.39	12,238.22	155.33	41,124.04
315	Power and Pipe - Fortis	0		4,410,170	\$4,410,170		4,410,170	35,044.97	1,253.81	15,462.06	196.25	51,957.09
320	Power and Pipe - ATCO Gas	0		5,867,390	\$5,867,390		5,867,390	46,624.63	1,668.10	20,571.07	261.10	69,124.90
321	NUL Franchise	0		0	\$0		0	0.00	0.00	0.00	0.00	0.00
330	Power and Pipe - Shaw	0		852,550	\$852,550		852,550	6,774.70	242.38	2,989.04	37.94	10,044.06
	Total Non Residential	55,851,730	114,298,070	14,620,760	184,770,560	(326,350)	184,444,210	1,465,667.47	52,437.49	640,910.51	8,207.76	2,167,223.23
	Total Taxable	401,949,450	889,836,590	14,620,760	1,306,406,800	(377,460)	1,306,029,340	8,552,066.64	371,304.14	3,233,719.48	58,118.30	12,215,208.56
500	Exempt	43,297,680	134,887,360		\$178,185,040		178,185,040					
	Total Municipal	445,247,130	1,024,723,950	14,620,760	1,484,591,840	(377,460)	1,484,214,380	8,552,066.64	371,304.14	3,233,719.48	58,118.30	12,215,208.56
115	Residential - Annex.	5,602,990	7,862,860		\$13,465,850		13,465,850	28,547.60		31,309.45		59,857.05
115A	Residential - Annex.	2,997,580	7,789,180		\$10,786,760		10,786,760	22,867.93		25,080.30		47,948.23
135	Residential/Vacant - Annex.	896,460	0		\$896,460		896,460	1,900.50		2,084.36		3,984.86
135A	Residential/Vacant - Annex.	224,190	0		\$224,190		224,190	475.28		521.26		996.54
195	Vac.Farm. - Annex.	356,100	0		\$356,100		356,100	1,495.62		827.97		2,323.59
195A	Vac.Farm. - Annex.	0	0		\$0		0	0.00		0.00		0.00
225	Commercial - Annex.	871,660	549,380		\$1,421,040		1,421,040	6,038.00		4,982.17		11,020.17
225A	Commercial - Annex.	672,050	715,230		\$1,387,280		1,387,280	5,894.55		4,863.80		10,758.35
245	Industrial - Annex.	0	0		\$0		0	0.00		0.00		0.00
245A	Industrial - Annex.	399,150	4,330,770		\$4,729,920		4,729,920	20,097.43		16,583.10		36,680.53
255	Machinery & Equip.-Annex.	0	0		\$0		0	0.00				0.00
	Total Taxable	12,020,180	21,247,420	0	33,267,600	0	33,267,600	87,316.91	0.00	86,252.41	0.00	173,569.32
505A	Exempt	858,970	215,100		\$1,074,070		1,074,070					0.00
505	Exempt	1,037,680	21,167,680		\$22,205,360		22,205,360					
510	Exempt - House on Farmland	0	65,720		\$65,720		65,720					
	Total Exempt	1,896,650	21,448,500	0	\$23,345,150		\$23,345,150	\$0	\$0	\$0	\$0	\$0
	Total Annexation Area	13,916,830	42,695,920	0	56,612,750	0	56,612,750	87,316.91	0.00	86,252.41	0.00	173,569.32
	Total Assessment	459,163,960	1,067,419,870	14,620,760	1,541,204,590	(377,460)	1,540,827,130	8,639,383.55	371,304.14	3,319,971.89	58,118.30	12,388,777.88

Revenue Targets

\*\* 8,639,318.00 \$363,949.00 3,319,971.88 58,118.31 12,381,357.19

\*\*Budgeted Revenue target 2010 of \$8,678,629 less \$39,311 Supplementary

\$65.55 \$7,355.14 \$0.01 (\$0.01) \$7,420.69

Additional exemptions				
class	Name	Roll Number	Land	Improvements
220	Lacombe Kozy Korner	040007650		\$102,230
130	Kozy Korner Parking lot	040007640		\$51,110 \$262,810
220	Eureka Lodge	080001010		\$92,050 \$132,070

Residential vs Non-residential rate comparison per year			
% increase		2010	2009
Residential rate for industrial		6.318	5.901
Commercial rate		7.946	8.307
			2008
			6.135
			8.571



**Table 9a**  
**Town of Lacombe**  
**2010 Property Tax Revenue**

	<b>2009*</b>	<b>2010</b>	<b>%</b>
	<b>Assessment</b>	<b>Assessment</b>	<b>Change</b>
<b><u>Assessment</u></b>			
Residential subject to School Tax	\$ 1,118,344,170	\$ 1,115,138,690	-0.29%
Residential not subject to School Tax	6,339,290	6,446,440	1.69%
Commercial	176,576,960	182,803,910	3.53%
Machinery and Equipment	1,647,460	1,640,300	-0.43%
	<u>\$1,302,907,880</u>	<u>\$1,306,029,340</u>	<u>0.24%</u>
<b><u>Annexed Properties</u></b>			
Residential subject to School Tax	\$ 25,685,670	\$ 25,373,260	-1.22%
Farmland	356,690	356,100	-0.17%
Commercial/Industrial	7,436,430	7,538,240	1.37%
Machinery and Equipment	-	-	
	<u>\$ 33,478,790</u>	<u>\$ 33,267,600</u>	<u>-0.63%</u>
<b><u>Total Assessment</u></b>	<u>\$ 1,336,386,670</u>	<u>\$ 1,339,296,940</u>	<u>0.22%</u>

\*Based on 2009 Tax Rate Bylaw Assessment. Excludes 2009 supplementary assesment and assesor corrections during the year.

**Tax Revenue (Previous Year Excludes Supplementary Taxation)**

**Municipal**

Municipal - Residential Mill Rate	5.9014	6.3182	7.06%
Municipal - Non - Residential Mill Rate	8.3069	7.9464	-4.34%
Municipal - Mach & Equip Mill Rate	8.3070	7.9464	-4.34%
Residential Municipal Tax Revenue	\$ 6,637,207	\$ 7,086,399	6.77%
Non-residential Municipal Tax Revenue	1,466,807	1,452,633	-0.97%
Machinery & Equip Mun Tax Revenue	13,685	13,034	-4.76%
Municipal Tax Revenue	<u>\$ 8,117,700</u>	<u>\$ 8,552,067</u>	<u>5.35%</u>

**Annexed Properties**

County Municipal Farmland Tax Rate	4.2000	4.2000	0.00%
County Municipal Residential Tax Rate	2.1200	2.1200	0.00%
County Municipal Commercial/Industrial	4.2000	4.2490	1.17%
County Municipal Machinery and Equipment	4.2000	4.2490	1.17%
Farmland Revenue	\$ 1,498	\$ 1,496	-0.17%
Residential Tax Revenue - Annexed Properties	54,454	53,791	-1.22%
Non-Residential Tax Revenue - Annexed Properties	31,233	32,030	2.55%
Machinery & Equip. Tax Revenue - Annexed Properties	-	-	0.00%
Annexed Properties Tax Revenue	<u>\$ 87,185</u>	<u>\$ 87,317</u>	<u>0.15%</u>
<b>Total Tax Revenue</b>	<b>\$ 8,204,884</b>	<b>\$ 8,639,384</b>	<b>5.30%</b>

**Table 9b**  
**Town of Lacombe**  
**2010 Property Tax Revenue**

2009 Assessment	2010 Assessment	% Change
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**Street Renewal and Maintenance (exclusive of College Heights & East Area Annexation properties)**

Street Renewal - Residential Mill Rate	0.2793	0.2843	1.79%
Street Renewal - Non - Residential Mill Rate	0.2793	0.2843	1.79%
Street Renewal - Mach & Equip Mill Rate	0.2793	0.2843	1.79%
Residential Street Renewal Tax Revenue	\$ 314,124	\$ 318,867	1.51%
Non-residential Street Renewal Tax Revenue	49,318	51,971	5.38%
Machinery & Equip Street Renewal Tax Revenue	460	466	1.35%
Street Renewal Tax Revenue	\$ 363,902	\$ 371,304	2.03%

**Lacombe Foundation (exclusive of College Heights & East Area Annexation properties)**

Foundation - Residential Mill Rate	0.0415	0.0445	7.23%
Foundation - Non - Residential Mill Rate	0.0415	0.0445	7.23%
Foundation - Mach & Equip Mill Rate	0.0415	0.0445	7.23%
Residential Foundation Requisition Revenue	\$ 46,674	\$ 49,911	6.93%
Non - Res Foundation Requisition Revenue	7,328	8,135	11.01%
Machinery & Equip Fndtn Requisition Rev	68	73	6.76%
Total Foundation Requisition	\$ 54,071	\$ 58,118	7.49%

**Education**

Education - Residential Mill Rate	2.1862	2.3251	6.35%
Education - Non - Residential Mill Rate	3.5976	3.5060	-2.55%
Education - Machinery and Equipment	0.0000	0.0000	0.00%
Residential Education Tax Revenue	\$ 2,501,858	\$ 2,652,632	6.03%
Non-residential Education Tax Revenue	662,007	667,340	0.81%
Machinery and Equipment Tax Revenue	-	-	
Education Tax Revenue	\$ 3,163,864	\$ 3,319,972	4.93%

**Total Tax Revenue (Previous Year Excludes Supplementary Taxation)**

Municipal Revenue	\$ 8,117,700	\$ 8,552,066	5.35%
Municipal Revenue - Annexed Areas A,B,C	87,185	87,317	0.15%
Street Renewal Revenue	363,902	371,304	2.03%
Lacombe Foundation Requisition	54,071	58,118	7.49%
School Foundation Requisition	3,163,864	3,319,972	4.93%
	\$ 11,786,722	\$ 12,388,777	5.11%



## Town of Lacombe MEMORANDUM

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<b>TO</b>	Mayor Judy Gordon & Members of Council
<b>FROM</b>	Tricia Cooper, Communications Coordinator
<b>SUBJECT</b>	Summary of Issues/Comments/Ideas from March 11 <sup>th</sup> , 2010 Coffee With Council
<b>DATE</b>	April 9, 2010
<b>GENFILE REF #</b>	11/135/2010
<b>PROPOSAL</b>	Presented for Council's information - items raised by Lacombe residents during the recent Coffee With Council session held March 11 <sup>th</sup> , at the Lacombe Memorial Centre.
<b>PROPOSED BY</b>	<ul style="list-style-type: none"><li>• Summary by Communications Coordinator</li><li>• Additional comments by CAO</li></ul>
<b>BACKGROUND INFORMATION</b>	N/A
<b>PROS</b>	<ul style="list-style-type: none"><li>• Good opportunity to discuss upcoming change to City Status</li><li>• Attendance was low possibly indicative of not too many major citizen concerns</li></ul>
<b>CONS</b>	Coffee with Council was held this year before the March Utility Newsletter was delivered. However, there was ample advertising on Sunny 94 and in the Lacombe Globe.
<b>ISSUE ANALYSIS</b>	<ul style="list-style-type: none"><li>• Continued favourable public response to informal nature of event</li><li>• Good interaction between Council members and public</li><li>• Positive feedback regarding Did You Know and City Status Q &amp; A posters</li><li>• Positive feedback regarding City Status Questionnaire</li></ul>
<b>IMPACT: Community</b>	<ul style="list-style-type: none"><li>• Variable; dependant upon Council directives for action in response to specific issues raised by residents</li></ul>

<b>IMPACT: Policy &amp; Plans</b>	Variable, dependant upon Council directives for action. Previous Coffee With Council sessions have led to minor policy adjustments (e.g. snow removal policy)			
<b>IMPACT: Financial</b>	<b>Operating Costs</b>	<b>Capital Costs</b>	<b>Budget</b>	<b>Funding Sources</b>
<b>IMPACT: Organizational</b>	Variable; dependant upon Council directives for action.			
<b>IMPACT: Communications</b>	<ul style="list-style-type: none"><li>Continued favourable public response to event: kudos for Council's willingness to engage citizens in dialogue</li><li>Council's responses and communications follow-ups to previous Coffee with Council sessions have encouraged a public expectation of municipal action on at least some of the issues raised.</li></ul>			
<b>IMPACT: Other</b>	Variable; dependant upon Council directives for action.			
<b>COMMUNICATIONS STRATEGY</b>	<ul style="list-style-type: none"><li>Reinforces value of citizen input</li><li>Can lead to improvements in municipal operations and/or service delivery.</li><li>Note positive actions resulting from previous Coffee with Council sessions.</li><li>Present public with summary of key issues raised<ul style="list-style-type: none"><li>Highlight in weekly TownTalk radio feature and post to website (May timeline).</li></ul></li><li>Council's future discussions should re-establish connection to March 11th Coffee with Council session</li><li>Using same communications tools noted above, issue short-term progress updates within 3 to 6 months, noting items held for consideration in 2011 budget development process.</li></ul>			

<b>ATTACHMENTS (links, reports, plans, maps, documents)</b>	<a href="#">Summary of Public Comments</a> <a href="#">City Status Questionnaire Results</a> <a href="#">City Status Spreadsheet Results</a>
<b>CAO COMMENTS</b>	

<b>ACTIONS PROPOSED</b>	<ul style="list-style-type: none"><li>• Summary provided at this time for Council's information.</li><li>• Council to provide direction on specific items at future meetings.</li><li>• Specific issues and concerns direct to Town departments for further investigation and/or action.</li></ul>

# Summary of Public Comments

## 11 Council – City Status

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- How will this affect my taxes?
- As a City, keep up with the same awesome snow removal job and commitment as in December. Red Deer residents should have come to see the job well done. I drove their disgraceful streets later. Continue supporting fire EMS and police Gary Leslie was the perfect choice for Chief.
- Moving to City status is not the “end all be all”. The Town/City still needs to increase its’ activity to promote new business to relocate to Lacombe, rather than its neighbouring municipalities. For example Lacombe currently has more of an open door policy for new business. Also additional promotion and/or development on the west side (between Hwy #2 and golf course) should greatly assist in Lacombe’s continued growth.
- Lacombe needs a stronger recycling program, especially if we become a City.
- Let’s get highway 2A fixed sooner rather than later. The plans are good (saw them on the website, couldn’t make the open house) so why wait until 2011 to start?
- What is to be gained or lost by changing to City status should be provided prior to obtaining feedback. That way people could provide more knowledgeable answers to your questionnaire.
- It would be great to establish a trucking route around the Town/City before it gets to a point where it is too difficult to fit it in.
- Will becoming a City provide the opportunity for the rail road tracks to be smoother?



- Will City status encourage Town Council to annex land to be used for commercial or industrial development?
- Our cultural identity has been maintained very well and enhanced through community programs and Council support. I believe this status will further enhance our heritage and arts and culture identity in our community as well as opening opportunity on a larger global awareness.
- If it makes good fiscal sense to do so then I say yes, go ahead and seek City status.
- I'm not indifferent, just unsure.
- While City status may be attractive in some ways, the one thing that we need to consider is our size. I know that we are technically eligible to become a city, but I think the Provincial Government needs to revisit this section of the municipal legislation and update it. A hard look at the experience of the City of Airdrie is all that we should need to realize that we need to wait till we hit at least 16,000 residents to make the economies of scale work in our favour rather than sink us into a deep debt hole that will take years to recover from. I personally think we should wait till we hit 20,000 before we go down the road of becoming a City.
- We need to start attracting more retail businesses and not continually lagging behind all the other communities in central Alberta.
- What measure is Council examining to control the large truck traffic, road, widening, and ring road?
- While on vacation in Gull Lake, we drove through Lacombe and fell in love with it. So we relocated from Canmore to Lacombe.

## 23 Fire Department

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- Fire exits at one of the local restaurants are blocked by old appliances.

**Comment [b1]:** The fire exit issue was dealt with by Jeff Soppit our Safety Codes contractor

Fred Millar  
Regional Fire

## 26 Bylaw

- Would like to see a Bylaw to keep cats in yard. Suggested \$100.00 fine

**Comment [MM2]:** The Town has provisions in the Nuisance Bylaw to deal with cats who run at large. The fine system is a progressive system starting with a warning, and moving to \$50, \$75, and \$100 fines for subsequent offences within one year of the first incident.

## 40 Utilities & Environmental Services

- Would like additional locations for Recycling stations

**Comment [MM3]:** Town staff recently removed an asphalt pile at the current recycling facility in the industrial park which will allow for more recycling containers. The Town is still examining other possible locations in Town. Unfortunately, with a limited amount of land inventory, the Town has limited choices.

## 62 Economic Development

- The Town needs to hire an Economic Development person, someone with connections and contacts and can get things happening here in Lacombe.

**Comment [b4]:** Council approved The Community Economic Development Bylaw in March 2010. Recruitment is underway. Resumes will be accepted until a suitable candidate is found.

## 70 Recreation, Parks & Cultural Services

- Request for more trees on of 52<sup>nd</sup> Ave
- Status of the Skateboard Park?
- Would like to see the library open on Sundays

**Comment [b5]:** Street lights run all along the North side of 52<sup>nd</sup> Avenue. Trees can't be planted where there are power lines above. The South side of 52 Avenue does not have any boulevards or green space owned by the Town. Private property is adjacent to the sidewalks.

**Comment [b6]:** Recreation staff attend community group planning meetings as a liaison. At this point, the skateboard group is entertaining design plans that will be reviewed for final selection. Once a plan is selected it will form the basis for their fundraising phase of the project. While the arena renovation is underway, the temporary Skate park is relocated to Michener Park for this season.






**Comment [b7]:** The Librarian and Board Chair have been advised of the ratepayers suggestion.

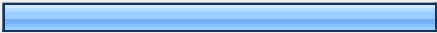



## 90 Utilities & Other Functions






- Street light on 50<sup>th</sup> Ave needs to be angled down

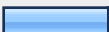
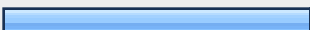

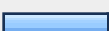

**Comment [MM8]:** The Lights on 50 Avenue are at a height and intensity necessary to illuminate to a highway standard. The lights on 50<sup>th</sup> are some of the highest wattage lights in Town. There are a number of "dark friendly" lights in Fortis's light inventory that might work as a substitute but due to the height and intensity of these lights, we are not sure there would be any benefit to property owners immediately adjacent or across from these lights. We will explore this further with Fortis for suggestions.

## City Status Questionnaire




1. I believe the move to City status will improve the communities' ability to promote and attract local business:			
		Response Percent	Response Count
Strongly Agree		27.5%	14
Agree		45.1%	23
Indifferent		9.8%	5
Disagree		11.8%	6
Strongly Disagree		5.9%	3
		<b>answered question</b>	<b>51</b>
		<b>skipped question</b>	<b>0</b>

2. As a Town, Lacombe has developed a strong architectural identity, and has striven to preserve natural areas such as lakes and woodlands. This heritage is important, and must be protected if Lacombe attains City Status:			
		Response Percent	Response Count
Strongly Agree		66.7%	34
Agree		29.4%	15
Indifferent		2.0%	1
Disagree		2.0%	1
Strongly Disagree		0.0%	0
		<b>answered question</b>	<b>51</b>
		<b>skipped question</b>	<b>0</b>


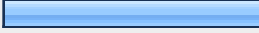



3. I believe the move to City Status will give the community a stronger voice when dealing with the Province, and other municipal organizations such as the Alberta Urban Municipalities Association:			
		Response Percent	Response Count
Strongly Agree		31.4%	16
Agree		47.1%	24
Indifferent		5.9%	3
Disagree		9.8%	5
Strongly Disagree		5.9%	3
		<b>answered question</b>	<b>51</b>
		<b>skipped question</b>	<b>0</b>


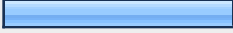
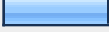


4. I believe the move to City status will improve the communities' ability to attract new residents:			
		Response Percent	Response Count
Strongly Agree		15.7%	8
Agree		47.1%	24
Indifferent		15.7%	8
Disagree		15.7%	8
Strongly Disagree		5.9%	3
		<b>answered question</b>	<b>51</b>
		<b>skipped question</b>	<b>0</b>


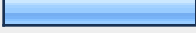



5. I would like to see Lacombe continue to provide the same level of service (snow removal, trail maintenance, decorative flower beds, spring/fall cleanup, recycling facilities etc.) to residents and businesses regardless of Town or City Status:

		Response Percent	Response Count
Strongly Agree		64.7%	33
Agree		33.3%	17
Indifferent		2.0%	1
Disagree		0.0%	0
Strongly Disagree		0.0%	0
		<b>answered question</b>	<b>51</b>
		<b>skipped question</b>	<b>0</b>

6. As a City, Lacombe will have jurisdiction of all roads and highways within the corporate boundaries, as well as the responsibility to maintain and operate them. This will provide Lacombe greater opportunity to control speed limits and address local safety issues on Highways within the community. I support having this control/responsibility:

		Response Percent	Response Count
Strongly Agree		41.2%	21
Agree		39.2%	20
Indifferent		9.8%	5
Disagree		7.8%	4
Strongly Disagree		2.0%	1
		<b>answered question</b>	<b>51</b>
		<b>skipped question</b>	<b>0</b>

7. If the Town becomes a City, I would support Council examining measures to control large truck traffic on Highway 2A and 12 within City limits:			
		Response Percent	Response Count
Strongly Agree		39.2%	20
Agree		35.3%	18
Indifferent		15.7%	8
Disagree		3.9%	2
Strongly Disagree		5.9%	3
		<b>answered question</b>	<b>51</b>
		<b>skipped question</b>	<b>0</b>

8. I support advancing Lacombe's status from a Town to a City:			
		Response Percent	Response Count
Strongly Agree		43.1%	22
Agree		29.4%	15
Indifferent		15.7%	8
Disagree		3.9%	2
Strongly Disagree		7.8%	4
		<b>answered question</b>	<b>51</b>
		<b>skipped question</b>	<b>0</b>



**9. OPTIONAL: Please provide your contact information if you would like to be contacted in the next few days to further discuss any aspects of the change in status.**

		Response Percent	Response Count
Name:	<input type="text"/>	100.0%	15
Phone Number:	<input type="text"/>	80.0%	12
Email Address:	<input type="text"/>	66.7%	10
		<i>answered question</i>	15
		<i>skipped question</i>	36

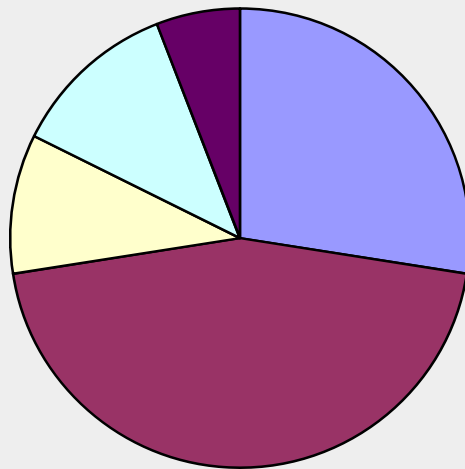
**10. Additional Thoughts or Comments**

		Response Count
		17
		<i>answered question</i>
		17
		<i>skipped question</i>
		34

City Status Questionnaire

I believe the move to City status will improve the communities' ability to promote and attract local business:		
Answer Options	Response Percent	Response Count
Strongly Agree	27.5%	14
Agree	45.1%	23
Indifferent	9.8%	5
Disagree	11.8%	6
Strongly Disagree	5.9%	3
answered question		51
skipped question		0

**I believe the move to City status will improve the communities' ability to promote and attract local business:**



- Strongly Agree
- Agree
- Indifferent
- Disagree
- Strongly Disagree



## Town of Lacombe MEMORANDUM

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<b>TO</b>	Mayor Judy Gordon and Members of Council
<b>FROM</b>	Chief Administrative Officer, Kenneth Kendall
<b>SUBJECT</b>	Change to City Status
<b>DATE</b>	April 20, 2010
<b>GENFILE REF #</b>	Genfiles/11/188
<b>PROPOSAL</b>	<p>For Council to continue with the formal process of moving from Town to City status. If Council agrees to move to city status they must determine an official date to change to city status. A few dates that are of interest are the following:</p> <p>July 28, 1896 – became a Village (historic significance) May 10, 1902 – became a Town (historic significance) January 1, 2010 – (administratively this date matches with fiscal year-end) September , 2010 – (No other holidays to interfere, end of summer, a brand new date for a brand new city...)</p>
<b>PROPOSED BY</b>	Chief Administrative Officer, Kenneth Kendall
<b>BACKGROUND INFORMATION</b>	<p>As Council is aware the Town of Lacombe has an official population of over 10,000 which is the qualifying threshold for becoming a city. Having an agreement with the Province respecting the reconstruction of Highway 2A, puts the Town in a position to move forward with the consideration of becoming a city.</p> <p>The question was put to the public during the recent Coffee with Council where the public feedback was for the most part strongly in favour of taking city status. The City Status Questionnaire shows the responses from the public.</p> <p>To facilitate the official status change, Municipal Affairs Minister requires a resolution from Council approving a request be made to Municipal Affairs that the Town of Lacombe change its status to City of Lacombe. This request will also identify the date upon which this will occur.</p>

PROS	<ul style="list-style-type: none"><li>This Council is given the opportunity to pick a significant historical date that will be meaningful to future generations and changes the feel of Lacombe.</li><li>As mentioned in the consultant report, please reference this report for other positive aspects of changing to City status.</li></ul>			
CONS	<ul style="list-style-type: none"><li>By not proceeding with a resolution to direct administration to proceed with application of change in status, the Highway 2a upgrade program will not proceed.</li></ul>			
ISSUE ANALYSIS				
IMPACT: Community	Council has been briefed on several occasions the implications of moving to city status.			
IMPACT: Policy & Plans	N/A			
IMPACT: Financial	Operating Costs	Capital Costs	Budget	Funding Sources
IMPACT: Organizational	There is no major impact on the organization other than to inform Municipal Affairs of Council’s decision and await their response.			
IMPACT: Communications	A communication plan will be developed informing the public of Council’s decision and the date upon which the change in status will occur.			
IMPACT: Other	N/A			
COMMUNICATIONS STRATEGY	<ul style="list-style-type: none"><li></li></ul>			
ATTACHMENTS (links, reports, plans, maps, documents)	<ol style="list-style-type: none"><li><a href="#">City Status Short</a></li><li><a href="#">City Status Summary</a></li></ol>			
CAO COMMENTS	Administration recommends based on public feedback and research compiled by private consultant that Council pass a resolution requesting that the Municipal Affairs Minister bring forward to the Provincial Government of Alberta a request for consideration that the Town of Lacombe be permitted to change its status to City of Lacombe.			

<b>ACTIONS PROPOSED</b>	<ul style="list-style-type: none"><li>• Council pass a resolution requesting that the Municipal Affairs Minister bring forward to the Provincial Government of Alberta a request for consideration that the Town of Lacombe be permitted to change its status to City of Lacombe.</li><li>• THAT Council put forward the following date _____ to Alberta Municipal Affairs as the official date of when the Town of Lacombe becomes incorporated as a city.</li></ul>

# City Status for the Town of Lacombe

At an 2009 official population of 11,733 the Town of Lacombe exceeds the 10,000 population qualifying threshold for a change in status under Alberta legislation from a Town to a City. An initial analysis in 2004 identified early on that the major consideration in becoming a city would be the change in responsibility for Highways 12 and 2A. With the October 19, 2009 agreement with the Government of Alberta respecting the reconstruction of Highway 2A, the Town is now in a position to move forward further with consideration of city status.

The primary legislation governing municipalities is the *Municipal Government Act* with a few exceptions, treats all municipalities the same regardless of whether they are a village, town, city or rural municipality. The only difference in statutory powers and responsibilities between cities and the other municipalities including towns relate to streets and roads. Otherwise, the change to City really only affects how the community views itself, how it is seen by others outside of the community and what the expectations are of its citizens.

As a city, Lacombe would:

- Continue to be responsible for the direction, control and management of streets and roads as it presently does but would now gain legal ownership of these rights of way.
- Assume responsibility for operation and development of the provincial highways within its borders and would receive a compensating annual operating grant from the Province
- Be responsible for future upgrading and capital costs of the provincial highways and would be eligible for provincial capital road grants available to Cities. At this point the road funding program for cities are financially the same as those available for Towns. .
- Have the authority to restrict dangerous goods movements on Highway 2A and 12 if a satisfactory alternative route is provided.

Though part of the provincial highway system, Highways 2A and 12 also function as two of the Town's most important arterial roads. Gaining control of these highways would be a significant advantage as Lacombe is now able to undertake improvements and make decisions with respect to these arterials roads at a timing and on the terms that are appropriate to the Town.

A Town and City have equal powers with respect to taxation and revenue generation. Apart from the differences in street grants, the eligibility of Lacombe under the current provincial and federal financial assistance and grant programs. Funding for these programs is determined by such factors as population, growth rates, and project merit rather than on the basis of incorporated status. While there is no way predicting future grant programs and funding levels and how they might change with respect to Cities and Towns, judging by past practice, grant and financial support programs can be expected to be based on size, population, need and characteristics rather than class.

Beyond the implications pertaining to the statutory powers, obligations and funding, there are other factors to consider in evaluating the implication of changing status to that of a city.



1. As a city, Lacombe may have more impact politically:
  - It would become 1 of 17 city jurisdictions rather than 1 in 250 or so towns and villages.
  - Within Alberta Urban Municipalities Association, Lacombe's representation on the Board would be through small city representatives rather than through those representing a regional grouping of Towns. The smaller number of municipalities in the small cities group may allow a greater opportunity to participate at the AUMA Board level.
  - The group of cities other than Calgary and Edmonton have been politically active and Lacombe could benefit from being involved in that group

Certainly political impact of a community is very much a function of the abilities of its politicians and leaders, their connections and recognition outside of their community. However, it has been observed at the provincial political level that cities seem to be listened to more so than towns and villages.

2. A major consideration in changing to a City may well relate to the image that the community wants to portray. Labeling as "City" may impart a more active, progressive "things happening" type of characteristic while retaining the label of "Town" may signal a more subdued, comfortable air. From the perspective of economic development and marketing, the community may more easily grab the attention of outside prospects as the City of Lacombe. Economic location decisions will ultimately be based on size of population, growth rates, relative income levels and other indicators. However, the reference to the City of Lacombe may give a slight edge in attracting initial attention and after that it would be the our community's charms, aesthetics and other advantages and characteristics that will seal the deal and not whether Lacombe is a City or Town.

## **Conclusion**

The powers and financing of a City differ from that of a town only with regards to street and roads and a city's requirement to assume responsibility for the provincial highways. The agreement with Alberta Transportation to rebuild Highway 2A coupled with additional grant funds to maintain these new roads leaves Lacombe close to a cost and revenue neutral position in the near term and would seem a satisfactory tradeoff for achieving control of the highways. As the other statutory implications, there is essentially no functional or financial difference between Lacombe as a Town or City.

Really it will be about image. Some may want to retain the image we all enjoy by leaving our classification as a Town. However, it is the amenities, aesthetics and attitudes of the community that will determine a community's appeal. Camrose has often been cited as a community that has the same appeal and shares the same values and characteristics as our own community. Camrose does so as a city. What makes Lacombe the attractive community that it is does not depend on its label as a town nor will it change if that label becomes that of a city. The community will always reflect the characteristics, features amenities and offerings that its citizens hold as most important.

Following is a summary of the status of the issue

Town	2008 Population	Status of Issue
Okotoks	19,996	Have taken a position to retain Town designation to create an image which distinguishes the community as from the City of Calgary. Okotoks has negotiated an agreement with Alberta Transportation to give the Town “city like” control of Highway 2A.
Cochrane	14,653	Has not been pursued by Council. Community seems happy with perception of small town and a move to city status not seen likely at this time. Would be worth looking at if can be demonstrated as a benefit for economic development.
Chestermere	12,589	Was a matter for Council retreat lately but is not an immediate issue. Interest in considering it though partly in the context as defense against being absorbed by the City of Calgary.
Stony Plain	12,363	Not interested in pursuing primarily because of the significant highway costs but also partly because of a desire to market themselves as Town in the Capital region rather than a city.
Canmore	12,039	Considered the matter 4 or 5 years ago but prefer to keep present designation to aid in portraying the image of Tourist Town. Issue not being pursued.
Strathmore	11,335	Has been considered by Council and is being advocated by organizations involved in economic development. Do not see Highway 1 as an issue and expected an application to be made sooner rather than later.
Sylvan Lake	11,115	Council has looked at it but tending to lean toward retaining toward portraying the “small town” image. Given all of the other things going on, not a current issue.
Beaumont	10,820	Did not receive a response
High River	10,716	Felt that they would likely be considering this matter in the near future. Wanting to position their image as the next City between Calgary and Lethbridge to distinguish themselves from Okotoks. Have an arrangement in the work to assume control of Highway 2A which runs through the Town.

Town of Lacombe  
Changing Status to a City

Prepared by Robert Jenkins  
January 20, 2010

## **Introduction**

The 2009 official population of the Town of Lacombe is 11,733 and since 2004 the Town of Lacombe has exceeded the 10,000 population qualifying threshold for a change in status under Alberta legislation from a Town to a City. An initial analysis of the implications of such a change was considered by Council in 2004 and it was evident early on that the major consideration in becoming a city would be the change in responsibility for Highways 12 and 2A. With the October 19, 2009 agreement with the Government of Alberta respecting the reconstruction of Highway 2A, the Town is now in a position to move forward further with consideration of city status.

## **Implications of Becoming a City**

On an overall basis, the only substantive change in terms of responsibilities, powers and financial arrangements relates the streets and roads. Otherwise, the change to City really only affects how the community views itself, how it is seen by others outside of the community and what the expectations are of its citizens.

## **Statutory Responsibilities, Powers and Financial Arrangements**

The primary legislation governing municipalities is the *Municipal Government Act* with a few exceptions, treats all municipalities the same regardless of whether they are a village, town, city or rural municipality. Municipal Districts and Counties have a few special provisions reflecting their rural nature and there are some provisions which govern the present 5 specialized municipalities in the Province. The only difference in statutory powers and responsibilities between cities and the other municipalities including towns relate to streets and roads.

## **Streets, Roads and Highways**

Under the Act, all municipalities are responsible for the direction, control and management of streets and roads (excepting provincial highways) and from an operational point of view, there is not practical difference between a City and the Town.

As a city, Lacombe would:

- Assume title to the streets and roads which as a town is presently held by the province. This would allow City Council after public consultation and input to make decisions on the permanent closure of a road. Presently the final decision on closure is made by the Minister of Transportation upon municipal recommendation. In practice, the Province rarely interferes with the recommendation of the Council and so there is no real difference other than the delay it takes for processing provincial approval.
- Assume responsibility for operation and development of the provincial highways within its borders. The Town and Province have negotiated an

agreement for the reconstruction of Highway 2A and thereafter the Town would be responsible for the operation and development of both Highway 12 and 2A within the Town's boundaries. The city would receive an annual operating grant from the Province for operation and maintenance of the highways. However, the capital costs of future construction on the highways would have to be accommodated under the existing and future capital grant programs, development levies and general revenues that are now or would be available to the Town.

- Be required under the *City Transportation Act* to prepare a comprehensive Plan for "*an integrated transportation system designed to service the needs of the entire city*" which must be adopted and amended by bylaw, the process of which must include a public hearing. The Plan and amendments must be approved by the Minister of Transportation. The Town already prepares various transportation and street development plans with the street network plan included as part of the Municipal Development Plan which is subject to a public review and hearing. The Town's transportation plans do not need to be approved by the Minister
- Have the authority to restrict dangerous goods movements on Highway 2A and 12 if a satisfactory alternative route is provided.

While Highway 2A and Highway 12 are part of the provincial highway system, they also function as two of the Town's most important arterial roads and these highways are very much integrated into the traffic movement within Lacombe. Certainly a very significant advantage of assuming control of Highway 2A and Highway 12 is that Lacombe is now able to undertake improvements and make decisions with respect to these arterials roads at a timing and on the terms that are appropriate to the Town your timing as opposed to having to wait for these projects to be accommodated in the province's multiyear plan.

### Finance

A Town and City have equal powers with respect to taxation and revenue generation. In terms of provincial financial assistance and grant programs, the only difference would be seem to be the specific provincial grants relating to roads already mentioned. All of the other ongoing operational and infrastructure grant programs are not related to the class of municipality but rather to size and other characteristics, most often population:

- The Municipal Sustainability Initiative which provides significant annual funds is available to all municipalities regardless of class and "amounts are formulated based on municipal populations, education property tax requisitions and kilometres of local roads and include base funding for all municipalities and Sustainable Investment funding for municipalities with limited local tax bases."
- Lacombe's benefit under the Alberta Municipal Infrastructure Program and Canada/Alberta New Deal for Cities and Communities would not change with a change to city status.

- Ongoing federal funding for municipalities is delivered by way joint agreement with the province. These programs , the most recent example being the Building Canada Fund, are not related to class of municipality but rather to population size and, depending on the program, the merit of the particular application.

An analysis of the financial implications of changing to city status can, of course, only be on the basis of present programs. There is no way predicting future grant programs and funding levels and how they might change with respect to Cities and Towns. However, judging by past practice, grant and financial support programs can be expected to be based on size, population, need and characteristics rather than class.

### Rebranding Costs

There will be a cost implication to the municipality for changing the name to the City of Lacombe. Signage, forms, stationery, electronic images and other materials bearing Town of Lacombe would all have to change. In terms of ongoing consumables, these costs would not be particularly significant. Signage changes would be the biggest and while they do not have to be done immediately, it would preferable to change these out over a shorter rather than a longer period of time. The registered Coat of Arms and flag do not have words on them and so it is not directly affected. Only the banner below the Coat of Arms would need to be changed. The Town's web and email addressing is based "lacombe.ca" and so is unaffected.

There will also be costs incurred by others in changing forms, stationery and other documents and materials that reference the Town of Lacombe on it. Individual mailing addresses would be unaffected.

### Implications Beyond Statutory Powers and Funding

Otherwise, the change to City really only affects how the community views itself, how it is seen by others outside of the community and what the expectations are of its citizens. Beyond the implications pertaining to the statutory powers, obligations and funding, there are other factors to consider in evaluating the implication of changing status to that of a city. Some of these may be positive or negative depending on perspective.

### Political Impact

As a city, Lacombe may have more impact politically:

- It would become 1 of 17 city jurisdictions rather than 1 in 250 or so towns and villages.
- Within Alberta Urban Municipalities Association, Lacombe's representation on the Board would be through small city representatives rather than through those

representing a regional grouping of Towns. The smaller number of municipalities in the small cities group may allow a greater opportunity to participate at the AUMA Board level.

- The group of cities other than Calgary and Edmonton have been politically active and Lacombe could benefit from being involved in that group

Certainly political impact of a community is very much a function of the abilities of its politicians and leaders, their connections and recognition outside of their community. However, it has been observed at the provincial political level that cities seem to be listened to more so than towns and villages. Something as simple as just being included on the list of Alberta cities carries with it a greater impact.

#### Administration

Administratively, the Chief Administrative Officers (City Managers) of the cities get together as a peer group a number of times a year and discuss issues relevant to cities and larger municipalities. While it is important to keep in contact with the CAO's in the local area be they from large or small jurisdictions, participation in the City Manager group would be very beneficial to your CAO. Similarly the peer group for city financial officers and other officials will offer a similar benefit.

#### Image

With the economic impacts of the roads neutralized and other matters of responsibility and finance essentially unchanged, changing to a City comes down mostly to the image that the community wants to portray. Labeling as "City" may impart a more active, progressive "things happening" type of characteristic while retaining the label of "Town" may signal a more subdued, comfortable air. Certainly those involved in economic development would argue that from a marketing point of view, it would be easier grab the attention of outside prospects as the City of Lacombe. Economic location decisions will ultimately be based on size of population, growth rates, relative income levels and those sorts of things. However, the initial bump that might be possible as "Alberta's newest city," the ongoing presence on the "list of cities" and reference to the City of Lacombe may give a slight edge in attracting initial attention. After that it would be the out community's charms, aesthetics and other advantages and characteristics that will seal the deal and not whether Lacombe is a City or Town.

#### How citizens view their local government and expectations.

A final question perhaps with respect to implications is whether the change to City status would change the way citizens view their municipal government and whether it would increase expectations. In other new cities, there was a mention of some instances of negativity about services along the lines of "now that you are city why don't you act like



one?” However, in exploring those complaints deeper it was often found that the citizen was not aware of the services that were in fact being offered. At the end of the day, it is the size of municipality, its service needs and its fiscal capacity that will determine the service levels to be offered, not the class of municipality.

### **Statutory Process**

The statutory requirements of a City and the process for changing status is Division 3 of Part 4 of the Municipal Government Act, R.S.A. 2000, c. M-26 (MGA). Either Council or electors of a municipality, by way of petition, may request the Minister of Municipal Affairs for a change in status. The Minister may invite comments “*on the proposed change of status from all local authorities that the Minister considers would be affected by the change and from any other person the Minister considers necessary.*” As well, the Minister “*may conduct one or more meetings of the public to discuss the probable effects of the change of status.*” As such there is not a defined statutory procedure to follow other than making the request to the Minister who then has the discretion to set out the process for considering that request.

### **Recent New Cities and What Others are Doing**

In the past decade two new cities have been formed

- The City of Brooks in September 2005 (2009 population 13,581). City officials see the move as a positive one and identify no regrets.
- The City of Cold Lake in October 2000. (2009 population 13,924). The City is facing a financial challenge and lately there have been some suggestion of dissolution. The City sees these problems arising from two major characteristics:
  - Cold Lake was as an amalgamation of two towns and the airforce base creating a relatively large geographic area with dispersed settlements with resulting expensive servicing and infrastructure costs
  - Lack of an effective industrial tax revenue sharing model to enable the City to get a meaningful share of the heavy oil and oil sands projects in the area.

The first issue is unique to Cold Lake while second is an issue for all urban municipalities in the province.

There are currently 9 other towns in Alberta who are in the same position as that of Lacombe with a population of over 10,000. Contact was made with representatives of many of the communities to determine whether there was any active interest in considering a change to city status. Some are moving forward with considering a change, others have begun to think about it. Some towns have made a determination to retain their town status for image reasons, while for others it is not a particularly important issue and there is not a strong feeling one way or the other.

### **Conclusion**

The powers and financing of a City differ from that of a town only with regards to street and roads and a city's requirement to assume responsibility for the provincial highways. The agreement with Alberta Transportation to rebuild Highway 2A coupled with additional grant funds to maintain these new roads leaves Lacombe close to a cost and revenue neutral position in the near term and would seem a satisfactory tradeoff for achieving control of the highways. As the other statutory implications, there is essentially no functional or financial difference between Lacombe as a Town or City.

Really it will be about image. Some may want to retain the image we all enjoy by leaving our classification as a Town. However, it is the amenities, aesthetics and attitudes of the community that will determine a community's appeal. We have often cited Camrose as a community that has the same appeal and shares the same values and characteristics as our own community. Camrose does so as a city.

What makes Lacombe the attractive community that it is does not depend on its label as a town nor will it change if that label becomes that of a city. The community will always reflect the characteristics, features amenities and offerings that its citizens hold as most important.

Following is a summary of the status of the issue

Town	2008 Population	Status of Issue
Okotoks	19,996	Have taken a position to retain Town designation to create an image which distinguishes the community as from the City of Calgary. Okotoks has negotiated an agreement with Alberta Transportation to give the Town “city like” control of Highway 2A.
Cochrane	14,653	Has not been pursued by Council. Community seems happy with perception of small town and a move to city status not seen likely at this time. Would be worth looking at if can be demonstrated as a benefit for economic development.
Chestermere	12,589	Was a matter for Council retreat lately but is not an immediate issue. Interest in considering it though partly in the context as defense against being absorbed by the City of Calgary.
Stony Plain	12,363	Not interested in pursuing primarily because of the significant highway costs but also partly because of a desire to market themselves as Town in the Capital region rather than a city.
Canmore	12,039	Considered the matter 4 or 5 years ago but prefer to keep present designation to aid in portraying the image of Tourist Town. Issue not being pursued.
Strathmore	11,335	Has been considered by Council and is being advocated by organizations involved in economic development. Do not see Highway 1 as an issue and expected an application to be made sooner rather than later.
Sylvan Lake	11,115	Council has looked at it but tending to lean toward retaining toward portraying the “small town” image. Given all of the other things going on, not a current issue.
Beaumont	10,820	Did not receive a response
High River	10,716	Felt that they would likely be considering this matter in the near future. Wanting to position their image as the next City between Calgary and Lethbridge to distinguish themselves from Okotoks. Have an arrangement in the work to assume control of Highway 2A which runs through the Town.



## Town of Lacombe MEMORANDUM

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<b>TO</b>	Mayor Judy Gordon and Members of Council
<b>FROM</b>	Michael Minchin, Corporate Services Director
<b>SUBJECT</b>	Town of Lacombe Bylaw 361 – Campaign Contribution and Expense Disclosure Bylaw
<b>DATE</b>	April 23, 2010
<b>GENFILE REF #</b>	11/117 (2010)
<b>PROPOSAL</b>	<p>With amendments in both 2009 and 2010, the Province introduced campaign contribution and expense disclosure requirements in the Local Authorities Election Act RSA 2000, c L-21 for candidates participating in municipal elections. The provisions are in force for the 2010 municipal elections. The legislation also identifies requirements of the Town to collect and disseminate information submitted by the candidates. Bylaw 361 outlines the requirements of candidates and the Town.</p> <p>Administration is recommending that this bylaw be given three readings and adopted by Council.</p>
<b>PROPOSED BY</b>	Michael Minchin, Corporate Services Bylaw
<b>BACKGROUND INFORMATION</b>	<p>The amendments to the Local Authorities Election Act RSA 2000, c L-21 requiring campaign finance reporting for all candidates in municipal election was first adopted via private members bill in 2009. Based on input received by municipalities, the Province introduced further changes in 2010 reducing the requirement for audits and allowing candidates to fund their campaigns with their own money and thereby avoid the reporting requirements. The most recent changes were approved on April 20, 2010 and came into force on April 22, 2010.</p> <p>The proposed bylaw is based on a bylaw already adopted by the City of Red Deer with a couple of variations.</p>
<b>ISSUE ANALYSIS</b>	<p>The bylaw identifies the required form to be completed by the candidates and identifies the Chief Administrative Officer as the person responsible for receiving and making public the financial reports of the candidates.</p> <p>The bylaw presents the responsibility of the candidate, reporting requirements, surplus disposition and eligible donations as they are presented in the legislation.</p>

ISSUE ANALYSIS- Cont	It should be noted that candidates who spend their own money and do not receive contributions from third parties are not required to comply with the reporting requirement of the campaign finance sections of the legislation or the bylaw.		
PROS	<ul style="list-style-type: none"><li>The bylaw follows the provisions of the Local Authorities Election Act RSA 2000, c L-21 and adds the required form and responsibilities of the Chief Administrative Officer duties.</li></ul>		
CONS	<ul style="list-style-type: none"><li>This is a provincial requirement. Council could decide to rely solely on the Provincial legislation and not pass the bylaw itself. The bylaw does provide the Town with clarity with regards to the administration of the provisions.</li></ul>		
IMPACT: Community	<ul style="list-style-type: none"><li>The community will have the opportunity to know how candidate finance their election campaigns and who funded that campaign.</li></ul>		
IMPACT: Policy & Plans	<ul style="list-style-type: none"><li>The bylaw does not vary from the legislation.</li></ul>		
IMPACT: Financial	Operating Costs	Budget	Funding Sources
	Only cost would be related to the management of campaign surpluses which are not expected to be an issue.		
IMPACT: Organizational	<ul style="list-style-type: none"><li>The Chief Administrative Officer is responsible for the bylaw and relevant provisions of the Local Authorities Election Act RSA 2000, c L-21.</li></ul>		
IMPACT: Communications	<ul style="list-style-type: none"><li>n/a</li></ul>		
IMPACT: Other	<ul style="list-style-type: none"><li>n/a</li></ul>		
COMMUNICATIONS STRATEGY	<ul style="list-style-type: none"><li>Information regarding the bylaw will be included in the candidate's election package the Town makes available to potential candidates.</li></ul>		
ATTACHMENTS (links, reports, plans, maps, documents)	<ul style="list-style-type: none"><li><a href="#">Bylaw 361 - Campaign Contribution and Expense Disclosure Bylaw</a></li><li><a href="#">Media Release – Province of Alberta – Bill 9</a></li></ul>		
CAO COMMENTS			
ACTIONS PROPOSED	That Council pass all three readings of Bylaw 361, the Campaign Contribution and Expense Disclosure Bylaw		

## **TOWN OF LACOMBE BYLAW 361**

### **A Bylaw of the Town of Lacombe, in the Province of Alberta, to require the public disclosure of Campaign Contributions and Campaign Expenses.**

WHEREAS Lacombe Town Council desire to function in a manner consistent with the concept of open government; and

WHEREAS members of the public may wish to know the source of contributions as well as the amounts and nature of the disbursements in campaigns for public office; and

WHEREAS Lacombe Town Council believes that candidates should be responsible and accountable to the people of Lacombe; and

WHEREAS the *Local Authorities Election Act*, R.S.A. 2000, Chapter L-21 requires that candidates prepare and disclose to the public their campaign contributions and expenses;

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE TOWN OF LACOMBE, IN OPEN COUNCIL DULLY ASSEMBLED ENACT AS FOLLOWS:

#### **Short Title**

1. The bylaw shall be referred to as to "Campaign Contribution and Expense Disclosure Bylaw"

#### **Definitions**

2. In this bylaw:
  - a) "Anonymous Contribution" means a contribution for which the contributor's identity cannot be established but does not include anonymous contributions acquired by means of a fundraising function;
  - b) "Campaign" means events or activities in, by, or on behalf of, a candidate for the purpose of promoting the election of the candidate;
  - c) "Campaign Contribution" means any money, personal property, real property or service that is provided to or for the benefit of a candidate or the candidate's election campaign without fair market value compensation from that candidate; but does not include services provided by a volunteer, who voluntarily performs the services and receives no compensation, directly or indirectly, in relation to the services or time spent providing the services.
  - d) "Campaign Expense" means:
    - i. The actual personal expenses of the candidate;
    - ii. The cost of acquiring premises, accommodation, goods or services for election campaign purposes;
    - iii. Payments for the fair cost of printing and advertising;
    - iv. Reasonable and ordinary payment to any person for the hire of transportation used
      - i. By a candidate or speakers in travelling to and from public meetings, or
      - ii. By any person in connection with and for the purposes of an election.
  - e) "Campaign Period" means:

- i. For a candidate in a general election, the period of time from January 1 immediately following a general election to December 31 immediately following the next general election;
- ii. For a candidate in a by-election, the period of time from January 1 immediately following a general election to 60 days immediately following the by-election;
- f) "Candidate" means an individual nominated as a candidate for mayor or councillor of The Town of Lacombe or an individual who intends to be nominated as a candidate for such an election and accepts campaign contributions or incurs campaign expenses.
- g) "Contributor" means an individual, organization, or corporate providing a campaign contribution;
- h) "Donation in Kind" means the fair market value of goods and services donated or provided by or on behalf of a candidate during a campaign for the purpose of an election but does not include volunteer labour;
- i) "Fundraising Function" means events held for the purposes of raising funds for an election campaign of the person by whom or on whose behalf the function is held;
- j) "Gift" means a payment, advance, forbearance, loan or deposit of money, or any thing of value received, unless something of equal or greater value is received by the donor but does not include services provided without compensation by individuals volunteering their time;
- k) "Person" means any individual other than a candidate, and any organization other than a corporation, employee organization or trade union.
- l) "Statement" means any statement required under this Bylaw.

### **Duties of Candidates**

#### 3. A candidate shall ensure that

- 1) A campaign account in the name of the candidate's election campaign is opened at a financial institution for the purposes of the election campaign as soon as possible after.
  - a. the total amount of campaign contributions from any person, corporation, trade union or employee organization first exceeds \$5000 in the aggregate, or
  - b. the total amount of campaign contributions from any person, corporation, trade union or employee organization with any money paid by the candidate out of the candidate's own fund first exceeds \$5000 in the aggregate.
- 2) If a campaign account has been opened in accordance with clause (a), all contributions of money are deposited in the campaign account;
- 3) Money in the campaign account shall only be used for the payment of campaign expenses;
- 4) Contributions of real property, personal property and services are valued;
- 5) Receipts are issued for every contribution and obtained for every expense;
- 6) Disclosure statements are filed;
- 7) Records are kept of campaign contributions and campaign expenses and are retained by the candidate for a period of 2 years following the date on which the disclosure statements were required to be filed; and



- 8) Proper direction is given to the candidate's official agent and any other person who is authorized to incur campaign expense and accept or solicit campaign contributions on behalf of the candidate.

#### **Candidate Self Funded Election Campaign**

4. 1) Any money up to an including \$10,000 paid by the candidate out of the candidate's own funds for the purposes of the candidate's election campaign is not a campaign contribution.
- 2) If a candidate's entire election campaign is funded exclusively out of the candidate's own funds, the candidate is not required to:
  - a. open and deposit the funds in a campaign account at a financial institution in the name of the candidate's election campaign,
  - b. file a disclosure statement with the Town of Lacombe setting out the total amount contributed by the candidate to the candidate's own election campaign, or
  - c. file a disclosure statement with the Town of Lacombe listing the campaign expenses incurred during the candidate's election campaign, except to declare that it was a self funded campaign.
- 3) This section does not apply if the candidate receives or accepts any campaign contribution from any other person, corporate, trade union or employee organization.

#### **Limitations of Contributions**

5. 1) Campaign contributions by any person, corporate, trade union or employee organization to a candidate shall not exceed \$5,000 in any year.
- 2) Money paid by a candidate out of the candidate's own funds to the candidate's election campaign shall not exceed \$10,000 in any campaign period.

#### **Anonymous Contributions**

6. Receipt of anonymous contributions by candidates is not permitted. Upon becoming aware of an anonymous contribution a candidate:
  - 1) Must return the contribution to the contributor if the contributor's identity can be established; or
  - 2) If the contributor's identity cannot be established or the funds returned to the contributor, a candidate must pay the amount of the contribution to The Town of Lacombe in care of the Chief Administrative Officer.

#### **Campaign Disclosure**

7. 1) If a candidate's election campaign is funded exclusively from campaign contributions from any person, corporation, trade union or employee organization or is funded from a combination of money paid by the candidate out of the candidate's own funds and campaign contributions from any person, corporation, trade union or employee organization, then, on or before March 1 immediately following a general election, or in the case of a by-election, within 120 days after the by-election, a candidate shall file with the Town of Lacombe the disclosure statement, identified as Schedules "A" and "B" attached hereto and forming part of this bylaw, which must include:
  - a. the total amount of all campaign contributions received during the campaign period that did not exceed \$100 in aggregate from any single contributor,

- b. the total amount contributed, together with the contributor's name and address, for each contributor whose contributions during the campaign period exceed \$100 in the aggregate,
  - c. the total amount of money paid by the candidate out of the candidate's own funds,
  - d. the total amount of any campaign surplus exceeding \$500, including the surplus from previous campaigns, and
  - e. a financial statement setting out the total amount of revenue and expenses.
- 2) If a candidate does not file nomination papers before the next general election, the candidate shall, within 6 months after the date of the next general election, donate the amount of money disclosed under subsection 7(1)(d) to a registered charitable organization as defined in the *Income Tax Act* (Canada) or to the Town of Lacombe where the candidate was declared elected in a previous general election.
  - 3) If a candidate becomes aware that any of the information reported in the disclosure statement required under subsection (1) has changed or has not been completely or accurately disclosed, the candidate shall, within 20 days, submit a supplementary statement in the prescribed form to the Town of Lacombe.
  - 4) The Town of Lacombe will ensure that all documents filed under this section are available to the public during regular office hours.

### **Surplus Contributions**

8. 1) On or before March 1 immediately following a general election or, in the case of a by election, on or before 120 days following the by election, if a candidate's disclosure statement shows a surplus exceeding \$500, the candidate shall pay the excess amount to the municipality.
- 2) The municipality shall hold any money received under subsection (1) in trust for the candidate at a financial institution.
- 3) If the person in respect of whom the money is held under subsection (2) files nomination papers to be a candidate in the next general election or in a by election called before that time, the municipality shall pay the money and interest calculated at the rate prescribed by the Lieutenant Governor in Council to the candidate for use in that election.
- 4) If the person in respect of whom money is held in trust under subsection 8(2) fails to file nomination papers before the next general election, the person shall, within 6 months of the date of the election, direct the municipality to donate the money and interest on that money calculated at the rate prescribed by the Lieutenant Governor in Council to a registered charitable organization as defined in the *Income Tax Act* (Canada).
- 5) If the municipality does not receive a direction under subsection 8(4), the money and interest on that money calculated at the rate prescribed by the Lieutenant Governor in Council become the property of the municipality

### **Late Filing**

9. 1) A candidate that contravenes section 7 and who fails to:
  - a. comply with that section within 30 days after the time period provided for, and
  - b. pay the Town of Lacombe a late filing fee of \$500,
 is guilty of an offense and liable to a fine as established by the courts.

- 2) A candidate under subsection (1) may, within the 60 day period following the date on which the report under subsection (1) is made public, apply to the court for relief
- 3) A candidate who fails to file a disclosure statement as required before the end of the late filing period and applies to the court for relief has not been relieved from the obligation to file a disclosure statement.

**Public Documents**

- 10. Except as protected by the provisions of the *Freedom of Information and Protection of Privacy* (FOIP) *Act*, the municipality will ensure that all documents including disclosure statements, surplus contributions, and a report relating to failure to file, shall be made available to the public by the end of March in the year following an election and within 180 days after a by-election.

**Penalties**

- 11. Penalties under this bylaw are set in accordance with the Local Authorities Election Act.

**Miscellaneous**

- 12. If a deadline for filing a statement(s) under this bylaw occurs on a Saturday, Sunday or a Town holiday then the deadline will be the next Town working day.

**General**

- 13. This Bylaw shall come into force and take effect on its passing thereof.

INTRODUCED AND GIVEN FIRST READING THIS            day of            , 2010  
GIVEN SECOND READING THIS            day of            , 2010  
GIVEN THIRD AND FINAL READINGS THIS            day of            , 2010

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Chief Administrative Officer



SCHEDULE "A"  
**ELECTION STATEMENT DECLARATION FORM**

**Office:**

Mayor ☐

Councillor ☐

**Candidates Name:** \_\_\_\_\_  
First Middle Surname  
Initial

**SUMMARY OF CAMPAIGN CONTRIBUTIONS**

Revenue from:		
Cash Donations	\$	
Donations in kind	\$	
Fundraising Functions	\$	
Gifts	\$	
Other (please describe)_____	\$	
Interest & self contribution	\$	
Other income (e.g. surplus from previous campaign, attach details	\$	
<b>REVENUE SUBTOTAL</b>		\$
Less:		
Anonymous contributions over \$100 returned (contributor's identity established)	\$	
Other contributions returned to contributors	\$	
Anonymous contributions paid to the Town of Lacombe (attached summary)	\$	
<b>NET REVENUES</b>		\$

**SUMMARY OF CAMPAIGN EXPENSES**

Advertising	\$	
Food/Beverage/Entertainment	\$	
Insurance	\$	
Office/Facility/Space Rental	\$	
Office Supplies/Equipment	\$	
Printing	\$	
Salaries	\$	
Signage	\$	
Transportation	\$	
Other (please describe)_____	\$	
<b>TOTAL CAMPAIGN EXPENSES</b>		\$

**CAMPAIGN PERIOD SURPLUS OR DEFICIT**

<b>TOTAL CAMPAIGN CONTRIBUTIONS</b>	\$
<b>TOTAL CAMPAIGN EXPENSES</b>	\$
<b>CAMPAIGN SURPLUS (DEFICIT)</b>	\$

**CERTIFICATE of the CANDIDATE or CAMPAIGN MANAGER**

This is to certify that to the best of my knowledge, this Election Statement and the Attachments accurately reflect the financial transactions of the above named candidate. I make this solemn declaration conscientiously, believing it to be true and knowing that it is of the same force and effect as if made under oath.

**DECLARED** Before me at \_\_\_\_\_ Alberta  
this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_\_

\_\_\_\_\_  
Commissioner for Oaths  
In and for The Province of Alberta

\_\_\_\_\_  
Signature of Candidate

TO BE FILED WITH THE CHIEF ADMINISTRATIVE OFFICER ON OR BEFORE THE LAST WORKING DATE IN DECEMBER AFTER A GENERAL ELECTION YEAR OR 120 DAYS AFTER A BY-ELECTION. The personal information requested on this form is being collected under the authority of s. 118 of the Local Authorities Election Act. The information will be used only to fulfil the requirements of Bylaw 361, the Campaign contribution and Expense Disclosure Bylaw. Contact the **Chief Administrative Officer, Town of Lacombe, 5432 56 avenue, Lacombe, AB T4L 1E9** if you have questions about the use of information collected on this form.

**Office:**

Councillor ☐

First

Middle  
Initial

Surname

[illegible]

March 22, 2010

## **Bill 9 supports open and transparent rules for municipal elections**

*Edmonton...* The Alberta government has proposed changes to legislation that will enhance the integrity and public confidence in local elections by clarifying the rules for voters and those who run election campaigns.

Bill 9, the *Local Authorities Election Statutes Amendment Act, 2010*, was introduced in the Alberta Legislature on March 22 by Jeff Johnson, MLA for Athabasca-Redwater.

"Bill 9 supports the principles of openness, transparency and accountability while ensuring practical delivery," said Hector Goudreau, Minister of Municipal Affairs. "The amendments also allow time for the candidates, municipalities and election officials to comply with the new rules."

### Highlights of Bill 9

- Clarifies residency rules in that a person may be a resident of only one place at a time for the purpose of voting;
- Clarifies that a volunteer's services where the volunteer received no compensation either directly or indirectly, is not deemed a contribution for purposes of disclosure;
- Clarifies that a candidate whose campaign is self funded has a funding cap of \$10,000 and is not required to open a bank account or file a disclosure statement unless he or she had a surplus from a previous election;
- Clarifies that for contributions from any person (other than the candidate), as well as any corporation, trade union or employee organization - a bank account is only required if the total amount of contribution(s) is greater than \$5,000;
- Campaign contributions limits are set at \$5,000 per year; and
- Amends the timelines for provisions requiring candidate surplus trust funds to be held by the municipality. It is proposed that these guidelines would come into effect



December 1, 2011. This amendment would allow time for affected parties to comply with the new rules.

Bill 9 proposes changes to the *Local Authorities Election Act*; the *Local Authorities Election (Finance and Contribution Disclosure) Amendment Act*, 2009 and the *Municipal Government Act*.

A copy of the legislation can be viewed at [www.assembly.ab.ca](http://www.assembly.ab.ca)

The Government of Alberta has a clear plan for a strong economic recovery. The Way Forward will bring Alberta back into a surplus position in three years by trimming government spending; using cash reserves to protect key programs; continuing to invest in public infrastructure; and ensuring that our province's industries are competitive and continue to attract investment to provide jobs and prosperity.

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**Media inquiries may be directed to:**

Donna Babchishin, Communications,  
Municipal Affairs  
780-427-8862

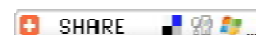
To call toll free within Alberta dial 310-0000.

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# Town of Lacombe

## COUNCIL MEMBER'S REPORT

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<b>TO</b>	Members of Council
<b>FROM</b>	Councillor Way
<b>SUBJECT</b>	<ul style="list-style-type: none"> <li>Summary of meetings/events attended as a Council representative</li> <li>Key issues raised and/or comments for Council's information</li> </ul>
<b>DATE OF REPORT</b>	Council Meeting of April 26, 2010
<b>ORGANIZATION</b>	<b>KEY POINTS OF DISCUSSION AND/OR DECISIONS</b>
Apr 7/10 Lacombe & District Chamber of Commerce Board mtg	<ul style="list-style-type: none"> <li>Tradeshow update</li> <li>Guest speaker Jennifer Powell from Alberta Employment and Immigration spoke about matching funding for events that are educational and benefit employers/employees.</li> <li>STEP Grant application was successful (for 9 weeks at total of \$1890.00)</li> <li>Next Showcase Luncheon will be on May 6<sup>th</sup>.</li> <li>3<sup>rd</sup> Annual Chamber Golf Tournament will be held June 11<sup>th</sup> at the Nursery Golf and Country Club</li> <li>February stats: 183 total referrals made, 45 of those were Chamber members.</li> </ul>
Apr 8/10 Arts Endowment Fund Com.	<ul style="list-style-type: none"> <li>Reviewed the applications received for the Arts Endowment Grant and decided on the 2010 grant recipient.</li> </ul>
<b>PUBLIC EVENT &amp; DATE</b>	<b>COMMENTS</b>
Apr 17/10	<ul style="list-style-type: none"> <li>The Trade Show and Arts Exhibit and Sale</li> </ul>
	<ul style="list-style-type: none"> <li></li> </ul>