



**Council - Corporate Priorities Committee Meeting
Agenda**

Tuesday, September 16, 2025

6:00 p.m.

City Hall - Council Chambers

Pages

1. CALL TO ORDER
2. CITY OF COLD LAKE INDIGENOUS LAND ACKNOWLEDGEMENT
3. ADOPTION OF AGENDA
4. DISCLOSURE OF INTEREST
5. PUBLIC QUESTION PERIOD
6. OLD BUSINESS
 - 6.1 Environmental Reserve Project Update 2 - 3
7. NEW BUSINESS
 - 7.1 AME-S School - Update 4 - 14
 - 7.2 Council Query - Highway 28 and 16 Avenue Intersection Traffic Signal Timing Concerns 15 - 18
 - 7.3 Government of Alberta - Real Property Governance Changes 19 - 41
 - 7.4 Letter - Minister of Education and Childcare - Childcare Affordability Funding 42 - 48
 - 7.5 Repositioning the Cold Lake Barge 49 - 52
8. QUESTIONS
9. IN CAMERA
10. ADJOURNMENT



STAFF REPORT

Title: Environmental Reserve Project Update

Meeting Date: September 16, 2025

Executive Summary:

Throughout the spring and summer of 2025, staff have been working with lakeside landowners to bring their properties into compliance with the Parks and Public Facilities Bylaw 812-PL-23 and Environmental Reserve Lands Policy 221-AD-22 to address encroachments on the City's environmental reserves adjacent to the lake. As of August 31, 76 of the 79 properties with identified encroachments had been brought into compliance.

Background:

Since 2019, the City has been working to develop a process to address lakeside properties with encroachments on the City's lakeshore environmental reserve (ER) lands. Recognizing that many of the encroachments have been in place for many years, the City aimed for a process where adjacent property owners would have an opportunity to keep their encroachments through a licence agreement with the City, rather than simply taking enforcement action to remove any encroachments.

Previous years involved a number of public open houses to gather feedback from residents, retaining a land surveyor to document existing encroachments, the development of the Environmental Reserve Lands Policy 221-AD-22, amendment of the Parks and Public Facilities Bylaw 813-PL-23, and conversion of all of the City's lakeshore reserve lands to Environmental Reserve. The COVID pandemic unfortunately caused significant delays in laying some of this groundwork, particularly in hosting public engagement events or where various steps required documentation to be registered with the Land Titles Office.

With the regulatory groundwork in place, Administration was finally in a position to engage with individual landowners to roll out the ER licence agreements in the spring of 2025. An initial letter was sent to all lakeshore property owners to advise them of the new process on April 3, 2025. A total of 96 property owners, including those with no identified encroachments, received this initial letter. The intent of including properties with no identified encroachments was to ensure that all owners would be aware of the requirement to obtain a licence, in the event that they wished to add an encroachment in the future.



Ultimately, it was determined that out of 96 privately-owned lakeside properties, 79 were identified to have encroachments on the City's ER. By the end of April, 23 of these properties were compliant with the City's policy. A second follow-up letter was sent on May 12, to any of the properties with identified encroachments that had not already reached out to either request a licence agreement, or to confirm that they had removed their encroachments. By the end of May, 51 properties were compliant, with staff continuing to work with the remaining properties. A final notice was sent on July 9, to the remaining properties that were still non-compliant at that time. By July 31, 74 of 79 properties were in compliance.

Administration began a final inspection process of all ER properties on August 6, to confirm that all properties either had only those encroachments that were allowable under their licence agreement or had indeed removed any encroachments as the owners stated they would. The final inspections were concluded on September 5. At that time, 76 of the 79 properties that were identified to have encroachments on the ER were compliant, through either a licence agreement or the removal of the encroachments. In total 18 properties removed their encroachments, while 58 entered into a licence agreement, representing \$29,000 in revenue from the licence fee.

Overall, the response from property owners was generally neutral or positive, with some even expressing gratitude that the City was providing an opportunity for the encroachments to remain. Unsurprisingly, many owners expressed frustration with the \$500 licence fee, given that they previously used the land for free.

The City is working with a property owner to bring a remaining property into compliance, however there are provincial and municipal regulatory issues that need sorted out.

To ensure that properties remain in compliance, Administration plans to conduct annual inspections to ensure that any new encroachments which may appear are brought into compliance through either a licence agreement or are removed.

Alternatives:

Information Item

Recommended Action:

Information Item

Budget Implications (Yes or No):

No

Submitted by:

Kevin Nagoya, Chief Administrative Officer



STAFF REPORT

Title: AME-S School - Update

Meeting Date: September 16, 2025

Executive Summary:

This report is intended as an update to the Aircraft Maintenance Engineering School project being undertaken in partnership between the City of Cold Lake and Portage College.

Background:

The Aircraft Maintenance Engineering (AME) School program has entered a new phase as Portage College has awarded the contract to extend and renovate the hangar at the Cold Lake Regional Airport for use as AME instructional space.

The contract was awarded to Value Master with a total construction budget of \$730,643.00, inclusive of a 10 per cent contingency but excluding GST.

The project received 4 bids with all contractors independently stating that a construction schedule with a completion date of mid to late February is attainable. The timelines in this case are significant and Portage College works towards establishing the school as a Transport Canada Approved Training Organization (ATO) in time for a fall 2026 intake.

To date, Portage College has attained Transport Canada approval of the curriculum and Provincial approval of the program itself. While the provincial approval allows the College to advertise the program, Transport Canada's ATO designation is required for the students' instructional hours to count towards their Aircraft Maintenance Engineering Licence. In order for Transport Canada to approve the facility, it must be ready to accept students with no substantial deficiencies.

Portage College has made plans to teach dual credit courses and preparatory courses for AME trades at the high school level in Cold Lake. The courses are being altered so that they can be taught prior to achieving status as an ATO.

Portage has also applied for and been granted a number of seats under a federal standing offer for ATOs to train aircraft technicians for the Royal Canadian Air Force.



The College has ordered and received the majority of the tools, machinery and equipment required to teach the AME-S curriculum and is currently warehousing the items.

The City of Cold Lake was also invited to apply for a community development grant from PrairiesCan. An application for \$250,000 has been made, although this number remains fluid – PrairiesCan noted that the organization typically seeks to provide 50 per cent funding.

Finally, industry partners have recently requested a formal “ask” from the City and separately from Portage College to ascertain whether any potential funding opportunities exist using existing obligations under Canada’s Industrial Technological Benefit program.

To date the City has provided the following direct support to the current project phase:

- \$88,000 grant for the purchase of AME-S curriculum
- \$165,000 purchase price of hangar
- \$1,412,000 towards the project’s capital needs

Alternatives:

This report is presented as a briefing note to the Committee.

Recommendation:

This report is presented as a briefing note to the Committee.

Budget Implications (Yes or No):

No.

Submitted by:

Kevin Nagoya, Chief Administrative Officer

General Notes and Specifications

MISCELLANEOUS NOTES:

PROFESSIONAL INVOLVEMENT

THE FOLLOWING PROJECT MAY NEED TO BE DESIGNED BY A PROFESSIONAL ENGINEER OR ARCHITECT REGISTERED TO PRACTICE IN THE PROVINCE OF ALBERTA UPON THE DETERMINATION OF THE LOCAL BUILDING AUTHORITY AND SECTION 2.4 OF THE NATIONAL BUILDING CODE 2023 - ALBERTA EDITION

NOTE:

DO NOT SCALE DRAWINGS

ALL FLOOR PLAN DIMENSIONS ARE TO FACE OF STUDS

ALL CONSTRUCTION SHALL CONFORM TO THE NEW HOME CONSTRUCTION PART OF THE LOCAL BUILDING CODE AND ANY OTHER CODES AND REQUIREMENTS

DIMENSIONS AND SPECIFICATIONS MUST BE CHECKED AND VERIFIED BY CONTRACTOR AND/OR OWNER BEFORE ANY CONSTRUCTION STARTS. ANY CORRECTIONS AND/OR OMISSIONS MUST BE REPORTED TO PARK AVENUE CONTRACTING BEFORE CONSTRUCTION STARTS

CONTRACTOR IS TO ENSURE ALL POSTS AND BEARING POINTS ARE PROPERLY PLACED ACCORDING TO ALL FLOOR JOISTS & ROOF TRUSS LAYOUTS SUPPLIED BY THE FLOOR AND TRUSS SUPPLIERS. ALL BEAMS, POSTS, FOOTINGS, AND ANY OTHER STRUCTURAL COMPONENT INVOLVED IN THIS PROJECT ARE SUGGESTED ONLY AND ARE TO BE CHECKED AND VERIFIED BY A LOCAL BUILDING AUTHORITY AND/OR A STRUCTURAL ENGINEER REGISTERED IN YOUR LOCAL BUILDING AREA

ALL WINDOWS AND DOORS SHOWN ARE SHOWN IN APPROXIMATE FRAME SIZES ONLY. ACTUAL ROUGH OPENINGS WILL VARY DEPENDING ON SUPPLIER. CONSULT SUPPLIERS ROUGH OPENINGS FOR EXACT FRAMING REQUIREMENTS

THE GENERAL CONTRACTOR SHALL FULLY COMPLY WITH THE NATIONAL BUILDING CODE 2023 - ALBERTA EDITION AND ALL ADDITIONAL PROVINCIAL AND LOCAL CODE REQUIREMENTS

THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY WORK KNOWINGLY PERFORMED CONTRARY TO SUCH LAWS, ORDINANCES, OR REGULATIONS. THE CONTRACTOR SHALL ALSO PERFORM COORDINATION WITH ALL UTILITIES AND PROVINCIAL SERVICE AUTHORITIES

WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS. THE GENERAL CONTRACTOR SHALL VERIFY AND IS RESPONSIBLE FOR ALL DIMENSIONS INCLUDING ROUGH OPENINGS AND CONDITIONS ON THE JOB AND MUST NOTIFY THIS OFFICE OF ANY VARIATIONS FROM THESE DRAWINGS. CONTRACTOR SHALL CONTACT THIS OFFICE WITH ANY DISCREPANCIES

THIS OFFICE SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS, ACTS OR OMISSIONS OF THE CONTRACTOR OR SUBCONTRACTOR, OR FAILURE OF ANY OF THEM TO CARRY OUT WORK IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS, AND DEFECT DISCOVERY/REPAIR IN THE CONSTRUCTION DOCUMENTS SHALL BE BROUGHT TO THE ATTENTION OF THIS OFFICE BY WRITTEN NOTICE BEFORE PROCEEDING WITH WORK

DESIGN CRITERIA: THE NATIONAL BUILDING CODE 2023 - ALBERTA EDITION

ROOF: SNOW LOAD TO BE VERIFIED BY TRUSS SUPPLIER
10 PSF DEAD LOAD
FLOOR: 40 PSF LIVE LOAD
10 PSF DEAD LOAD
SOIL: 2,000 PSF ALLOWABLE (ASSUMED), TO BE AT TIME OF EXCAVATION
ASSUMED FROST DEPTH: 4'-0" (1.2M) ZONE 6 & ZONE 7A, 65-34" (2.0M) ZONE 7B

THIS STRUCTURE SHALL BE ADEQUATELY BRACED FOR WIND LOADS UNTIL THE ROOF, FLOOR AND WALLS HAVE BEEN ADEQUATELY FRAMED TOGETHER AND GATED

INSTALL FOAM TYPE INSULATION AT FLOOR AND PLATE LINES. OPENINGS IN PLATES, CORNER STUD CAVITIES AND AROUND DOOR AND WINDOW ROUGH OPENING CAVITIES.

INSTALL WATERPROOF GYPSUM BOARD AT ALL WATER SPLASH AREAS TO MINIMUM 7'0" ABOVE SHOWER DRAINS

PROVIDE SOLID BLOCKING UNDER ALL BEARING WALLS PERPENDICULAR TO JOISTS AND OTHER BEARING POINTS NOT OTHERWISE PROVIDED WITH SUPPORT

ALL STRUCTURAL FRAMING SHALL CONFORM TO 9.23 WOOD FRAME CONSTRUCTION THE NATIONAL BUILDING CODE 2023 - ALBERTA EDITION

ENSURE FINISHED GRADE SLOPE AWAY FROM STRUCTURE AT MIN 2% SLOPE

RESISTANCE TO FORCED ENTRY

ALL WINDOWS WITHIN 2m (6'-7") OF ADJACENT GROUND LEVEL AND ALL ENTRANCE DOORS TO DWELLING UNITS ARE TO BE RESISTANT TO FORCED ENTRY AS PER ABC 2023, DIV. 8 PART 9.7.3 WINDOW PERFORMANCE

RATINGS IN ACCORDANCE WITH THE REQUIREMENTS OF THE NATIONAL BUILDING CODE 2023 - ALBERTA EDITION, DIV. 8 PART 9.7.2 & 9.7.4 TO BE PROVIDED BY WINDOW SUPPLIER

MAX. U-VALUE/ MIN TEMPERATURE INDEX (1) BASED ON 2.5% JANUARY DESIGN TEMPERATURE
CONSULT REGULATIONS FOR YOUR CLIMATIC ZONE

THE FOLLOWING MINIMUM PERFORMANCE REQUIREMENTS ARE BASED ON CANADIAN NATIONAL BUILDING CODE (NBS) 101/15, 21446-08 (NBS-08) AND CSA 44081-09 WITH UPDATE NO. 1 (CANADIAN SUPPLEMENT TO NBS-08)

TO THE BEST OF MY KNOWLEDGE, THESE PLANS ARE DRAWN TO COMPLY WITH OWNER'S AND/OR BUILDERS SPECIFICATIONS AND ANY CHANGES MADE ON THEM AFTER PRINTS ARE MADE WILL BE DONE AT THE OWNERS AND/OR BUILDERS EXPENSE AND RESPONSIBILITY

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND ENCLOSED DRAWINGS

PARK AVENUE CONTRACTING IS NOT LIABLE FOR ERRORS ONCE CONSTRUCTION HAS BEGUN

WHILE EVERY EFFORT HAS BEEN MADE IN THE PREPARATION OF THIS PLAN TO AVOID MISTAKES, THE DESIGNER CAN NOT GUARANTEE AGAINST HUMAN ERROR

THE CONTRACTOR OF THE JOB MUST CHECK AND DIMENSIONS AND OTHER DETAILS PRIOR TO CONSTRUCTION AND BE SOLELY RESPONSIBLE THEREAFTER

FLOOR AND ROOF SYSTEMS

ALL PRE-MANUFACTURED FLOOR SYSTEMS INCLUDING BEAMS, FLOOR JOISTS, OR ANY OTHER COMPONENT IN THE FLOOR MUST BE ENGINEERED BY SUPPLIERS TO BE NOT LESS THAN 38 MM (1 1/2")
ALL ROOF TRUSSES MUST BE DESIGNED AND ENGINEERED BY A PROFESSIONAL ENGINEER REGISTERED IN THE LOCAL BUILDING AREA
ANY OTHER STRUCTURAL COMPONENTS REQUIRED MUST BE CHECKED AND VERIFIED BY LOCAL BUILDING AUTHORITY AND/OR STRUCTURAL ENGINEER REGISTERED IN THE LOCAL BUILDING AREA. AND ANY CHANGES REQUIRED MUST BE REPORTED TO THIS OFFICE

IT IS THE RESPONSIBILITY OF THE FLOOR JOIST AND ROOF TRUSS DESIGNER TO CONFIRM ALL OVER HANGS, ROOF SLOPES AND GENERAL ROOF AND FLOOR DESIGN AGAINST THE MOST CURRENT SET OF BUILDING PERMIT PLANS PRIOR TO ANY FACTORY PRODUCTION
IT IS THE RESPONSIBILITY OF THE ROOF AND FLOOR SUPPLIERS DESIGNERS TO CONTACT THE PROJECT DESIGNER WITH ANY QUESTIONS OR CONCERNS PRIOR TO FACTORY PRODUCTION COMMENCING

FLOOR JOISTS AND PRE-MANUFACTURED BEAMS OTHER THAN DIMENSIONAL LUMBER ARE TO BE DESIGNED AND INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS SPECIFICATIONS AND DETAILS

PROFESSIONAL INVOLVEMENT

THE FOLLOWING CONCRETE FOUNDATIONS ARE TO BE DESIGNED BY A PROFESSIONAL ENGINEER OR ARCHITECT, REGISTERED TO PRACTICE IN THE PROVINCE OF ALBERTA: PILE FOUNDATIONS, PILE AND GRADE BEAM FOUNDATIONS, FOUNDATIONS WITH A DEPTH OF LESS THAN 1.2 M (4'), AND COMPLICATED FOUNDATIONS DEEMED NECESSARY BY THE BUILDING SAFETY OFFICER

FOUNDATION AND FLOOR SLABS

FOUNDATIONS ARE TO BE PLACED ON SOIL WITH A MINIMUM BEARING CAPACITY OF 75 KPA AS BEFORE THE FOOTINGS ARE POURED AND THE OWNER MUST PROVIDE A COPY OF THE BEARING CERTIFICATE FROM THE GEO-TECHNICAL ENGINEER WHEN REQUESTING THE INSPECTION OF THE FOUNDATION
FOUNDATIONS THAT ARE UNHEATED OR HAVE LIMITED EXPOSURE TO HEAT, SUCH AS ATTACHED GARAGES AND COLUMN PADS FOR DECKS ARE TO BE A MINIMUM OF 1.2M OR 2M BELOW FINISHED GRADE AS REQUIRED BASED ON BUILDING ZONE
EXCAVATIONS AND FOUNDATIONS SHALL BE KEPT FREE FROM WATER AND SHALL BE HEATED AS NECESSARY TO PREVENT THE FREEZING OF SOILS BENEATH FOUNDATIONS
WHEN A CONCRETE FOUNDATION IS BEING POURED AND THE TEMPERATURE IS BELOW 5 C THE FOUNDATION MUST BE KEPT AT 10 C FOR MINIMUM 72 HOURS. NO EXCEPTIONS
SOFFIT PROTECTION IS REQUIRED WHERE EAVES ARE NEARER THAN 1.2 METERS TO PROPERTY LINE. MAY BE ACHIEVED BY INSTALLING UN-VENTED SOFFIT OR BY INSTALLING 1/2" DRYWALL OR PLYWOOD OR 38MM SHEET STEEL UNDER SOFFIT. EXTRA ATTIC VENTILATION MAY BE REQUIRED. ENSURE THE 1500 VENTILATION AREA TO ROOF AREA IS MAINTAINED
INTERIOR OF ATTACHED GARAGE IS TO BE FINISHED AS PER 9.35.4.1, (TYPICALLY ELECTRICAL INSTALLATION, INSULATION, 1/2" DRYWALL, & 1/2" DRYWALL)
MINIMUM 34" X 34" LANDING REQUIRED IN ATTACHED GARAGE AT PASSAGE DOOR INTO HOUSE IF MORE THAN THREE RISERS AND STAIRS WITH GRASP-ABLE HANDRAIL SHALL BE PROVIDED. ALBERTA BUILDING CODE 2023 SECTIONS 9.8.6.2.4, 9.8.7.1.3

ANY EXCAVATION FOR FOUNDATIONS IS TO EXTEND TO UNDISTURBED SOIL AND BELOW THE DEPTH OF FROST PENETRATION A MINIMUM OF 1.2 M (4') OR 2.0 M (6'-3/4") AS REQUIRED BY BUILDING ZONE
THE CONSTRUCTION OF ICF (INSULATED CONCRETE FORM) FOUNDATION AND WALLS MUST CONFORM TO THE NATIONAL BUILDING CODE 2023 - ALBERTA EDITION AND TO THE FOLLOWING CONDITIONS:
MUST MEET REQUIREMENTS OF CCMC EVALUATION REPORT AND USED IN ACCORDANCE WITH LIMITATIONS AND CONDITIONS STATED IN THIS REPORT
MUST BE ERECTED UNDER DIRECT SUPERVISION OF THE MANUFACTURER OR BY A CERTIFIED INSTALLER
MUST BE IN STRICT COMPLIANCE WITH THE MANUFACTURER'S TECHNICAL MANUAL
MUST BE PROTECTED FROM THE INSIDE BY A THERMAL BARRIER, I.E. 1/2" DRYWALL
FOUNDATION WALL CONTAINING OPENINGS MORE THAN 1.2 M LONG OR CONTAINING OPENINGS IN MORE THAN 25% OF ITS LENGTH, THAT PORTION OF THE WALL BENEATH SUCH OPENINGS SHALL BE CONSIDERED Laterally UNSUPPORTED, UNLESS THE WALL AROUND THE OPENING IS REINFORCED TO WITHSTAND THE EARTH PRESSURE
WHEN THE LENGTH OF SOLID WALL BETWEEN WINDOWS IS LESS THAN THE AVERAGE LENGTH OF THE WINDOWS, THE COMBINED LENGTH OF SUCH WINDOWS SHALL BE CONSIDERED AS A SINGLE OPENING FOR THE PURPOSE OF DETERMINING IF A WALL IS Laterally UNSUPPORTED
FOUNDATION WALLS ARE TO BE REINFORCED WHERE STAIR WELLS ARE ADJACENT TO STAIR OPENINGS AND ARE NOT Laterally SUPPORTED
FOOTINGS ARE TO REST ON UNDISTURBED SOIL, ROCK, OR COMPACTED GRANULAR FILL
SULPHATE RESISTING CEMENT IS TO BE USED FOR CONCRETE IN CONTACT WITH SULPHATE SOILS DELETERIOUS TO NORMAL CEMENT
SULPHATE RESISTANT CONCRETE IS TO HAVE A MINIMUM COMPRESSIVE STRENGTH OF 32 MPA (2,175 PSI)
WHERE A FOUNDATION RESTS ON GRAVEL, SAND OR SILT IN WHICH THE WATER TABLE IS LESS THAN THE WIDTH OF THE FOOTINGS BELOW THE BEARING SURFACE, THE FOOTING IS TO BE NOT LESS THAN TWICE THE WIDTH NORMALLY REQUIRED
IN AREAS WHICH SOIL MOVEMENT CAUSED BY CHANGES IN SOIL MOISTURE CONTENT IS KNOWN TO OCCUR TO THE EXTENT THAT IT MAY CAUSE SIGNIFICANT DAMAGE TO A BUILDING, MEASURES ARE TO BE TAKEN TO MINIMIZE THIS EFFECT
WHEN A FOUNDATION IS LOCATED IN AN AREA WHERE SOIL MOVEMENT CAUSED BY CHANGES IN SOIL BY CHEMICAL-MICROBIOLOGICAL OXIDATION (PYRITE OR BENTONITE MATERIAL) IS KNOWN TO OCCUR, A SUBSURFACE INVESTIGATION SHALL BE CARRIED OUT AND SUBMITTED BY A PROFESSIONAL ENGINEER AND SUBMITTED TO THE AUTHORITY HAVING JURISDICTION PRIOR TO THE COMMENCEMENT OF FOUNDATION WORK
UNLESS SHOWN TO BE UNNECESSARY, FOUNDATION DRAINAGE IS TO BE INSTALLED. IT IS TO BE AT LEAST 100 MM (4") DIAMETER WEEPING TILE LAID ON UNDISTURBED OR WELL COMPACTED SOIL WITH NOT LESS THAN 150 MM (6") GRANULAR COVER ON THE TOP AND SIDES, DRAINING TO A BUILDING DRAIN, STORM DRAIN, DRAINAGE DITCH, DRY WELL OR TO THE GROUND SURFACE (CHECK YOUR LOCAL BYLAWS FOR LOCAL REQUIREMENTS)
FOUNDATION DRAINS ARE TO DRAIN TO A SEWER, DRAINAGE DITCH OR DRYWELL
WHERE A SUMP PIT IS REQUIRED TO BE PROVIDED, IT IS TO BE:
A) NOT LESS THAN 750 MM (30") DEEP
B) NOT LESS THAN 0.25 M² (2.7 FT²) IN AREA, AND
C) BE PROVIDED WITH A COVER
COVERS FOR SUMP PITS ARE TO BE DESIGNED TO RESIST REMOVAL BY CHILDREN
CONCRETE SLABS-ON-GROUND ARE TO BE AT LEAST 75 MM (3") THICK EXCLUSIVE OF TOPPING ON TOP OF 0.15 MM (6 MIL) POLYETHYLENE OR TYPE "S" ROLL ROOFING DAMP-PROOFING
WHEN STEP FOOTINGS ARE USED, THE VERTICAL RISE BETWEEN HORIZONTAL PORTIONS IS NOT TO EXCEED 600 MM (2') AND HORIZONTAL DISTANCE BETWEEN RISERS IS NOT TO BE LESS THAN 600 MM (2')

BUILDING ANCHORAGE TO BE PROVIDED BY EMBEDDING IN CONCRETE TWO 38 MM X 89 MM (2" X 4") SILL PLATES PLACED ON EDGE AND SEPARATED BY BLOCKING SPACED 1.2 M (4') O.C. OR FASTENING THE SILL PLATE TO THE FOUNDATION WITH NOT LESS THAN 12.7 MM (1/2") ANCHOR BOLTS SPACED NOT MORE THAN 2.4 M (8') O.C. OR EMBEDDING ENDS OF THE FIRST FLOOR JOISTS IN CONCRETE
ALL WALL, FLOOR AND ROOF ASSEMBLIES SEPARATING CONDITIONED SPACE FROM GROUND SHALL BE PROTECTED BY AN AIR BARRIER SYSTEM CONFORMING TO ABC 2023 9.25.3 AND SHALL BE PROVIDED WITH A ROUGH IN FOR FUTURE INSTALLATION OF A RADON EXTRACTION SYSTEM CONFORMING TO ABC 9.13.40.3

CONSTRUCTION ABOVE FOUNDATION

USE ONLY SURFACE DRIED, GRADE STAMPED LUMBER
END BEARING OF JOISTS AND RAFTERS TO BE NOT LESS THAN 38 MM (1 1/2")
WOOD SIDING IS NOT TO EXTEND WITHIN 200 MM (8") OF FINISHED GRADE
FLASHING SHALL BE INSTALLED AT EVERY HORIZONTAL JUNCTION BETWEEN 2 DIFFERENT EXTERIOR FINISHES, EXCEPT WHERE THE UPPER FINISH OVERLAPS THE LOWER FINISH
FLASHING SHALL BE APPLIED OVER EXTERIOR WALL OPENINGS WHERE THE VERTICAL DISTANCE FROM THE BOTTOM OF THE EAVE TO THE TOP OF THE TRIM IS MORE THAN ONE-QUARTER OF THE HORIZONTAL OVERHANG OF THE EAVE
FLASHING SHALL BE INSTALLED SO THAT IT EXTENDS UPWARDS NOT LESS THAN 50 MM BEHIND THE SHEATHING PAPER AND FORMS A DRIP ON THE OUTSIDE EDGE
FLASHING SHALL CONSIST OF NOT LESS THAN:
A) 0.75 MM THICK SHEET LEAD
B) 0.33 MM THICK GALVANIZED STEEL
C) 0.46 MM THICK COPPER
D) 0.46 MM THICK ZINC
E) 0.48 MM THICK ALUMINUM. STAIRS, GUARDS & HANDRAILS

STAIRS

STAIRS ARE TO HAVE A MAXIMUM RISE OF 200 MM (7 7/8"), MINIMUM RUN OF 255 MM (10"), MINIMUM TREAD WIDTH OF 280 MM (11"), A STAIR WIDTH OF LEAST 860 MM (34") AND A HEADROOM CLEARANCE OF AT LEAST 1.95 IN (6' 4"). CLEAR HEADROOM OVER STAIRS, BELOW BEAMS AND DUCTING IS 1.85 M. CURVED STAIRS AND WINDERS SHALL CONFORM TO ARTICLE 9.8.5
STAIRS MAY CONTAIN WINDERS PROVIDED THE WINDERS MEET AT A CENTER POINT THROUGH AN ANGLE OF NOT MORE THAN 90° AND THE INDIVIDUAL TREADS TURN THROUGH A 30° ANGLE, OR A 45° ANGLE, WITH NO DEVIATIONS ABOVE OR BELOW THOSE ANGLES. ONLY ONE SET OF WINDERS IS PERMITTED BETWEEN EACH FLOOR LEVEL
AT LEAST ONE STAIR BETWEEN EACH FLOOR LEVEL WITHIN A DWELLING UNIT AND EXTERIOR STAIRS SERVING THE DWELLING UNIT ARE TO HAVE A WIDTH OF NOT LESS THAN 800 MM (31")
INTERIOR AND/OR EXTERIOR STAIRS WITH MORE THAN 3 RISERS ARE TO HAVE A HANDRAIL MOUNTED BETWEEN 865 MM (34") AND 965 MM (38") ABOVE THE LINE OF STAIR NOSING
A LANDING IS TO BE PROVIDED AT THE TOP OF STAIRS FROM AN ATTACHED GARAGE TO A DWELLING UNIT WHERE THERE ARE MORE THAN 3 RISERS OR THE DOOR SWINGS TOWARDS THE STEPS
SECONDARY ENTRANCES TO THE DWELLING THAT ARE OVER 3 RISERS IN HEIGHT REQUIRE A LANDING AT THE TOP OF THE STAIRS
A GUARD FOR STAIRS IS TO BE NOT LESS THAN 900 MM (36") HIGH MEASURED VERTICALLY FROM A LINE DRAWN THROUGH THE OUTSIDE EDGES OF THE STAIR NOSING, AND 900 MM (36") IN HEIGHT AT LANDINGS
AN EXTERIOR RAISED DECK OR BALCONY IS TO BE PROTECTED ON ALL OPEN SIDES THAT ARE BETWEEN 600 MM (24") AND 1.8 M (6') ABOVE ADJACENT GROUND LEVEL BY GUARDS 900 MM (36") IN HEIGHT. IF THE ADJACENT GROUND LEVEL IS MORE THAN 1.8 M (6') A 1.070 MM (42") HIGH GUARD IS REQUIRED

INSULATION

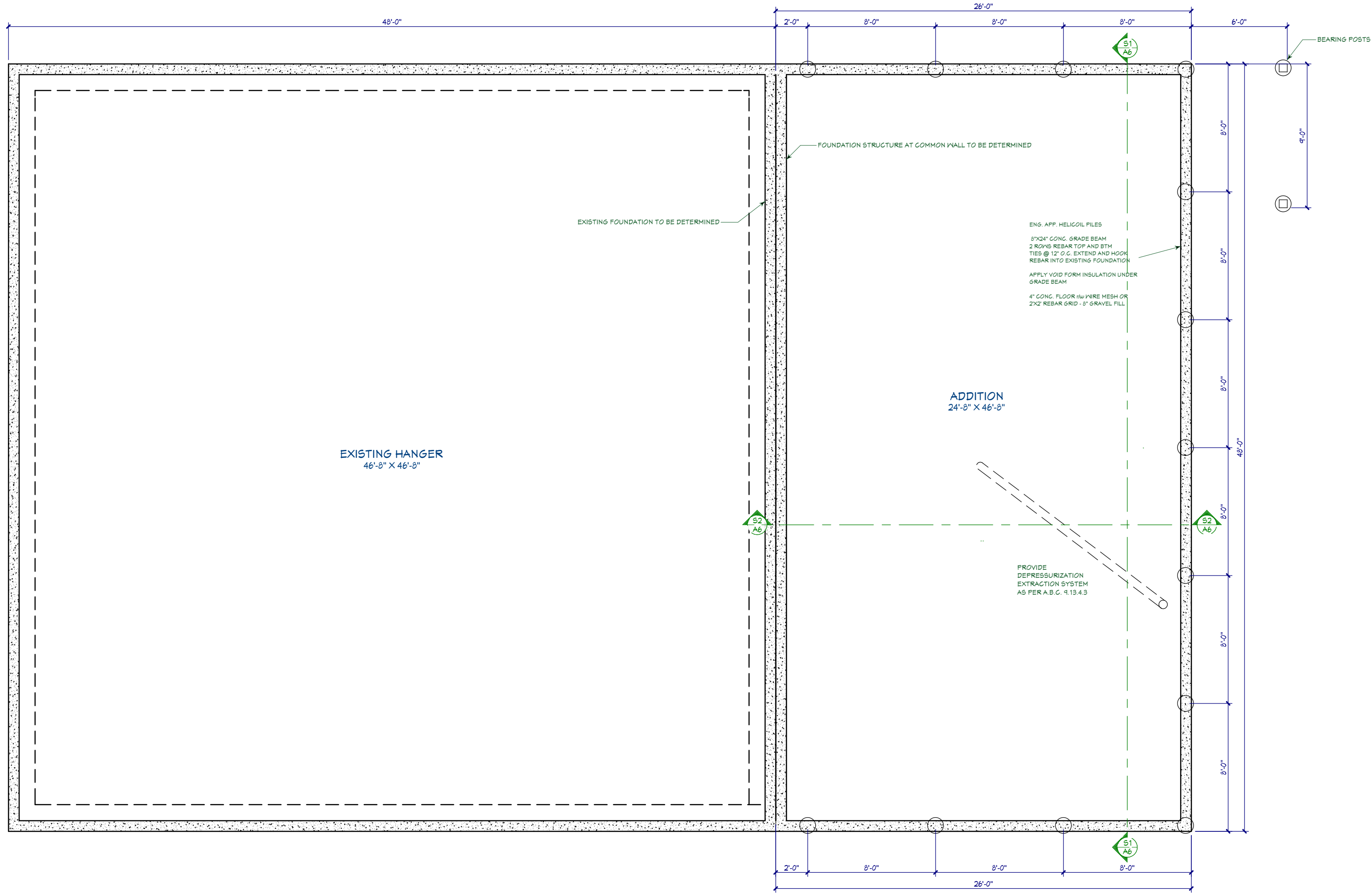
INSULATION IS TO BE PROVIDED IN ASSEMBLIES BETWEEN HEATED AND UNHEATED SPACES AND THE BUILDING EXTERIOR
A CONTINUOUS 9.15 MM (6 MIL) VAPOR BARRIER, CGSB APPROVED, IS TO BE PROVIDED ON THE WARM SIDE OF THE INSULATION
INSULATION TO FOLLOW THE REQUIREMENTS SET OUT IN ABC 2023, 9.36
FOAMED PLASTIC INSULATION IS TO BE PROTECTED BY AN APPROVED THERMAL BARRIER (I.E., 12 MM (1/2") GYPSUM WALLBOARD) WHICH IS TO BE INSTALLED AT THE WARM SIDE OF THE INSULATION
WHERE INSULATION IS EXPOSED TO THE WEATHER AND SUBJECT TO MECHANICAL DAMAGE, IT IS TO BE PROTECTED WITH AT LEAST 6 MM (1/4") ASBESTOS-CEMENT BOARD OR 12 MM (1/2") CEMENT PARKING ON WIRE LATH
INSULATION AND VAPOR BARRIER IN AN UNFINISHED BASEMENT THAT IS CLOSE TO LAUNDRY AREAS, FURNACES OR OTHER AREAS WHERE IT IS SUBJECT TO PHYSICAL DAMAGE, MUST BE PROTECTED WITH DRYWALL OR EQUIVALENT MATERIAL

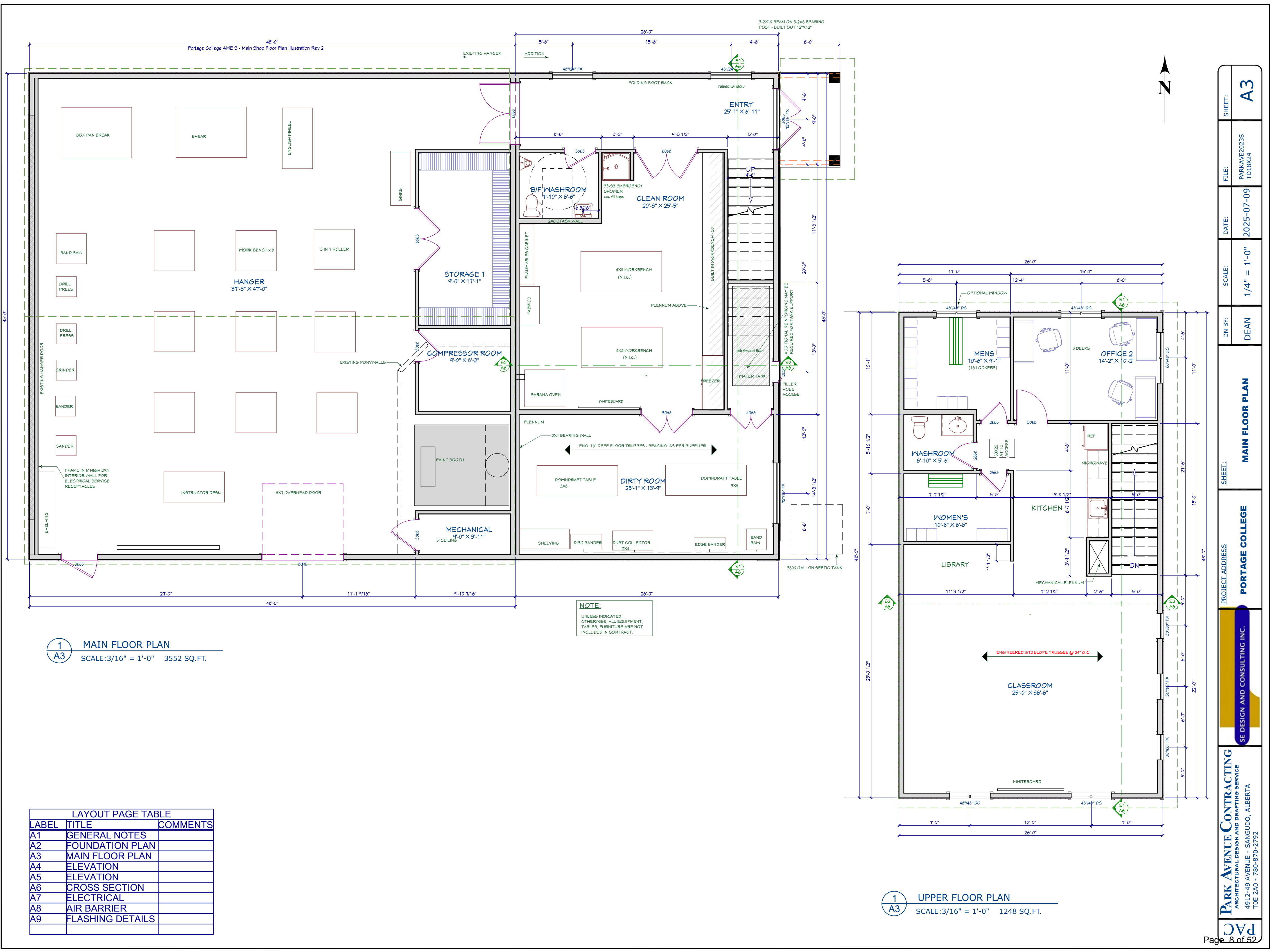
HEATING AND VENTILATION

COMBUSTION AIR IS REQUIRED FOR ALL FUEL FIRED APPLIANCES, INCLUDING FIREPLACES; INTRODUCED BY AIR INTAKES OTHER THAN A DOOR OR WINDOW
THE COMBUSTION AIR INLET IS NOT TO BE LOCATED WITHIN AN ATTIC OR ROOF SPACE, NOR WITHIN A CRAWL SPACE
CHIMNEYS ARE TO EXTEND AT LEAST 900 MM (36") ABOVE ANY CONNECTING ROOF SURFACE AND 600 MM (24") ABOVE ANY ROOF SURFACE WITHIN 3 M (10') (7') AND THEY ARE TO BE EQUIPPED WITH A WATERPROOF CAP
THE ROOF OR ATTIC SPACE IS TO BE PROVIDED WITH AN UNOBSTRUCTED VENT AREA OF NOT LESS THAN 1/300 OF THE INSULATED CEILING AREA, DISTRIBUTED TO PROVIDE GOOD CROSS VENTILATION
WHEN VENTILATING A CATHEDRAL CEILING, IT IS TO HAVE A 75 MM (3") AIR SPACE BETWEEN THE INSULATION AND THE ROOF SHEATHING, OR SHALL HAVE AT LEAST 38 MM X 38 MM (2" X 2") CROSS PURLINS APPLIED ACROSS THE TOP OF THE JOIST AND THE INSULATION SHALL BE 25 MM (1") BELOW THE TOP OF THE JOISTS
CRAWL SPACES ARE TO BE VENTILATED BY NATURAL OR MECHANICAL MEANS. NATURAL VENTILATION IS TO BE NOT LESS THAN 0.1 IN² (1 FT²) OF UNOBSTRUCTED VENT FOR EVERY 50 M² (538 FT²) OF FLOOR AREA
DUCTWORK FOR RANGE HOODS AND RANGE-TOP FANS ARE TO:
A) BE OF NONCOMBUSTIBLE, CORROSION-RESISTANT MATERIAL
B) LEAD DIRECTLY TO THE OUTDOORS WITH NO CONNECTIONS TO OTHER EXHAUST FANS OR DUCTS, AND
C) BE EQUIPPED WITH A GREASE FILTER AT THE INTAKE END
EXHAUST FROM KITCHEN OR WASHROOM FANS IS TO BE DUCTED DIRECTLY TO THE OUTSIDE AND THE DUCT IS TO BE INSULATED TO NOT LESS THAN RSI 0.5 (R-2.85), WHERE PASSING THROUGH AN UNHEATED SPACE
ALL SUPPLY AIR DUCTS NOT FITTED WITH ADJUSTABLE DIFFUSERS ARE TO HAVE ADJUSTABLE DAMPER FITTED WITH AN EXTERNAL POSITION INDICATOR
JOINTS IN SUPPLY, RETURN AND MAKE-UP AIR DUCTS ARE TO BE SEALED WITH MASTIC, METAL FOIL DUCT TAPE OR THE MANUFACTURER'S APPROVED SEALANT
HOMES INTENDED FOR USE IN THE WINTER MONTHS ON A CONTINUING BASIS MUST BE EQUIPPED WITH HEATING FACILITIES CAPABLE OF MAINTAINING THE FOLLOWING INDOOR AIR TEMPERATURES AT THE OUTSIDE WINTER DESIGN TEMPERATURE:
A) 22° C FOR ALL LIVING SPACES
B) 18° C IN UNFINISHED BASEMENTS, AND
C) 15° C IN HEATED CRAWL SPACES
EACH HABITABLE ROOM OR SPACE IS TO HAVE THE CAPACITY OF EXHAUSTING AND REPLACING AIR IN ACCORDANCE WITH SECTION 9.32.2, AND 9.32.3. THE SYSTEM IS TO CONSIST OF SUFFICIENT PRINCIPAL AND SUPPLEMENTARY EXHAUST FANS, OR BE VENTILATED BY USING A HRV (HEAT RECOVERY VENTILATOR)
THE DWELLING UNIT IS TO INCORPORATE PROVISIONS FOR THE NON-HEATING SEASON VENTILATION, IF SUPPLIED WITH ELECTRICAL POWER, VENTILATION IS TO BE SUPPLIED BY THE HEATING APPLIANCE SUCH AS A FURNACE INTERCONNECTED WITH SUFFICIENT PRINCIPAL AND SUPPLEMENTARY EXHAUST FANS, OR BE VENTILATED BY USING A HRV (HEAT RECOVERY VENTILATOR)
DWELLINGS ARE TO BE EQUIPPED WITH HIGH EFFICIENCY APPLIANCES OR HAVE SUFFICIENT MAKE-UP/COMBUSTION AIR FOR PROTECTION AGAINST DEPRESSURIZATION
THE PRINCIPAL VENTILATION FAN CONTROL IS TO BE WIRED SO THAT THE ACTIVATION OF THE PRINCIPAL VENTILATION FAN AUTOMATICALLY ACTIVATES THE FORCED AIR HEATING SYSTEM'S CIRCULATION FAN TO PROVIDE AN AIRFLOW NOT GREATER THAN THE SPACE-HEATING AIRFLOW
IF THE BUILDING IS HEATED WHOLLY OR PARTIALLY BY HYDRONIC RADIANT FLOOR HEATING, ENGINEERED DRAWINGS ARE TO BE SUBMITTED OF THE SPECIFIC LAYOUT. BEDROOMS LOCATED IN HYDRONICALLY HEATED AREAS ARE TO BE PROVIDED WITH A SOURCE OF FRESH AIR OTHER THAN OPENING A WINDOW. THE FRESH AIR IS TO BE PREHEATED IN WINTER. VENTILATION SYSTEMS IN A HOUSE AND SECONDARY SUITE MUST BE SEPARATE AND INDEPENDENT



<div><div>Park Avenue Contracting</div><div>ARCHITECTURAL DESIGN AND DRAFTING SERVICE</div><div>4912-49 AVENUE - SANGUDO, ALBERTA</div><div>T0E 2A0 - 780-870-2792</div></div>	<div><div>SE DESIGN AND CONSULTING INC.</div></div>	<div><div>PROJECT ADDRESS</div><div>PORTAGE COLLEGE</div></div>	SHEET:				GENERAL NOTES
			FILE:	DATE:	SCALE:	DW BY:	
			PARKAVE2023S TD18X24	2025-07-09	1/4" = 1'-0"	DEAN	
							A1





1
A3 MAIN FLOOR PLAN
SCALE: 3/16" = 1'-0" 3552 SQ. FT.

1
A3 UPPER FLOOR PLAN
SCALE: 3/16" = 1'-0" 1248 SQ. FT.

LAYOUT PAGE TABLE		
LABEL	TITLE	COMMENTS
A1	GENERAL NOTES	
A2	FOUNDATION PLAN	
A3	MAIN FLOOR PLAN	
A4	ELEVATION	
A5	ELEVATION	
A6	CROSS SECTION	
A7	ELECTRICAL	
A8	AIR BARRIER	
A9	FLASHING DETAILS	

PROJECT ADDRESS
PORTAGE COLLEGE

FILE:
PARKAVE2023S
TD18X24

DATE:
2025-07-09

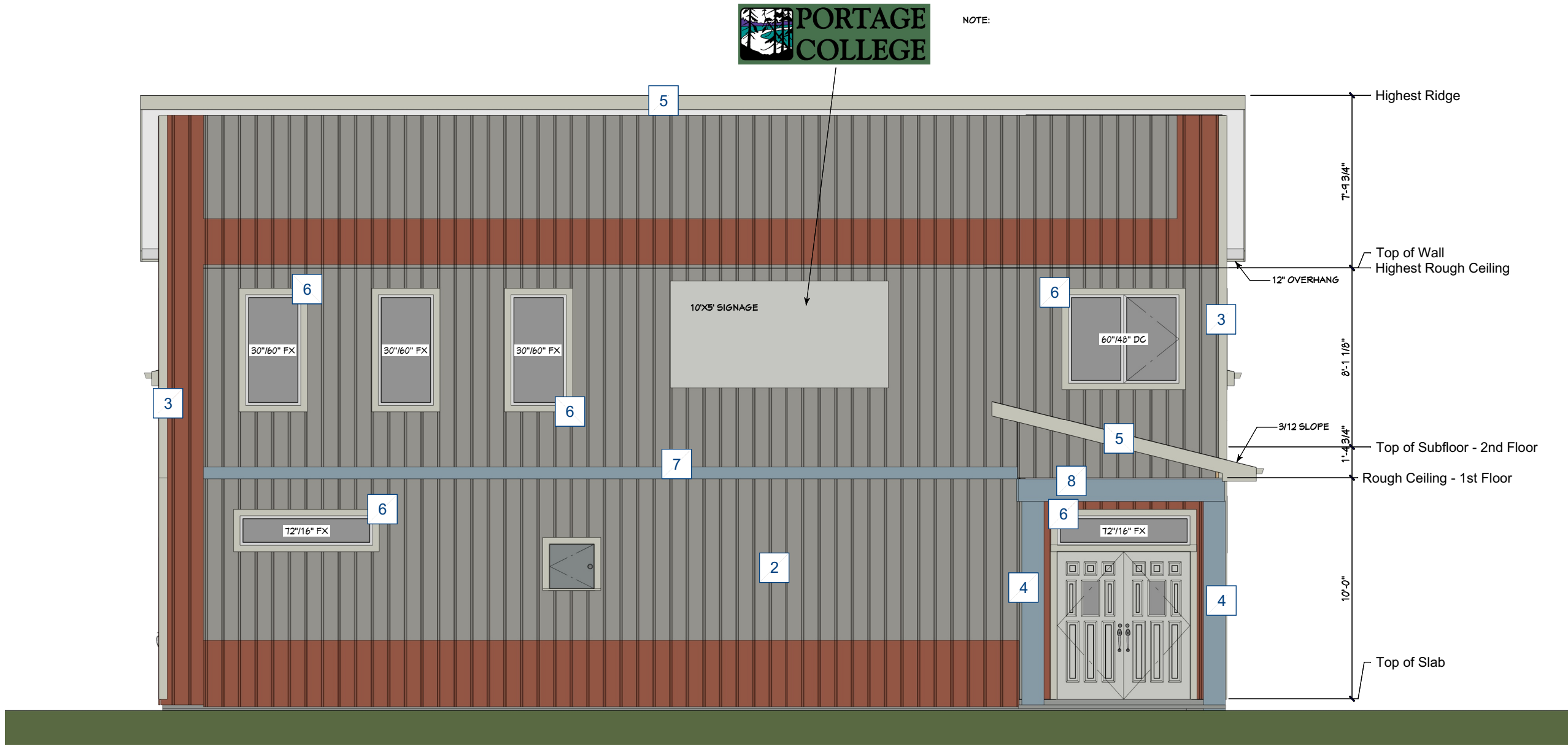
SCALE:
1/4" = 1'-0"

DN BY:
DEAN

SHEET:
MAIN FLOOR PLAN

SHEET:
A3

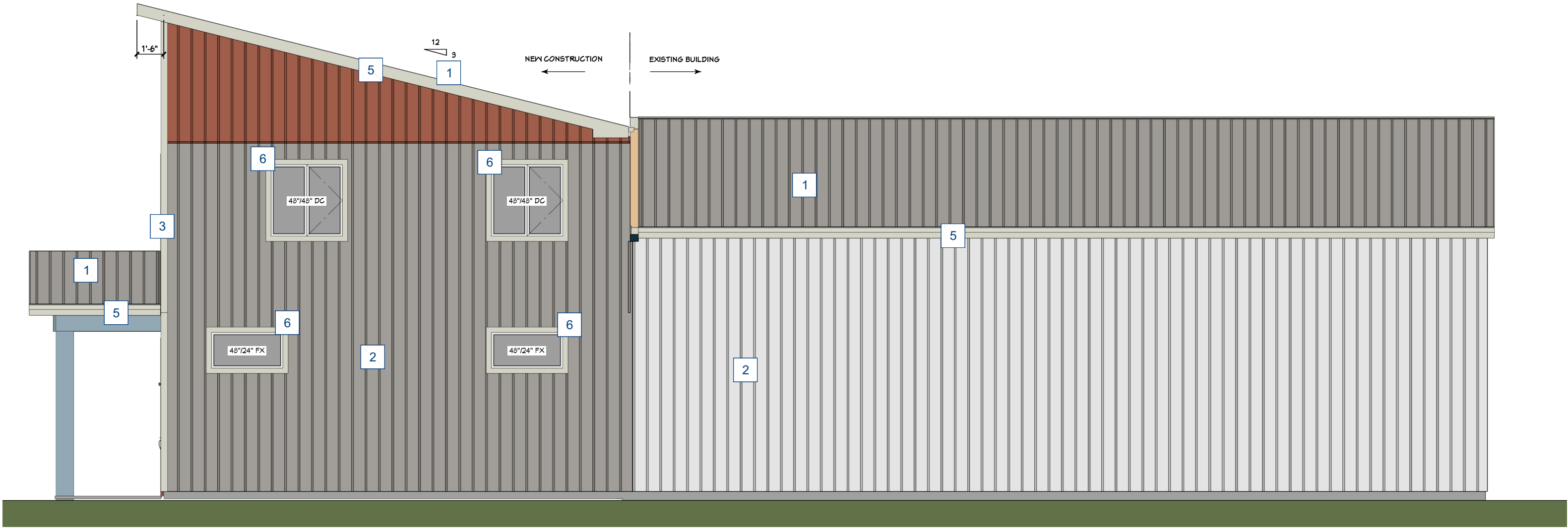
PAC
PARK AVENUE CONTRACTING
ARCHITECTURAL DESIGN AND DRAFTING SERVICE
4912-49 AVENUE - SANGUDO, ALBERTA
TUE 2A0 - 780-870-2792



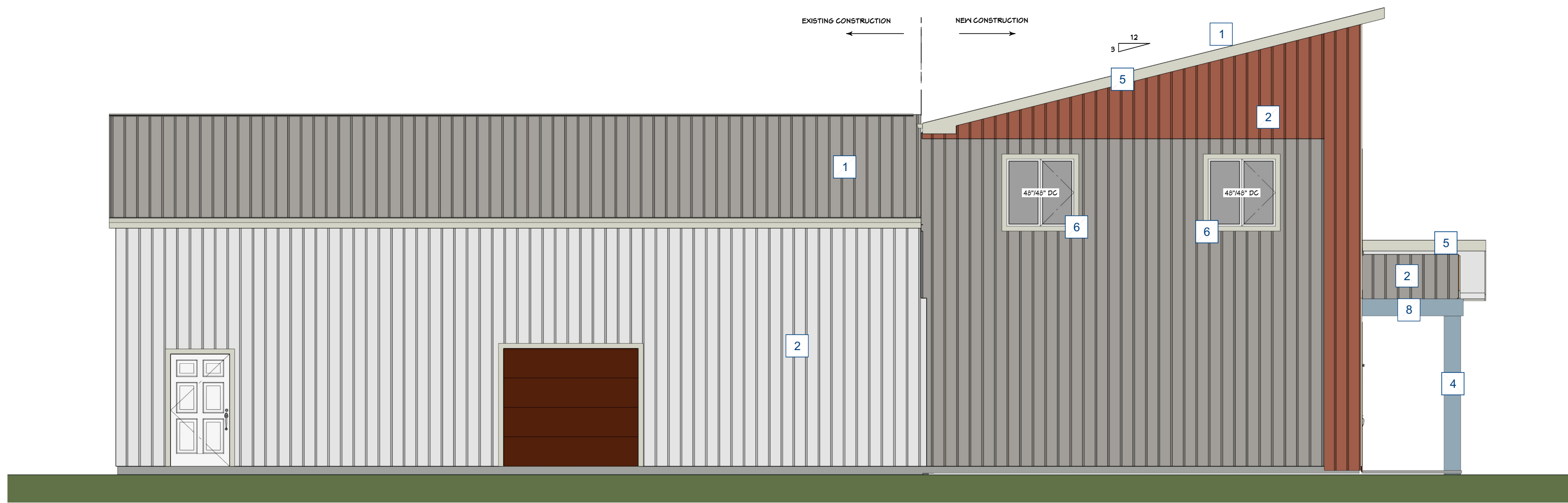
EXTERIOR KEY NOTES:	
1.	METAL ROOFING
2.	VERTICAL METAL SIDING
3.	OUTSIDE CORNER
4.	PAINTED POSTS/PANELS
5.	8" ALUM. FASCIA
6.	4" TRIM
7.	6" TRIM
8.	10" TRIM

MANUFACTURED DOOR, WINDOWS AND SKYLIGHTS SHALL THE PRODUCTS PERFORMANCE LABEL AS PER CSA A44051, ABC5.10.2.2

1 FRONT ELEVATION



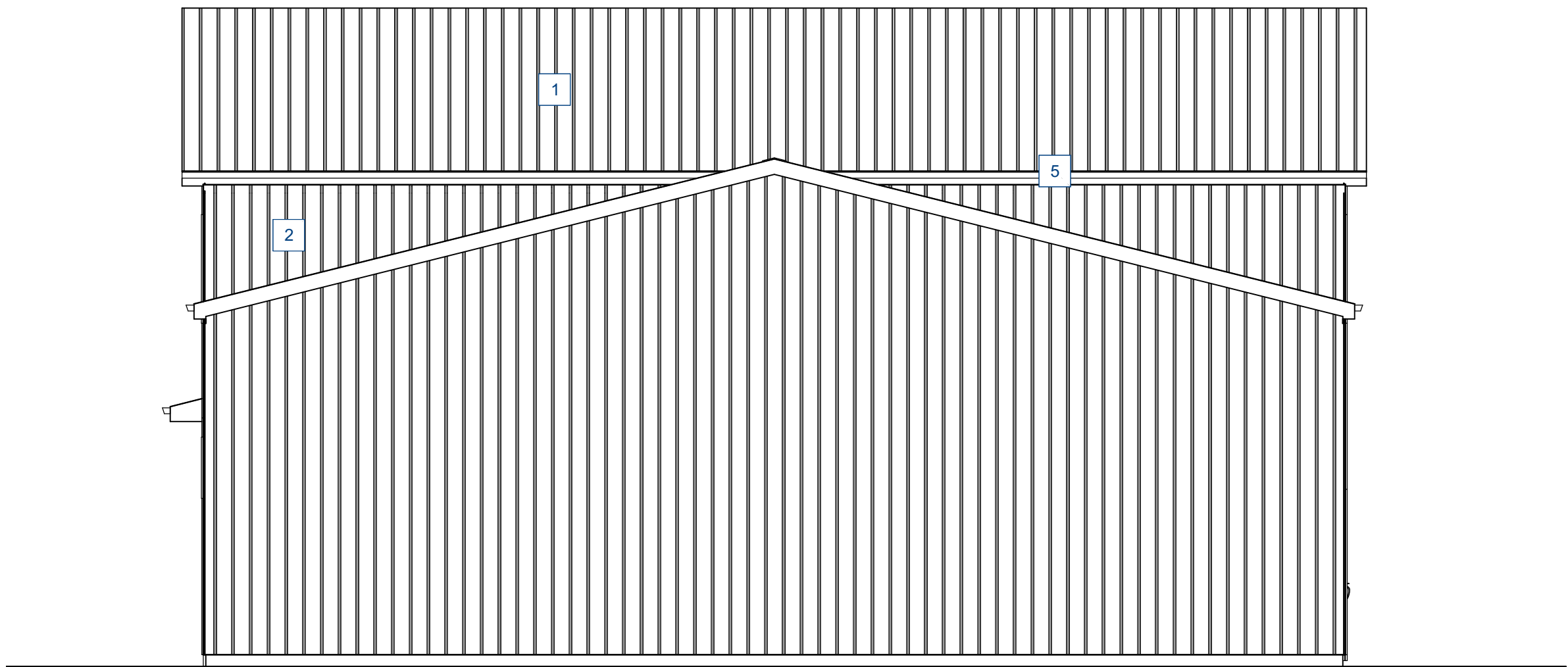
2 RIGHT ELEVATION



EXTERIOR KEY NOTES:	
1.	METAL ROOFING
2.	VERTICAL METAL SIDING
3.	OUTSIDE CORNER
4.	PAINTED POSTS/PANELS
5.	6" ALUM. FASCIA
6.	4" TRIM
7.	6" TRIM
8.	10" TRIM

MANUFACTURED DOOR,
WINDOWS AND SKYLIGHTS
SHALL THE PRODUCTS
PERFORMANCE LABEL AS
PER CSA A44051,
ABC5.10.2.2

1
A5 LEFT ELEVATION



2
A5 REAR ELEVATION

CONSTRUCTION ASSEMBLIES:
ALL CONSTRUCTION TO ADHERE TO THESE PLANS AND SPEC'S AND TO CONFORM TO THE ALBERTA BUILDING CODE 2023 AND ALL OTHER APPLICABLE CODES AND AUTHORITIES HAVING JURISDICTION. THESE REQUIREMENTS ARE TO BE TAKEN AS MINIMUM SPECIFICATIONS.

ENERGY EFFICIENCY:
ALL CONSTRUCTION ASSEMBLIES HAVE BEEN DESIGNED TO COMPLY WITH THE **PRESCRIPTIVE** REQUIREMENTS IN ACCORDANCE WITH A.B.C. 9.36.2. TO 9.36.4. THIS BUILDING IS TO BE FITTED **WITH** AN HRV UNIT.

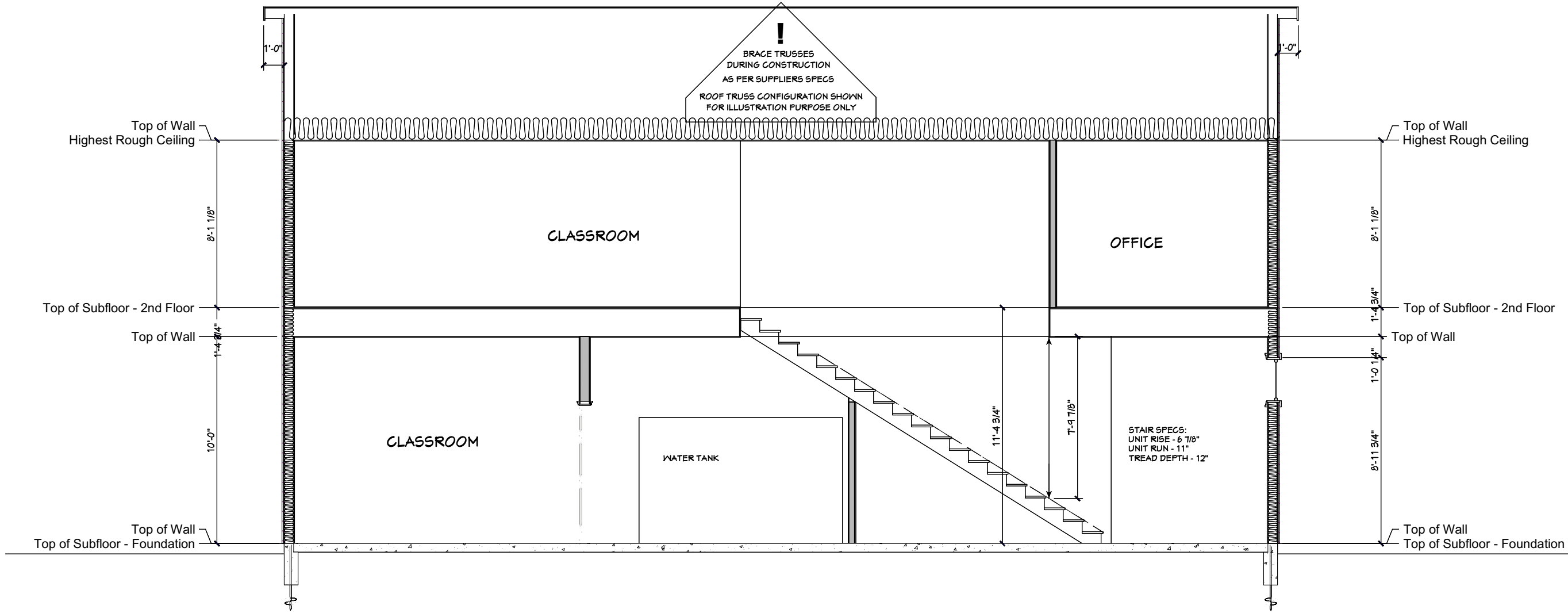
PRESCRIPTIVE COMPLIANCE DETAILS & CONSTRUCTION NOTES:
CLIMATE ZONE: **ZONE 1A**
AIR TIGHTNESS: **PRESCRIPTIVE DETAILS**
GAS FIRED FURNACE: **92% AFUE**
GAS FIRED WATER HEATER: **EF > 67%**

HEAT RECOVERY VENTILATOR UNIT: HRV 3-095-GDX - EFF 88% (60cfm) @ 0°C
EFF = 68% (61 cfm) @ -25°C
(OPTIONAL HRV UNIT - IF TO BE FITTED WITH OR WITHOUT AS NOTED ABOVE)

WINDOW PERFORMANCE REQUIREMENTS
MINIMUM PERFORMANCE GRADE: **25 (PG)B**
MINIMUM POSITIVE DESIGN PRESSURE: **1200 PA**
MINIMUM NEGATIVE DESIGN PRESSURE: **1200 PA**
MINIMUM WATER PENETRATION: **260 PA**
RESISTANCE TEST PRESSURE MINIMUM
CANADIAN AIR INFILTRATION/ EXFILTRATION: **A2**

THERMAL CHARACTERISTIC OF FENESTRATION AND DOORS
FENESTRATION & DOORS - MAX U VALUE = 1.60
FENESTRATION & DOORS - MIN. ENERGY RATING = 25

OVERALL THERMAL TRANSMITTANCE OF SKYLIGHTS
SKYLIGHTS = 2.70



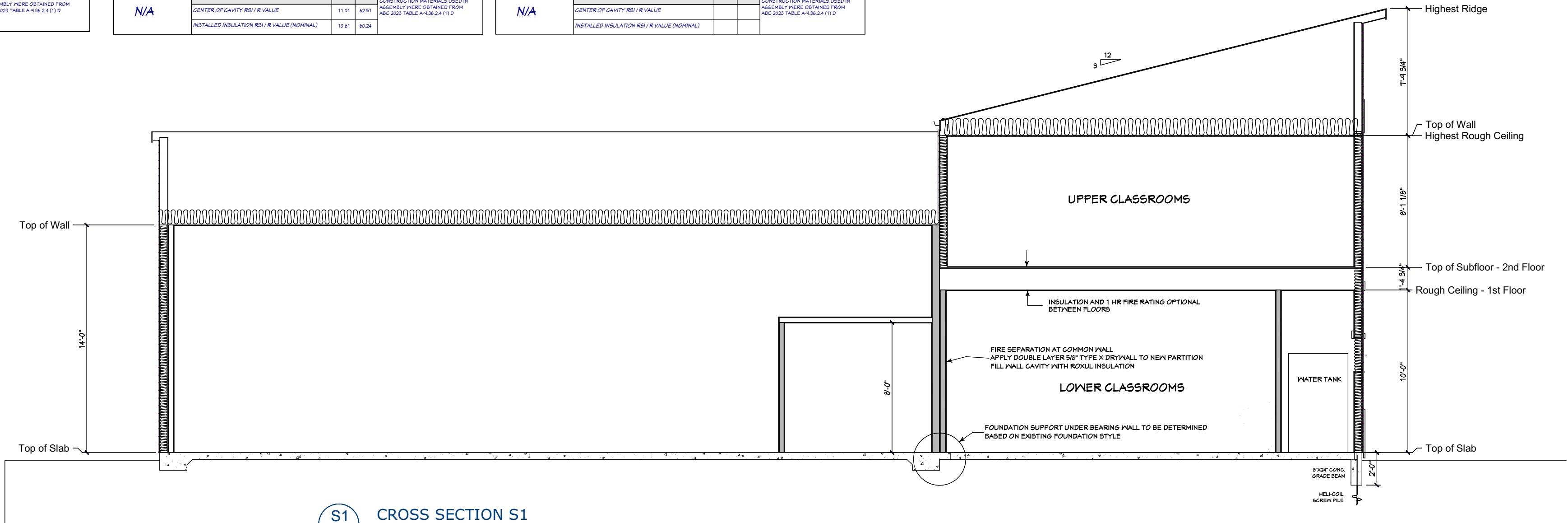
S2
A6 CROSS SECTION S2

HEATED CONCRETE FLOOR IN A CONDITIONED SPACE		EFFECTIVE VALUE	
	RSI	R	
1	INTERIOR AIR FILM	0.05	
2	4" (100mm) POURED CONCRETE (MIN 20MPa)	0.04	
3	1/2" (12mm) EPS (EXTRUDED POLYSTYRENE)	2.45	
4	8 MIL POLYETHYLENE VAPOUR BARRIER	0.00	
5	6" (150mm) COMPACTED GRAVEL FILL	0.00	
6	UNDISTURBED SOIL (MIN. 2500ppm)	0.00	
7			
8			
9			
10			
11			
EFFECTIVE RSI / R VALUE OF ENTIRE ASSEMBLY		2.52	
			RSI VALUES FOR INDIVIDUAL CONSTRUCTION MATERIALS USED IN ASSEMBLY WERE OBTAINED FROM ABC 2023 TABLE A-4.36.2.4 (1) D

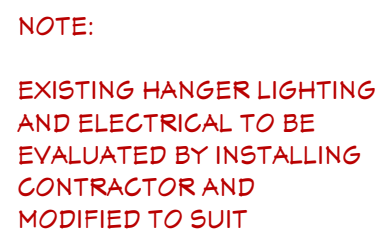
FLOOR - CONDITIONED SPACE OVER UNCONDITIONED SPACE		EFFECTIVE VALUE	
	RSI	R	
1	INTERIOR AIR FILM	0.16	0.91
2	2" (50mm) EPS (EXTRUDED POLYSTYRENE) (GLUED & SCREWED TO JOISTS)	0.16	0.91
3	11" (280mm) EPS (EXTRUDED POLYSTYRENE) @ 14.2" O.C.	0.20	1.14
4	14" (350mm) EPS (EXTRUDED POLYSTYRENE) @ 14.2" O.C.	0.20	1.14
5	1/2" (12mm) GYPSUM BOARD TAPED & SANDED	0.05	0.45
6	FINISH: 1 COAT LATEX PRIMER AND LATEX PAINT	0.00	0.00
7	INTERIOR AIR FILM	0.11	0.62
8			
9			
10			
11			
EFFECTIVE RSI / R VALUE OF ENTIRE ASSEMBLY 12" JOIST		0.71	4.05
			RSI VALUES FOR INDIVIDUAL CONSTRUCTION MATERIALS USED IN ASSEMBLY WERE OBTAINED FROM ABC 2023 TABLE A-4.36.2.4 (1) D

METAL ROOF OVER A CONDITIONED SPACE		EFFECTIVE VALUE	
	RSI	R	
1	EXTERIOR AIR FILM	0.05	0.11
2	METAL ROOFING	0.05	0.45
3	1 LAYER SYNTHETIC ROOFING UNDERLAYMENT	0.00	0.00
4	1/4" (6mm) OSB SHEATHING (ALUM. 2X4 PURLINS @ 24" O.C.)	0.11	0.62
5	CONTINUOUS INSULATION (0.01575 RSI PER mm X 47mm)	8.45	50.81
6	ROOF TRUSSES @ 24" O.C. + 2X4 BLOK INSULATION	1.45	8.40
7	8 MIL POLYETHYLENE VAPOUR BARRIER	0.00	0.00
8	1/2" (12mm) GYPSUM BOARD TAPED & SANDED	0.05	0.45
9	FINISH: 1 COAT LATEX PRIMER AND LATEX PAINT	0.00	0.00
10	INTERIOR AIR FILM	0.12	0.68
11			
EFFECTIVE RSI / R VALUE OF ENTIRE ASSEMBLY		10.85	61.60
			RSI VALUES FOR INDIVIDUAL CONSTRUCTION MATERIALS USED IN ASSEMBLY WERE OBTAINED FROM ABC 2023 TABLE A-4.36.2.4 (1) D

EXTERIOR WALL - METAL SIDING		EFFECTIVE VALUE	
	RSI	R	
1	EXTERIOR AIR FILM	0.05	0.11
2	METAL SIDING - (NO AIR SPACE)	0.11	0.62
3	1 LAYER BUILDING PAPER (TAPED & SEALED)	0.00	0.00
4	3/8" OSB (15mm) OSB SHEATHING	0.04	0.91
5	2X6 FRAMING FILLED WITH R-20 BATT @ 16" O.C.	5.24	19.65
6	8 MIL POLYETHYLENE VAPOUR BARRIER	0.00	0.00
7	1/2" (12mm) GYPSUM BOARD TAPED & SANDED	0.05	0.45
8	FINISH: 1 COAT LATEX PRIMER AND LATEX PAINT	0.00	0.00
9	INTERIOR AIR FILM	0.12	0.68
10			
11			
EFFECTIVE RSI / R VALUE OF ENTIRE ASSEMBLY		5.32	21.11
			RSI VALUES FOR INDIVIDUAL CONSTRUCTION MATERIALS USED IN ASSEMBLY WERE OBTAINED FROM ABC 2023 TABLE A-4.36.2.4 (1) D



S1
A6 CROSS SECTION S1



ELECTRICAL NOTES

SMOKE ALARMS
(REFER TO ABC 2023, DIV. B PART 9.10.18, 9.10.19)

PROVIDE 1 SA ON EACH FLOOR NEAR THE STAIRS CONNECTION THE FLOOR LEVELS. ALARMS TO BE CONNECTED TO AN ELECTRICAL CIRCUIT AND INTERCONNECTED TO ACTIVATE ALL ALARMS IF 1 SOUNDS

ALL ALARMS REQUIRE A MANUALLY OPERATED RESISTING SWITCH IN THE EVENT OF A NUISANCE ALARM AND REQUIRE A BATTERY BACK-UP.

CARBON MONOXIDE DETECTOR
(REFER TO ABC 2023, DIV. B PART 9.32.3-4)

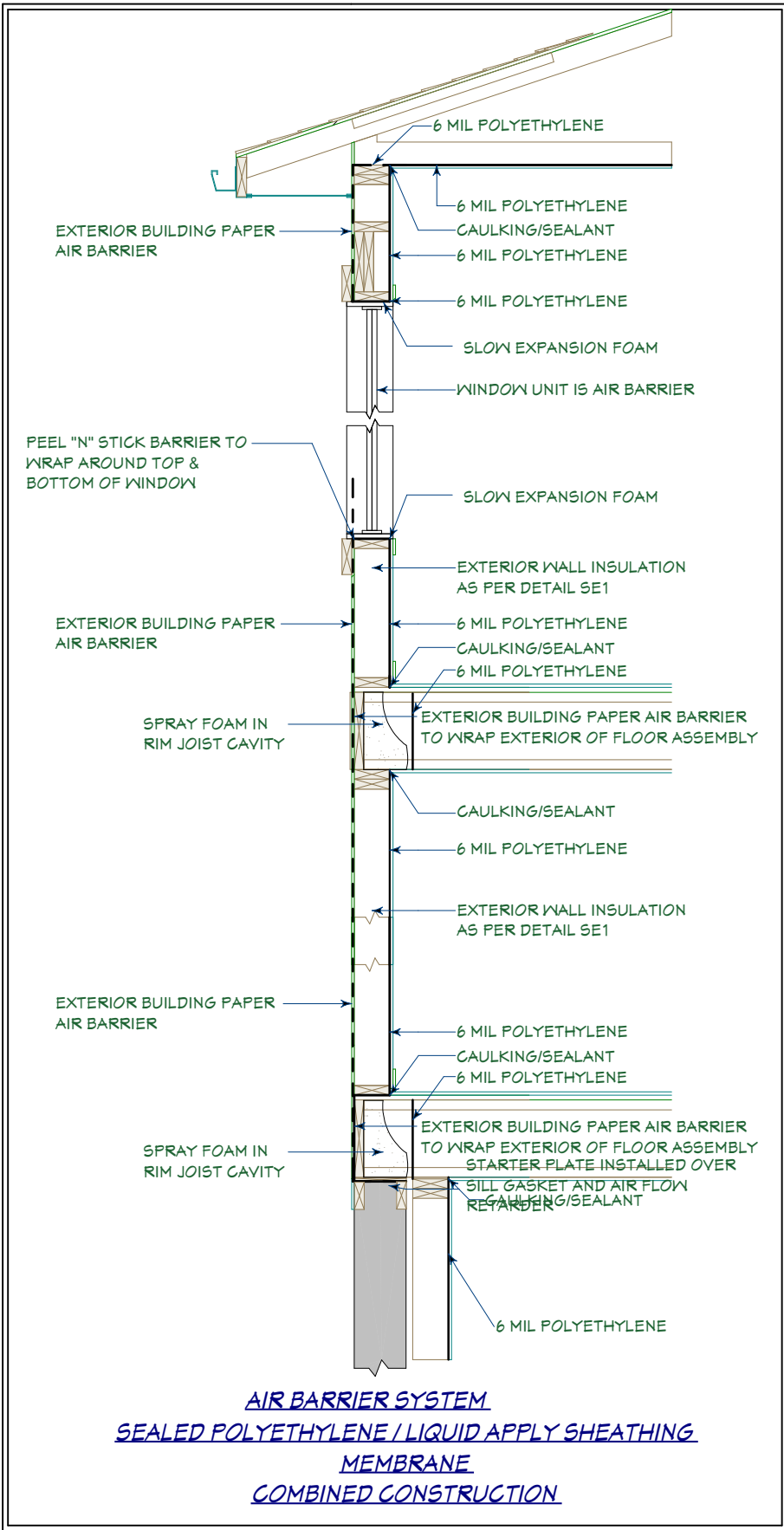
PROVIDE 1 CARBON MONOXIDE PER FLOOR. ALARMS TO BE CONNECTED TO AN ELECTRICAL CIRCUIT AND INTERCONNECTED TO ACTIVATE ALL ALARMS IF 1 SOUNDS

NOTE:

- ALL EXTERIOR LIGHTS AND RECEPTACLES MUST BE SEALEAF PROOF
- DUE TO SCALE ON DRAWINGS - FIXTURES MAY HAVE TO BE RELOCATED ON SITE - LOCATIONS ARE SUGGESTED ONLY

ELECTRICAL RECEPTACLES IN BATHROOMS, KITCHENS AND GARAGES SHALL BE G.F.I. OR S.F.I. TO PREVENT ELECTRICAL CODE VIOLATIONS.





1200MM MAXIMUM OFFSET TO REACH FULL INSULATION VALUE

VENTING CLEARANCE - INSULATION BAFFLE

= NOMINAL RSI > 3.52 (M² K/W) (R20)

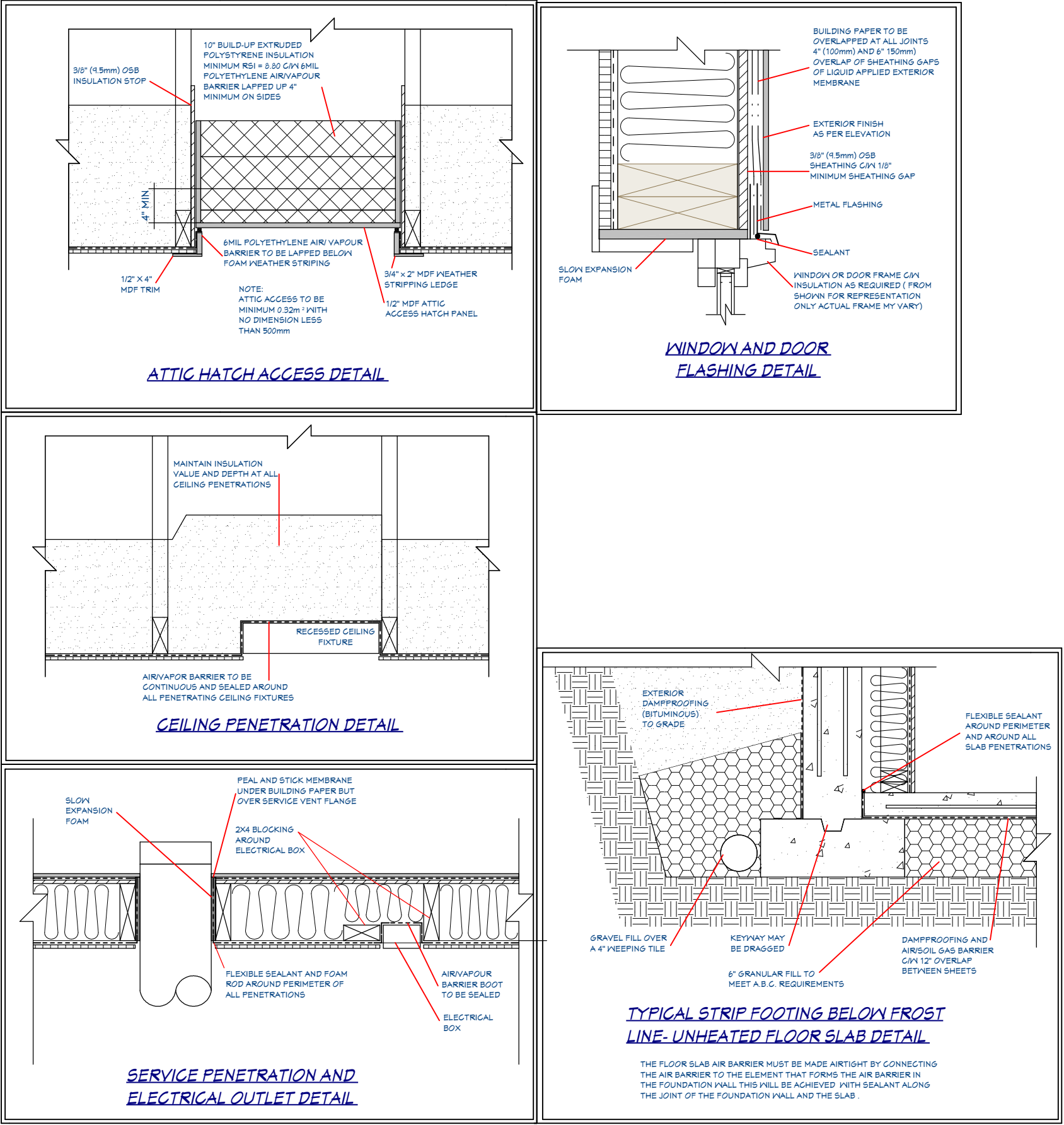
AREA OF CEILING ASSEMBLIES IN ATTICS PERMITTED TO HAVE REDUCED THERMAL RESISTANCE AS PER A.B.C. 9.36.2.6.(3)

INSULATION CONTINUITY GENERAL NOTES - ABC 9.36.2.5

- A REDUCTION IN THE THERMAL RESISTANCE OF THE CEILING ASSEMBLY IN ATTICS UNDER SLOPED ROOFS IS PERMITTED FOR A LENGTH OF NO GREATER THAN 1200mm BUT ONLY TO THE EXTENT IMPOSED BY THE ROOF SLOPE AND MINIMUM VENTING CLEARANCE, PROVIDED THE NOMINAL THERMAL RESISTANCE OF THE INSULATION DIRECTLY ABOVE THE EXTERIOR WALL IS NOT LESS THAN R-20 / RSI - 3.52
- THE ATTIC HATCHES AND ALL PLUMBING/ELECTRICAL PENETRATIONS INTO THE ATTIC SPACE ALONG ANY GAPS, SPACES, PENETRATIONS, IRREGULARITIES THAT COULD ALLOW LEAKAGE MUST BE SEALED
- WHEN AN INTERIOR ELEMENT PENETRATES AN EXTERIOR ELEMENT AND BREAKS THE PLANE OF INSULATION, THE INTERIOR ELEMENT SHALL BE:
 - INSULATED ON BOTH SIDES OF A LENGTH 4X THE THICKNESS OF THE PENETRATED ASSEMBLY, OR
 - INSULATED WITHIN THE PLANE OF INSULATION OF THE PENETRATED ELEMENT TO AN EFFECTIVE THERMAL RESISTANCE NOT LESS THAN 60% OF THAT REQUIRED FOR THE PENETRATED ELEMENT, OR
 - INSULATED WITHIN ITSELF TO AN EFFECTIVE THERMAL RESISTANCE NOT LESS THAN THE REQUIRED FOR THE PENETRATED ELEMENT.
- MECHANICAL, ELECTRICAL, AND PLUMBING COMPONENTS PLACED WITHIN AN EXTERIOR WALL MUST BE INSULATED BEHIND TO THE EFFECTIVE THERMAL RESISTANCE REQUIRED FOR THE ABOVE OR BELOW GRADE WALL ASSEMBLY.
- A FOUNDATION WALL IS CONSIDERED TO BE BELOW GRADE FOR THE PURPOSE OF USING BELOW GRADE RSI WHEN THE TOP OF THE SECTION OF FOUNDATION IS ON AVERAGE LESS THAN 600mm (24") ABOVE THE ADJOINING GROUND LEVEL WHERE THE WALL IS GREATER THAN 600mm, THE ABOVE GROUND PORTION OF WALL SHALL BE INSULATION TO THE ABOVE GRADE REQUIREMENTS.
- JOINTS AND JUNCTIONS BETWEEN WALLS AND OTHER BUILDING ENVELOPE COMPONENTS SHALL BE INSULATED IN A MANNER THAT PROVIDES AN EFFECTIVE THERMAL RESISTANCE THAT IS NOT LESS THAN THE LOWER OF MINIMUM VALUES REQUIRED FOR THE RESPECTIVE ADJOINING COMPONENTS.

AIR TIGHTNESS GENERAL NOTES - ABC 9.36.2.9 AND 9.36.2.10

- AIR BARRIERS TO BE CONTINUOUS:
 - ACROSS CONSTRUCTION, CONTROL AND EXPANSION JOINTS.
 - ACROSS JUNCTIONS BETWEEN DIFFERENT BUILDING MATERIALS AND ASSEMBLIES.
 - AROUND PENETRATION THROUGH ALL BUILDING ASSEMBLIES.
- SEALING IS REQUIRED BETWEEN ALL JOINTS AND JUNCTIONS BETWEEN THE STRUCTURAL COMPONENTS, AND OR COVERING THE STRUCTURAL COMPONENTS WITH AN AIR BARRIER MATERIAL AND SEALING IT TO THE ADJACENT AIR BARRIER MATERIAL
- WINDOWS, DOORS AND SKYLIGHTS AND THEIR COMPONENTS SHALL COMPLY WITH MINIMUM AIR LEAKAGE REQUIREMENT STATED IN NAFS AND CSA 44051.
- WHERE THE AIR TIGHT MATERIAL USED IN THE AIR BARRIER SYSTEM IS INSTALLED TOWARDS THE EXTERIOR OF BUILDING ENVELOPE, ITS LOCATION AND PROPERTIES SHALL CONFORM TO 9.25.5
- WHEN POLY BOOTS ARE USED ON EXTERIOR WALLS AND CEILINGS FOR ELECTRICAL BOXES AND POT LIGHTS THEY MUST BE SEALED TO THE AIR VAPOR BARRIER AND STRUCTURALLY SUPPORTED
- CANTILEVERED FLOORS AND ALL JUNCTIONS REQUIRE CONTINUOUS AIR BARRIER.
- JUNCTIONS BETWEEN THE FLOOR AND RIM JOISTS AND RIM JOIST TO FOUNDATION MUST BE SEALED.



SOIL GAS (RADON) CONTROL - 2023 ABC SUMMARY

- CONTINUOUS AIR BARRIER WITH ALL PENETRATIONS SEALED UNDER SLAB. (INCLUDING AIRTIGHT SUMP COVER)
- 100mm CLEAN COMPACTED GRANULAR FILL, OR GAS PERMEABLE LAYER BETWEEN AIR BARRIER AND GROUND.
- SLAB PERIMETER SEALED.
- ROUGH-IN FOR UNDER SLAB DEPRESSURIZATION, LABELED AND CAPPED.
- REQUIRED FOR ALL BUILDINGS INTENDED TO BE OCCUPIED FOR MORE THAN 4 HOURS A DAY

SOIL GAS (RADON) CONTROL - 2023 ABC SUMMARY

THE AIR BARRIER MUST BE PLACED DIRECTLY BELOW THE SLAB, OR APPLIED TO THE TOP OF THE SLAB, PROVIDED A SEPARATE FLOOR IS INSTALLED OVER THE SLAB

- IF A POLYETHYLENE MEMBRANE IS USED, IT SHALL CONFORM TO CAN/CSB-51.34-M. JOINTS MUST BE LAPPED A MINIMUM 300mm (1'-0") AND:
- SEALED TO THE TOP OF PERIMETER FOOTING OR FOUNDATION WALL WITH APPROVED SEALANT.
- ALL PENETRATIONS SHALL BE SEALED. THIS INCLUDES PLUMBING ROUGH-INS, SUMP PIT OPENINGS ETC.
- SEALANTS ARE TO CONFORM TO ARTICLE 9.27.4.2

9.25.3.6 - SLAB TO WALL JOINT MUST BE SEALED

- SEALED TO THE FOOTING OR FOUNDATION WALL WITH APPROVED SEALANT, CONFORMING TO ARTICLE 9.27.4.2
- RUN A BEAD OF SEALANT ALONG THE JOINT OF THE FOUNDATION WALL AND THE SLAB.

9.13.4.3 - S ROUGH-IN FOR A SUBFLOOR DEPRESSURIZATION SYSTEM MUST BE INSTALLED

- MUST CONTAIN 100mm OF CLEAN GRANULAR MATERIAL BETWEEN THE GROUND AND AIR BARRIER, OR:
- A GAS PERMEABLE LAYER WITH A SEALED INLET AND OUTLET.
- MIN. 100mm SOLID PIPE INSTALLED THROUGH THE FLOOR, CLEARLY LABELED AND CAPPED.
- BOTTOM END OPENING INTO GRANULAR LAYER AT OR NEAR THE CENTER OF THE FLOOR.
- PIPE PENETRATIONS THROUGH AIR BARRIERS MUST BE SEALED TO MAINTAIN THE INTEGRITY OF THE AIR BARRIER.

9.14.5.2(2) - SUMP PIT COVERS MUST BE DESIGNATED TO RESIST REMOVAL BY CHILDREN, AND TO BE AIR TIGHT.

- THE PERIMETER SHALL BE WEATHER-STRIPPED.
- ALL PENETRATIONS OR OPENINGS SEALED.

NOTE: PIPE TO BE CAPPED OR RUN UP THROUGH THE ROOF SYSTEM

CENTER OF FLOOR SLAB

WHITE PVC PIPE

RADON

SEALANT CONC. FLOOR AIR BARRIER GRANULAR FILL

MIN 100MM

OPTION A

AIR/ SOIL GAS BARRIER

CENTER OF FLOOR SLAB

WHITE PVC PIPE

RADON

MIN 100MM

EXHAUST PIPE

OPTION B

CENTER OF FLOOR SLAB

RADON

WHITE PVC PIPE

MIN 100MM

OPTION C



STAFF REPORT

Title: Council Query - Highway 28 and 16 Avenue Intersection Traffic Signal Timing Concerns

Meeting Date: September 16, 2025

Executive Summary:

Administration received a query from Council regarding the adequacy of the traffic signal timing at the Hwy 28 and 16 Ave intersection. It is assumed this concern relates specifically to the westbound left-turn movement from 16 Ave onto Hwy 28 southbound. Similar concerns were raised in late 2023 and addressed in February 2024.

This report provides Council's CPC Committee with an update on the current operational performance of the westbound left-turn lane at the Hwy 28 and 16 Ave intersection.

Field observations and surveys were carried out between September 9 and September 12, 2025. This report summarizes preliminary results from September 10, with the remaining data to be analyzed and presented at the meeting.

Background:

Concerns about the adequacy of the westbound left-turn timing were also raised in late 2023/early 2024. A field survey conducted in February 2024 found no inconsistencies in the left-turn timing at the intersection. Signals were operating as intended.

To address perceptions of delay, adjustments were made in February 2024: the eastbound left-turn phase was increased by 2 seconds (from 18 to 20 seconds), while the westbound was reduced by 2 seconds (from 21 to 19 seconds). The total signal cycle length remained 85 seconds.

Given the renewed query, Infrastructure Services conducted new field observations and video monitoring between September 9 and 12, 2025, during peak traffic hours.

Preliminary results from September 10 (morning peak) are presented here. Additional analysis will be shared at the meeting.

Results and Analysis:

The table below is summary of the field data collected on the morning of Sep 10, 2025. At the meeting, additional data will be presented as it is currently being analyzed and reviewed at the time of writing this report.



Table 1. Hwy 28 and 16 Ave Intersection, Westbound Lane left-turn traffic movement - field survey preliminary results Sep 10, 2025 (morning)

Period	Time	# of cars waiting at Red for left	# of cars through flashing left	Is Flashing left straight to Solid Green Y/N	Hwy 55 Traffic waiting Y/N	# of cars left through solid Green	Total cars through Left	Left Turn Bay All Clear Y/N
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8) (4) +(7)	(9)
MORNING (Sep 10 2025)	8:08 AM	4	4	N	Y	6	10	Y
	8:10 AM	2	3	N	N	3	6	Y
	8:11 AM	3	3	Y	N	1	4	Y
	8:12 AM	4	4	Y	N	0	4	Y
	8:13 AM	2	2	N	N	0	2	Y
	8:15 AM	2	2	N	N	1	3	Y
	8:16 AM	9	3	N	Y	0	3	N
	8:18 AM	14	4	N	Y	6	10	N
	8:19 AM	11	3	N	Y	5	8	N
	8:20 AM	4	3	N	Y	3	6	Y
	8:22 AM	8	7	Y	N	3	10	Y
	8:23 AM	7	3	N	Y	3	6	N
	8:24 AM	7	3	N	Y	2	5	N
	8:26 AM	10	9	Y	N	1	10	Y
	8:27 AM	6	3	N	Y	4	7	Y
	8:29 AM	7	3	N	Y	1	4	N
	8:30 AM	7	3	N	Y	5	8	Y
	8:32 AM	4	4	Y	N	0	4	Y
	8:33 AM	4	3	N	Y	1	4	Y
	8:34 AM	4	4	Y	N	0	4	Y
	8:36 AM	2	2	Y	N	0	2	Y
	8:37 AM	3	3	N	Y	0	3	Y
	8:39 AM	5	5	Y	N	2	7	Y
	8:40 AM	4	4	N	N	1	5	Y
	8:42 AM	2	3	Y	N	0	3	Y
	8:43 AM	2	2	N	Y	0	2	Y
	8:44 AM	2	3	Y	N	1	4	Y
	8:45 AM	2	2	N	N	0	2	Y

1. Column 8 is the sum of column 4 and column 7.

This means the total number of vehicles clearing the WBLT queue is the sum of

- number of vehicles clearing the WBLT queue during a protected left-turn signal, i.e. flashing green arrow and
- number of vehicles clearing the WBLT queue during a solid green signal.



2. With reference to column 9 and noting the remarks (Y/N) it appears that the signal timings are adequate to clear the queues for WBLT during majority of the signal cycles surveyed.
3. The three signal cycles (rows highlighted yellow) where the WBLT queue was not cleared (Column 9) were associated with larger than planned vehicles in the queue for WBLT (Column 3). In traffic signal programming strategy this is normal as it is neither practical nor a standard practice to clear all vehicles in a left-turn queue during the green phase of a signal cycle as this will impact other intersections along a coordinated corridor for optimization of traffic flow.
4. The signal cycle highlighted green where the WBLT queue was not cleared (Column 9) despite fewer vehicles being in the queue being associated with driver's awareness of the signal or late response. And influenced by the amount of vehicles from opposing through lane.
5. Overall, no operational inconsistency is evidenced from the field monitoring, and the intersection is operating as designed.
6. The maximum observed delay for westbound left-turn vehicles was about two minutes, which is considered efficient given the traffic volumes at this intersection.

Relevant Additional Information

The following additional information which appeared relevant to the context of Hwy 28 and 16 Ave WBLT signal timing queries were also researched, reviewed, and taken into consideration.

It is to be noted there is very little to no room for adjusting signal timing for an individual intersection or turn lane in isolation without affecting performance of other intersection(s). This is because the signal cycles at intersections along Hwy 28 corridor are coordinated, which means signal cycles at most intersections along Hwy 28 corridor are interlinked and are optimized to ensure traffic flow with less delay along the corridor.

The recently completed Transportation Master Plan (2024) did not identify any issues with the Hwy 28 & 16 Ave intersection and therefore, did not recommend any upgrade to the intersection.

It is also to be noted that the signal cycle timing at Hwy 28 and 50 Ave intersection is 124 sec whereas the signal cycle timing at Hwy 28 and 50 Ave is 85 sec. This means



commuters are expected to experience less queue time at intersection of Hwy 28 and 16 Ave compared to Hwy 28 and 50 Ave.

Based on field monitoring and analysis, the westbound left-turn signal timing at Hwy 28 and 16 Ave is operating as designed and no adjustments are required at this time.

However, Administration is continuing to review the data and assess whether adding couple of seconds to the signal cycle could provide further improvement to the traffic movement without negatively impacting coordinated traffic flow along the Hwy 28 corridor.

Alternatives:

For Information only

Recommended Action:

The analysis and review of recent field survey and monitored data for Hwy 28 and 16 Ave intersection did not find any abnormality. The signals and associated timings for the at the intersection are found to be functioning as intended.

Budget Implications (Yes or No):

For information only

Submitted by:

Kevin Nagoya, Chief Administrative Officer



STAFF REPORT

Title: Government of Alberta - Real Property Governance Changes

Meeting Date: September 16, 2025

Executive Summary:

The Government of Alberta has recently made changes to the ownership structure for buildings and properties owned or leased by the Province, through the enactment of the Real Property Governance Act as well as the Municipal Affairs Statutes Amendment Act and the Education Amendment Act. The changes impact the ownership structure as well as the process for disposing of surplus property assets.

Background:

The Government of Alberta has enacted the *Real Property Governance Act*, to centralize and streamline the management of property owned or leased by the Province. The intent is to ensure that there is a consistent process for the management and disposal of property across all government ministries as well as “consolidated entities” which includes government organizations, school jurisdictions, post-secondary institutions, and health authorities. The only exclusions are the Office of the Legislative Assembly, the Offices of the Legislature, Government Business Enterprises, and regulated funds.

The Act requires that all ministries and consolidated entities report all owned or leased property to the Minister of Infrastructure, who will develop a centralized inventory system to keep track of all the government’s property assets. When a property asset is deemed to be surplus by the ministry or a consolidated entity, the asset must be offered to the Ministry of Infrastructure at net book value. Infrastructure will determine whether to accept the offer and, if Infrastructure does not want to acquire the asset, the ministry or consolidated entity will be able to dispose of the asset.

As of April 2025, all health facilities owned by Regional Health Agencies were transferred to the Ministry of Infrastructure which will lease the facilities to the corresponding health agency for operation and maintenance.

In May 2025, two additional pieces of legislation were passed, Bill 50 the *Municipal Affairs Statutes Amendment Act* and Bill 51 *Education Amendment Act* to enable the Government of Alberta to own all new Kindergarten to Grade 12 schools, which will be leased to the school jurisdiction to operate and maintain. This change to the ownership model only applies to newly built schools, and does not apply to existing school properties, unless and until a replacement school is built on the property. The ownership



would apply to the school buildings themselves, as well as playgrounds, sports fields and parking lots associated with the school.

From the City's perspective there should be relatively little impact resulting from these changes; however, Administration has identified the following areas of potential concern:

- The *Municipal Affairs Statutes Amendment Act* excludes school lands owned by the Crown from being subject to off-site levies. This means that when a school is built in a new neighbourhood, the City would not be in a position to collect off-site levies on that parcel, even though the City would be obliged to provide utility services.
- The new ownership model may affect the future development of joint school-municipal facilities such as the high school being co-located at the Energy Centre. Over the past several years, the Catholic School Board has expressed interest in locating a new high school at the Energy Centre. If this were to occur under the new legislation, it is foreseeable that the school parcel would have to be subdivided out of the City's land and transferred to the Government of Alberta.
- Under the *Municipal Government Act* (MGA), developers are required to provide up to 10% of the developable area in new subdivisions as municipal reserve to provide space for parks, recreation and schools. Under the MGA, when a school authority determines that a school site was surplus to its needs, it is required to transfer the land to the municipality at an agreed upon price. With the new legislation, future school sites would be owned by the Province, and it is unclear if there is a requirement for the province to offer the site to the municipality if the Minister of Infrastructure determines that the site is not required for other government purposes when it is no longer required as a school.

This matter is brought forward to raise awareness of the potential changes that are likely to impact future development in Cold Lake.

Alternatives:

Information Item

Recommended Action:

Information Item

Budget Implications (Yes or No):

No



Submitted by:
Kevin Nagoya, Chief Administrative Officer

Real Property Governance

Fact Sheet

Alberta Infrastructure is responsible for ensuring all government-owned and leased real property are effectively and transparently managed for the benefit of Albertans. Real property includes facilities, buildings, and titled land.

Modernizing governance of all government-owned and leased real property will provide greater accountability to taxpayers by ensuring these assets are handled in a uniform manner and allow government the option to hold onto real property that have strategic value. Streamlining sales helps support priority projects across government, create revenue and reduce red tape.

Real Property Governance

Real Property Governance (RPG) refers to the modernization of the way real property assets are managed with the intent to improve accountability and transparency. The overall objective for RPG is strengthening the government's ability to support program delivery to Albertans.

A. Real Property Governance Act

The Alberta government enacted the *Real Property Governance Act* (RPGA) to legislate a centralized approach to manage its real property inventory. The centralized approach creates more efficiencies across government and maximizes asset value to the benefit of Albertans.

The RPGA received Royal Assent on May 16, 2024, streamlining the real property inventory and disposals of surplus real property. The RPGA applies to all government ministries and consolidated entities such as government organizations, school jurisdictions and charter schools, post-secondary institutions, health authorities and other entities as listed in Alberta's financial statements.

The RPGA excludes the Office of the Legislative Assembly, Offices of the Legislature, Regulated Funds, and Government Business Enterprises. It takes precedence over conflicting legislation, except for the *Freedom of Information and Protection of Privacy Act*, ensuring consistent governance of public real estate assets.

Requirements of the RPGA

Centralized Inventory System

- Government ministries and consolidated entities must report all owned and leased real property information to Infrastructure, which will then be consolidated into a centralized inventory system.

- This provides a centralized view of the government's owned and leased real property portfolio which ensures informed and efficient decision making.

Offer to Transfer

- When a government ministry or consolidated entity deems real property surplus or no longer required for program use, it must be offered to Infrastructure at net book value. Infrastructure determines whether to accept the offer or reject it, allowing the ministry or consolidated entity to dispose of the real property.
- The RPGA applies to all government ministries and consolidated entities, however, some entities or land are not subjected to Offer to Transfer:
 - Land that does not have a Certificate of Title under the *Land Titles Act* (however, once a title is created, the RPGA will apply).
 - Land currently being used by ministries or consolidated entities for program purposes.
 - Caveats registered on land titles that restricts use of the land will be honoured.

Scope of Regulations

- Regulations may be created to define any term used but not defined in the RPGA and to address any confusion or difficulty in applying the provisions of this act.
- Regulations necessary to exempt specific real property and for the administration of the act may be created.

B. Government Assets Ownership

The overall objective of Real Property Governance is strengthening the government's ability to support program delivery to Albertans. This is achieved through awareness of all assets, holistic decision making, and simplified ownership.

Real property that Infrastructure has acquired, built or owns will be leased to consolidated entities, which will operate and maintain the real property.

Health Facilities Ownership

In April 2025, health facility ownership under Infrastructure was fully implemented. Infrastructure now owns all health facilities previously owned by Regional Health Agencies and leases the facilities to the appropriate health agency for operation and maintenance.

K-12 School Ownership

Bill 50 *Municipal Affairs Statutes Amendment Act*, 2025 and Bill 51 *Education Amendment Act*, 2025 received Royal Assent on May 15, 2025, enabling the Government of Alberta to own all new Kindergarten to Grade 12 (K-12) school real property. This property will be leased to school jurisdictions, including public, separate, francophone and charter, for operations and maintenance.

Ownership Model:

- Infrastructure will own all newly constructed K-12 school real property, including buildings and facilities, playgrounds, sports fields, and parking lots.
- The change in ownership is on a go-forward basis only and will not be applied retroactively.

School Reserve Transfers:

- The transfer of ownership will occur once provincial funding to design and/or build a new school is secured and written notice is provided by the Minister of Infrastructure.

Leasing and Operations:

- New schools will be leased to school jurisdictions to operate and maintain.



Real Property Governance (RPG)-School Ownership

Discussion guide

Background

Bill 50 Municipal Affairs Statutes Amendment Act, 2025, and Bill 51 Education Amendment Act, 2025, received royal assent on May 15, 2025, enabling the province to own all new Kindergarten to Grade 12 (K-12) real property related to new or replacement school projects. The real property includes land, buildings, playgrounds, sports fields, and parking lots. New schools also include buildings that are repurposed as a new school. The legislation will take effect for projects announced in Budget 2025 and onwards.

Infrastructure will assume ownership of all new and replacement K-12 school real property and then lease the property to school jurisdictions (including public, separate, francophone, and charter schools) for operation and maintenance. The transfer of ownership will occur once provincial funding to design and/or build the school is secured, and written notice is provided by the Minister of Infrastructure.

Infrastructure will be responsible for overseeing the transfer of ownership and managing leasing these properties, ensuring better oversight, transparency, and strategic use of assets in alignment with broader government priorities. The separation of ownership and operations allows Infrastructure to use its expertise in real estate, construction, and managing public infrastructure, allowing school jurisdictions to focus on delivering education and maintaining the schools with their specialized knowledge.

Through discussions with impacted stakeholders, Infrastructure is seeking to better understand the potential impacts related to the implementation of the new ownership model. While Infrastructure will own school real property, school jurisdictions will continue to be responsible for the operation and maintenance of the properties through a leasing arrangement.

The legislative amendments introduced through the Municipal Affairs Statutes Amendment Act, 2025 (Bill 50), and the Education Amendment Act, 2025 (Bill 51), provide the framework to implement the new ownership model for all new and replacement K–12 schools.

Bill 50 amendments:

- Clarify definitions including, “Crown”, and align with terms in the *Education Act*.
- Define “school building project” and “school division” consistent with the *Education Act*.
- Exclude Crown land (with school board leasehold interest) from off-site levies.
- Exempt land transfer from school boards to the Crown from public hearing requirements.

Bill 51 amendments:

- An approved new school project provides scope of the project types:
 - new and replacement schools; and

- repurposing of an existing building into a new school
 - All other school building projects are out of scope, including modernizations and renovation.
- New school real property refers to the parcel of land that will be transferred to the province.
 - The Minister of Infrastructure is required to provide written notice of transfer when transfer conditions are met.
 - Upon transfer to the province, the registrar removes the reserve designation from title.
 - The Minister must offer a leasehold interest in the new school to the appropriate board.
- Regulatory Authority is provided to the Minister of Infrastructure as required:
 - ownership transfer of newly built school properties;
 - compensation related to transfers; and
 - leasing school properties to jurisdictions.

The legislative changes do not alter the educational responsibilities of school authorities, which will continue to deliver education programming and operate schools. The legislative changes do not impact existing schools or properties owned by school authorities. They apply only to schools that received capital funding in Budget 2025 and onward.

Site servicing, day-to-day implementation and other operational frameworks of the agreements will continue to be between municipalities and school boards. Joint Use and Planning Agreements (JUPAs) will continue to be developed between municipalities and school jurisdictions as required under legislation.

This session will provide stakeholders with information regarding ownership and leasing changes, clarify roles and responsibilities, and allow Infrastructure to understand potential impacts and consequences that will need to be considered throughout implementation.

This guide outlines background and context, the key elements of RPG School Ownership and a framework for discussions. The guide is meant to support stakeholders' understanding in preparation for the session.

Objectives:

- Communicate the change in school real property ownership for new and replacement K-12 schools beginning in 2025 and going forward.
- Understand implementation challenges/concerns and identify opportunities for an effective and seamless implementation of the new ownership model that does not impact the operations or maintenance of schools.

What is Changing?

- Infrastructure will own all new K-12 school real property (land, buildings, parking lots, playgrounds, sports fields) and lease to school jurisdictions for operation and maintenance.
- The transfer of ownership will occur once provincial funding to design and/or build the school is secured, and written notice is provided by the Minister of Infrastructure.
- The ownership policy is **not retroactive**; existing school properties and school capital projects that received capital funding approval prior to Budget 2025 will remain unaffected.

Key Discussion Themes

As Infrastructure transitions to the new model for K-12 school ownership, we aim to gather feedback and insights to inform the implementation process. The goal is to ensure that the transition to the new ownership model is smooth, efficient, and in alignment with broader government objectives regarding the management of the public real estate portfolio.

The following themes are designed to better understand the practical implications of the transition and guide the development of a successful implementation strategy. We encourage stakeholders to reflect on each theme to help us identify key considerations and potential challenges as we move forward.

Ownership Changes:

This ownership model will not remove the ability for school jurisdictions to operate, hire teachers, plan for future school sites, and assess the education needs for the children of Alberta.

We anticipate questions and discussion on:

- future planning and reserve designations
- scope and timing of the ownership changes, including the written notice provided by the Minister of Infrastructure
- impacts on school construction process
- partnership space ownership and funding responsibilities

Leasing:

Infrastructure will manage lease agreements with school jurisdictions, offering a leasehold interest structure. The lease will include provisions around operations, maintenance, usage, and other responsibilities.

We anticipate discussion and questions on:

- Maintenance and renewal funding
- Insurance and liability responsibilities
- Length and termination provisions
- Joint usage or ability to sub lease

Legislative and other amendments to enable ownership model:

Amendments to the *Education Act* and *Municipal Government Act* enable the proposed change in ownership and provide the overall framework to operationalize the new ownership model. These changes will require further consideration to ensure the appropriate scope is implemented.

We anticipate discussion and questions on:

- the definitions of new school real property
- compensation
- Joint Use and Planning Agreements (JUPAs) between school jurisdictions and municipalities

Overall implementation:

This guide is not intended to be exhaustive of all the implementation requirements. Additional time will also be provided during the session to address further implementation considerations related to the new ownership model.

Thank you for reviewing this guide prior to our session.

Real Property Governance: K-12 School Ownership Changes

Infrastructure/Education and Childcare/
Municipal Affairs

Spring 2025



Agenda

- Background and Context
- Objectives
- Discussion Themes
- Next Steps
- Wrap Up and Questions

Background

- Bills 50 and 51 received Royal Assent on May 15, 2025, enabling Infrastructure to own all new and replacement K-12 school real property.
- Real property includes school buildings, playgrounds, parking lots, and sports fields, which will be leased to school jurisdictions for operation and maintenance.
- Transfer of ownership occurs after provincial funding is secured and written notice to transfer is issued by the Minister of Infrastructure.

Bill 50: Municipal Affairs Statutes Amendment Act, 2025

- Clarifies definitions including, “Crown”, and aligns with terms in the *Education Act*.
- Defines “school building project” and “school division” consistent with the *Education Act*.
- Excludes Crown land (with school board lease) from off-site levies.
 - ensures original intent of off-site levy exemptions extends to leased land.
- Exempts land transfer from school boards to the Crown from public hearing requirements.
- Supports Infrastructure’s ability to own and convert school reserve land post-transfer.
- The amendments come into force starting with the 2025 fiscal year.

Bill 51: Education Amendment Act, 2025

- An approved new school project provides scope of the project types:
 - new and replacement schools; and
 - repurposing of an existing building into a new school.
 - All other school building projects are out of scope, including modernizations and renovation.
- New school real property refers to the parcel of land that will be transferred to the Province.
- Transfer of new school real property provides the framework for the change in ownership:
 - The Minister of Infrastructure is required to provide written notice of transfer when conditions are met.
 - Upon transfer to the Province, the registrar is to remove the reserve designation from title.
 - The Minister must offer a leasehold interest in the new school to the appropriate board.

Bill 51: Education Amendment Act, 2025

- Clarifying definitions, such as the Crown, were added.
- Regulatory Authority is provided to the Minister of Infrastructure as required:
 - ownership transfer of newly built school properties;
 - compensation related to transfers; and
 - leasing school properties to jurisdictions.
- The amendments come into force following the coming into force of the *Appropriation Act, 2025*.
- The legislation also ensures consistent application of definitions between the *Education Act* and the *Municipal Government Act*.

Objectives

- To obtain stakeholder input with respect to implementation to ensure seamless transition without impact to operations.
- **Focus Areas:**
 - ***Ownership Changes:*** Process impacts, scope and timing, and application of written notice;
 - ***Leasing:*** Clarify leasing provisions and responsibilities under the new ownership and leasing framework; and
 - ***Legislative and Other Amendments:*** Discussion on amendments and Joint Use and Planning Agreements (JUPAs).

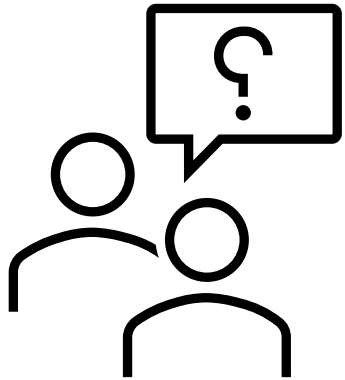
Discussion Themes

Ownership Changes



- Future planning and reserve designations
- Written Notice to Transfer
- Scope of ownership
- Partnership/shared ownership considerations and municipal interests

Leasing



- Insurance and liability
- Joint usage
- Subleases

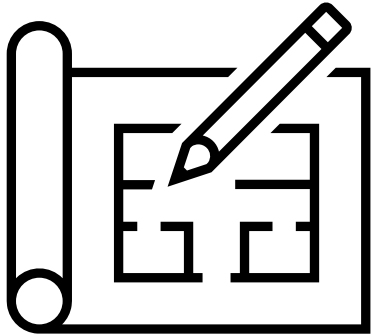
Legislative and Other Amendments



- Definitions of new school real property
- Compensation
- Joint Use and Planning Agreements (JUPAs)

Implementation

- Other considerations?



Next Steps

- Follow-up survey for additional feedback.
- We are happy to respond to you via email.
 - infra.policy@gov.ab.ca
- Thank You! We appreciate your input and collaboration to make this transition successful.

Wrap Up and Questions?





STAFF REPORT

Title: Letter - Minister of Education and Childcare - Childcare Affordability Funding

Meeting Date: September 16, 2025

Executive Summary:

Further to the June 10, 2025 regular meeting of Council, the City of Cold Lake has received a response to its concerns relating to changes to the Government of Alberta - Child Care Affordability Grant. The change is relating to the Government of Alberta now targeting Affordability Grant eligibility for for-profit spaces to specific municipalities only that are considered high waitlist communities. The Government has pre-selected Grande Prairie, Red Deer, Lethbridge, Fort McMurray, and Canmore/Banff as municipalities that have high waitlist in the province.

Despite that the City of Cold Lake having evidence of higher waitlists in comparison to some of the list, based on the letter from the, no changes will be made at this time. The decision is relating to the Government of Canada Grant Program. It is understood that the Government of Alberta will be renegotiating the funding terms with the Government of Canada this fall/winter season.

Background:

MLA Cyr has been very much supportive of the concerns raised of which on May 26, 2025, the City of Cold Lake received correspondence from MLA Cyr requesting for a letter from the City of Cold Lake to support his offices letter to the Demetrios Nicolaides, Minister of Education and Child Care.

Further to the above, MLA Cyr has secured a meeting with Demetrios Nicolaides Minister of Education on June 16, 2025, for Mayor Copeland to discuss urgent childcare issues in Cold Lake. The issue can be summarized in a statement made by the Government of Alberta explaining the reasons for the change:

The Canada-Alberta Canada-Wide Early Learning and Child Care Agreement (CACWELCC) signed in November 2021 placed a cap on the number of for-profit spaces eligible for federal funding. Unless the Government of Canada adjusts the cap, Alberta could reach it this Summer. This means difficult decisions must be made about how to best use the remaining funded for-profit spaces to prioritize child care accessibility for families where it is needed most.

Further to the above statement, the Government of Alberta has advised that as of May 15, 2025 (on the date of the letter), Alberta is targeting Affordability Grant eligibility for



for-profit spaces of which affordability funding will only be available for-profit programs when:

- a newly licensed program opens on or before September 30, 2025, in the high waitlist communities of Grande Prairie, Red Deer, Lethbridge, Fort McMurray, and Canmore/Banff, or

Administration was not provided any information on what parameters were used to establish the above targeted list of communities, as it relates to high waiting lists. It doesn't appear that the City of Cold Lake itself was ever engaged.

Further to the June 10, 2025 regular meeting, feedback from various childcare providers', stakeholders, the waiting list in the community quantified at 437 (documented) for a community of 16,302 (updated as of April 1, 2025). These numbers include "daycare" and "out-of-school care". We've attached the analysis for reference purposes.

In summary, those willing to share their waiting lists and turnover rates, the average waiting time for childcare averages around 1 ½ to 2 years. Waiting times are qualified based on childcare needs, age groups, and organization.

Administration provided one specific comparison of interest being the City of Lethbridge is one of the municipalities on the high priority waiting list. *Based on the "Canadian Centre for Policy Alternatives say a community needs at least 33% coverage to be considered as having adequate childcare coverage. This means that Lethbridge has a childcare gap of approximately 620 spaces."*

The ratio is of interest being Lethbridge is a community of approx. 106,600 and Cold Lake is community of approx. 16,300. We're not taking the position that Lethbridge doesn't have a problematically high waiting list however we are demonstrating that Cold Lake should probably be on such list as well, if that is the case.

A quick executive summary can be found using the following link:

[Childcare Needs Assessment | Get Involved Lethbridge](#)

Further, the City of Lethbridge Childcare Needs Assessment Final Report is included in the following link:

[405e6a6bb3caf0374993ba68f2f2ba65 Attachment 1 - Lethbridge Childcare Needs Assessment.pdf](#)

The final report does have several qualifiers and other perspectives built into the report.



Alternatives:

This report has been generated as a briefing note for Council's committee. Council may wish to issue a follow-up letter, if desired.

Recommended Action:

This report has been generated as a briefing note for Council's committee.

Budget Implications (Yes or No):

Submitted by:

Kevin Nagoya, Chief Administrative Officer



OFFICE OF THE MAYOR

June 11, 2025

The Honourable Demetrios Nicolaides, Minister of Education and Childcare
228 Legislature Building
10800 – 97 Avenue
Edmonton, AB
T5K 2B6

Via email: education.minister@gov.ab.ca

Demetrios
Dear Minister Nicolaides,

The City of Cold Lake has recently been made aware of the eligibility requirements for the province's Child Care Affordability Grant, which include a narrow list of approved "high-waitlist communities." The City of Cold Lake has turned its attention to the local need for childcare, which is significant. In a community of roughly 16,000 people, our local childcare providers have informed us that a total of 437 children are on local waiting lists for childcare spaces. Our community is made up of a significant portion of men and women serving in the Canadian Armed Forces, as well as men and women employed in the oil and gas sector.

Not only do these fields of employment have a unique impact on our province's and our country's economy and interests, but they also come with challenges for young families whose parents are often called upon to deploy overseas or work in camps away from home for extended periods.

As we are sure you are aware, having an adequate and affordable supply of childcare spaces allows parents to more fully participate in the economy while also socializing children and preparing them for schooling. A community with adequate childcare can attract and retain more professionals and businesses. The social and economic impact that adequate and affordable childcare can have in a community is significant and cannot be understated.

While the City of Cold Lake commends the Government of Alberta for its efforts to create more childcare spaces and more affordable childcare, we cannot help but feel that we have been disadvantaged by being left off of the list of "high-waitlist communities." This is especially true when we compare the number of families on a waitlist in Cold Lake to the waitlists in the communities who have been deemed eligible.

We are aware of one business owner whose plans to create additional childcare spaces in Cold Lake have been negatively impacted by the decision to leave Cold Lake off the eligibility list, setting back not only the individual business owner's personal business plans, but the hopes of potentially hundreds of families who are waiting for childcare.



OFFICE OF THE MAYOR

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Given the pervasive need for childcare across the province and the negative impact that recent decisions have had on our community, we are hoping for an opportunity to discuss what might be done to support childcare more broadly, to bring a clear picture of the need for childcare spaces in Cold Lake to your attention, and to better understand how the Government selected the select municipalities for childcare grant funding.

We are available to meet at your earliest convenience and thank you for your efforts and your attention to this matter.

Yours sincerely,

Craig Copeland
Mayor

CC: Council
Kevin Nagoya, CAO
Mr. Scott Cyr, MLA for Bonnyville-Cold Lake-St. Paul

RECEIVED

JUL 18 2025

*cc'd Mayor, Council
+ CAO*

CITY OF COLD LAKE *07/21/25*

AR 130755

July 18, 2025

His Worship Craig Copeland
Mayor
City of Cold Lake
5513 - 48 Avenue
Cold Lake AB T9M 1A1

Dear Mayor Copeland:

Thank you for your letter regarding the recent announcement on for-profit childcare space allocation and eligibility for affordability funding, particularly as it relates to childcare needs in Cold Lake.

As Minister of Education and Childcare, I welcomed the opportunity to meet with you, Bonnyville-Cold Lake-St. Paul MLA Scott Cyr, Municipal District of Bonnyville Reeve Barry Kalinski, and Colonel Mark Hickey on June 16, 2025, to discuss the impacts specific to childcare providers in Cold Lake and the Municipal District of Bonnyville.

I value you sharing information about the unique childcare pressures faced by the Municipal District of Bonnyville, as well as our discussion on the City of Cold Lake's recent announcement on the municipally funded Child Care Space Incentive Program that will be launched in your community.

I appreciated the opportunity to learn more about Cold Lake's specific childcare needs, and I want to assure you that I remain committed to listening to and working with communities like yours as we continue implementing the Canada-Alberta Canada-Wide Early Learning and Child Care Agreement. Alberta's government is committed to supporting access to affordable, accessible, and inclusive childcare for families across the province.

The Canada-Alberta Canada-Wide Early Learning and Child Care Agreement and Alberta's Cost Control Framework and For-Profit Expansion Plan, announced in January 2023, placed a cap on the number of for-profit spaces eligible for federal funding. Alberta is expected to reach this cap in summer 2025. As a result, funding eligibility for new for-profit programs has been targeted.

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Alberta is committed to negotiating a new early learning and childcare agreement with the federal government before the current agreement expires on March 31, 2026.

Alberta also remains fully committed to including for-profit programs in our childcare system, and to advocating for adjustments to the cap on for-profit spaces. This would allow new licensed for-profit providers to access affordability funding in the future.

The targeted eligibility approach for for-profit affordability funding will be reassessed in fall 2025, and any updates will be shared at that time. Depending on the outcome of federal negotiations, it is possible that no additional for-profit spaces will become eligible for affordability funding. In cases where for-profit programs may be considering transitioning to non-profit corporations, we recommend these programs seek legal and accounting advice.

If you require further information, please contact jet.childcareconnect@gov.ab.ca and include "For-Profit Space Allocation" in the subject line.

I hope this information is helpful, and I commend you for your continued advocacy on behalf of childcare providers and families in Cold Lake.

Best,

A handwritten signature in black ink, appearing to read "Demetrios Nicolaides".

Demetrios Nicolaides ECA PhD
Minister of Education and Childcare

cc: Scott Cyr, MLA, Bonnyville-Cold Lake-St. Paul



STAFF REPORT

Title: Repositioning the Cold Lake Barge

Meeting Date: September 16, 2025

Executive Summary:

His Worship Mayor Copeland has requested City Council discussion the matter of the Cold Lake Barge be place on the Corporate Priorities Committee agenda. Mayor Copeland would like to see the City approve of the permanent relocation of the Cold Lake Barge. With engineering, environmental approvals and some construction will be necessary this winter when the lake is ice covered, time is of the essence and Council approval with necessary budget would need to occur imminently.

The placement of the Cold Lake Barge would be adjacent to the Cold Lake Marina for the use of float planes and fishing.

A draft diagram has been attached for reference purposes.

Background:

Administration has not had the opportunity to review the proposal in more depth to provide comments and cost estimates. The following could be some idea of costs:

- Engineering Drawings and Approvals +/- \$25,000 (DFO, AEP, Water Act, Navigable Waters, foundation securement design);
- There is uncertainty on any Transport Canada requirements and certifications
- Barge Placement +/- \$15,000 (Time and Materials)
- A bridge structure is likely very costly therefore perhaps the purchasing of additional float dock systems would be more cost effective +/- \$35,000 (based on previous quote from Candock)

The above approach and costs would be +/- 50% without going into further details. That said, this can be achievable, if supported by City Council.

There will likely also be insurance premium impacts that are not known at this time.

Subject to Council support, administration will attempt to provide a more refined budget for the Council meeting.



Alternatives:

Council may consider the following options:

1. Pass or defeat a motion recommending that Council direct administration to the commence with the necessary approvals to permanently relocate the annual placement of the Cold Lake Barge from Kinosoo Beach to the out Cold Lake Marina capable of receiving floating aircraft.

Recommended Action:

That the Corporate Priorities Committee of Council recommend that Council direct Administration to commence with the necessary approvals to permanently relocate the annual placement of the Cold Lake Barge from Kinosoo Beach to the Cold Lake Marina capable of receiving floating aircraft.

Budget Implications (Yes or No):

Yes

Submitted by:

Kevin Nagoya, Chief Administrative Officer



