

June 30, 2025

3:00 PM

Council Chambers, City Hall

ATTENDEES

Mayor J. Clayton, G. Berg, G. Blackmore, D. Bressey, M. O'Connor, K. O'Toole, W. Pilat, C. Thiessen

*All City of Grande Prairie public meetings of Council are accessible to the public as a live stream broadcast through our website at: [Meeting Webcast / City of Grande Prairie \(cityofgp.com\)](#)*

*Anyone wishing to attend to speak as a delegate must contact Legislative Services at [AgendaAdmin@cityofgp.com](mailto:AgendaAdmin@cityofgp.com) to submit their presentations in advance. Delegates have the option of attending in person or via remote access.*

---

1. CALL TO ORDER
2. NATIONAL ANTHEM
3. LAND ACKNOWLEDGEMENT
4. ADOPTION OF PREVIOUS COUNCIL MEETING MINUTES

4.1 City Council Meeting

**Recommendation:**

Council adopt the minutes of the City Council meeting held June 16, as presented.

5. ADOPTION OF AGENDA

**Recommendation:**

Council adopt the Agenda as presented.

6. DELEGATIONS

6.1 Prairie Gallery Society

6.2 Brooks Hoffos

## 7. REPORTS

### 7.1 Declaration of Insufficiency of Petition

**Recommendation:**

Council receive the Declaration of Insufficiency of Petition for information.

### 7.2 AB Munis Resolution - Electricity Distribution

## 8. COMMITTEE BUSINESS

### 8.1 Council Committee of the Whole

**Recommendation:**

Council adopt the minutes of the Council Committee of the Whole meeting held June 23 & 24, as presented.

#### 1. Grande Prairie Airport Economic Framework

**Recommendation:**

Committee recommend Council direct Administration to enter into discussions for a non-binding Memorandum of Understanding with Edmonton International Airport (YEG) to advance an alliance between the City and YEG in consultation with the Grande Prairie Airport Commission, in accordance with the following principles and expectations:

- City retains full ownership of the Grande Prairie Airport; and
- The Alliance is mandated to:
  - Improve the passenger experience by exploring opportunities for economic corridor development;
  - Maximize the economic potential of the GPA by optimizing potential development and real estate opportunities;
  - Collaborate on regional economic development initiatives, supporting the City's efforts to grow and expand a diversified commercial and industrial base;
  - Explore new and emerging technologies and processes to improve and streamline GPA operations; and
  - Liaise with key community and business stakeholders to understand market demands and potential growth opportunities.

2. Community Enhancement Funding - Project Feasibility Review

**Recommendation:**

Council approve Project 2, Option 1 - Tree Grove Installations, Three Large Groves and One Small Grove.

**Recommendation:**

Council approve Project 3, Option 2 - Beautification of the Triangle Median, Bioswaled Median.

**Recommendation:**

Council approve Project 5 - 100 Avenue/100 Street Parkette, in the amount of up to \$35,000.

**Recommendation:**

Council approve Project 7 - Muskoseepi Pavilion Dock & Fence.

3. Canada Day Parade Marshall

**Recommendation:**

Council appoint Doug Edey as the Canada Day Parade Marshall.

4. South Bear Creek Driving Range

**Recommendation:**

Council approve \$30,000 from the Future Expenditures Reserve to execute an environmental, geotechnical, and geophysical assessment at the Bear Paw Driving Range.

5. South Bear Creek Park Beach Volleyball Expansion

**Recommendation:**

Council direct Administration to enter into a construction agreement with the Beach Volleyball Club, with terms and conditions satisfactory to the City Manager and City Solicitor, and commit \$200,000 to construction costs, to be funded as follows:

- \$28,500 from the Alberta Games Legacy Fund;
- \$57,500 from the Council Strategic Initiatives Fund; and
- \$114,000 from the Future Expenditures Reserve.

6. Municipal Fee Rebate Program

**Recommendation:**

Council approve the following:

1. Increase the total funds available for the Municipal Fee Rebate from \$1 million to \$1.6 million;

2. That the remaining \$139,300 in unallocated funds from the Economic Recovery Fund be allocated to the Municipal Fee Rebate program;
3. That \$51,358 from the disbanded Training and Marketing Grant programs be allocated to the Municipal Fee Rebate program;
4. That the remaining \$172,380 in unallocated funds from the Development Incentives and Grants (DIG) program be allocated to the Municipal Fee Rebate program; and
5. That \$236,962 be allocated to the Municipal Fee Rebate program from the Financial Stabilization Reserve.

## 8.2 Investment & Strategy Committee

### **Recommendation:**

Council adopt the minutes of the Investment & Strategy Committee meeting held June 24, as presented.

### 1. Fibre Optics: Broadband Analysis Update

#### **Recommendation:**

Council direct Administration to implement the identified priorities, including:

- Adopting a minimum service level objective of 100 Mbps download and 20 Mbps upload;
- Continuing the Fibre Optics Fee Rebate Program;
- Finalizing the Municipal Access Agreement template with improved clarity and transparency;
- Establishing clear points of contact for service provider communication; and
- Reviewing municipal policies to support future broadband and wireless infrastructure development.

#### **Recommendation:**

Council allocate the remaining \$47,000 from the Richmond Industrial Strategy capital project to support the assessment and potential advancement of fibre infrastructure improvements within the area.

### 2. Grande Prairie Regional Tourism Association Funding Request

#### **Recommendation:**

Council support the request from the Grande Prairie Regional Tourism Association



and allocate \$20,000 from Council's Strategic Initiatives Fund for development of an International Business Events Attraction Strategy.

8.3 Financial & Administrative Services Committee

**Recommendation:**

Council adopt the minutes of the Financial & Administrative Services Committee meeting held June 24, as presented.

8.4 Public & Protective Services Committee

**Recommendation:**

Council adopt the minutes of the Public & Protective Services Committee meeting held June 24, as presented.

1. Traffic Bylaw Amendment C-1166M

**Recommendation:**

Council give three readings to Bylaw C-1166M, being an amendment to the Traffic Bylaw.

8.5 Operational Services Committee

**Recommendation:**

Council adopt the minutes of the Operational Services Committee meeting held June 24, as presented.

9. **CORRESPONDENCE**

9.1 Alberta Forestry and Parks

10. **DELEGATION BUSINESS**

11. **NOTICE OF MOTION**

12. **RECESS**

13. **DELEGATIONS**

14. **UNFINISHED BUSINESS**

15. **PUBLIC HEARINGS**

16. **DELEGATION BUSINESS**

17. **COUNCIL MEMBER REPORTS**

18. **ADJOURNMENT**



**MINUTES OF THE CITY OF GRANDE PRAIRIE  
COUNCIL MEETING**

**June 16, 2025, 3:00 P.M.  
Council Chambers, City Hall**

**PRESENT**

J. Clayton	Mayor
M. O'Connor	Councillor
W. Pilat	Councillor
G. Berg	Councillor
K. O'Toole	Councillor
D. Bressey	Councillor
C. Thiessen	Councillor
G. Blackmore	Councillor

**ALSO PRESENT**

S. Bourke	City Manager
D. Whiteway	Chief Financial Officer
B. Glavin	Chief Operating Officer
D. Lemieux	Chief Public & Protective Services Officer
P. Bailey	Chief Strategy Officer
J. Freeman (virtual)	City Solicitor
A. Van Beekveld	Council Committee Coordinator
K. Biberdorf	Director of Community Connections
C. Esau	Manager of Community Connections
C. Ridgeway	Director of Events & Programming

**1. CALL TO ORDER**

The Mayor called the meeting to order at 3:02 p.m.

**2. NATIONAL ANTHEM**

**3. LAND ACKNOWLEDGEMENT**

**4. ADOPTION OF PREVIOUS COUNCIL MEETING MINUTES**

4.1 City Council Meeting

**MOVED** by G. Berg

Council adopt the minutes of the City Council meeting held June 2, as presented.

**CARRIED (8 to 0)**

**5. ADOPTION OF AGENDA**

**MOVED** by K. O'Toole

Council adopt the Agenda as presented.

**CARRIED (8 to 0)**

**6. DELEGATIONS****6.1 Veterans Memorial Gardens & Interpretive Centre**

Renee Charbonneau and Wanda Zenner, representatives of the Veterans Memorial Gardens & Interpretive Centre, were present to request that the City provide water free of charge for the Veterans Memorial Gardens Community Garden.

**7. REPORTS****7.1 Aquatera Board Appointments - Verbal**

**MOVED by W. Pilat**

Council authorize the Mayor to vote in favour of endorsing the recommendations of the Aquatera Board for the following appointments: Cal Watson and Christine Gillespie for a three-year term each to the Board.

**CARRIED (8 to 0)**

**7.2 AB Munis Resolution**

**MOVED by G. Blackmore**

Council endorse the "Electricity Distribution Costs" Alberta Municipalities Resolution.

**CARRIED (8 to 0)**

**7.3 Community Group Funding Recommendations**

**MOVED by M. O'Connor**

Council approve the 2026 Operational Funding as presented in Table 1 - Option 2.

**MOVED by G. Blackmore**

Council amend the motion to strike "Option 1" and insert "Option 2".

**CARRIED (8 to 0)**

**Vote on Main Motion as Amended.**

**CARRIED (8 to 0)**

**MOVED by M. O'Connor**

Council approve the 2026 Community Group Funding - Option 2 operating grant allocations as presented in Attachment 1.

**MOVED by G. Blackmore**

Council amend the motion to strike "Option 1" and insert "Option 2".

**CARRIED (8 to 0)**

**Vote on Main Motion as Amended.**

**CARRIED (8 to 0)**

**MOVED by G. Blackmore**

Council defer the 2026 Capital funding requests to 2026 budget deliberations as presented in Attachment 2.

**CARRIED (8 to 0)**

## **8. COMMITTEE BUSINESS**

### **8.1 Investment & Strategy Committee**

**MOVED by M. O'Connor**

Council adopt the minutes of the Investment & Strategy Committee meeting held June 10, as presented.

**CARRIED (8 to 0)**

#### **8.1.1 2022-2025 Strategic Priorities Progress Update Q1 2025**

**MOVED by M. O'Connor**

Council receive this report for information.

**CARRIED (8 to 0)**

#### **8.1.2 Grande Prairie Storm Loan Repayment**

No action was taken on this item.

#### **8.1.3 Meeting Highlights**

Councillor O'Connor provided highlights from the Investment & Strategy Committee meeting.

### **8.2 Operational Services Committee**

**MOVED by W. Pilat**

Council adopt the minutes of the Operational Services Committee meeting held June 10, as presented.

**CARRIED (8 to 0)**

#### **8.2.1 Bylaw C-1483 Cemeteries Bylaw and Policy 608 Memorial Tree & Bench Policy**

**MOVED by W. Pilat**

Council give first reading to Bylaw C-1483, being the Cemeteries Bylaw.

**CARRIED (8 to 0)**

Bylaw C-1483 was read for the first time.

**MOVED by W. Pilat**

Council give second reading to Bylaw C-1483.

**CARRIED (8 to 0)**

Bylaw C-1483 was read for the second time.

**MOVED by W. Pilat**

Council have third reading of Bylaw C-1483 at this meeting.

**CARRIED (8 to 0)**

**MOVED by W. Pilat**

Council give third reading to Bylaw C-1483, being the Cemeteries Bylaw.

**CARRIED (8 to 0)**

Bylaw C-1483 was read for the third time and finally passed.

**MOVED by W. Pilat**

Council approve Policy 624, being the Cemetery Policy, as presented.

**CARRIED (8 to 0)**

**MOVED by W. Pilat**

Council approve amendments to Policy 608, being the Memorial Tree & Bench Policy, as presented.

**CARRIED (8 to 0)**

8.2.2 Meeting Highlights

Councillor Pilat provided highlights from the Operational Services Committee meeting.

8.3 Public & Protective Services Committee

**MOVED by C. Thiessen**

Council adopt the minutes of the Public & Protective Services Committee meeting held June 10, as presented.

**CARRIED (8 to 0)**

8.3.1 Hansen Lincoln Field Naming Rights Renewal

**MOVED by C. Thiessen**

Council approve the extension of the naming rights for the CKC Turf Field, located at 10511 - 68 Ave, to Hansen Lincoln for an additional five-year term, with the terms and conditions outlined in this report.

**CARRIED (8 to 0)**

8.3.2 Policy 364 - Family and Community Support Services (FCSS) Funding

**MOVED by C. Thiessen**

Council approve Policy 364, being the Family & Community Support Services Funding Policy, as presented.

**CARRIED (8 to 0)**

**MOVED by W. Pilat**

Council direct Administration to bring a report to the appropriate Standing Committee showing what percentages other mid-sized cities are contributing to Family & Community Support Services funding.

**CARRIED (8 to 0)**

8.3.3 Meeting Highlights

Councillor Thiessen provided highlights from the Public & Protective Services Committee meeting.

8.4 Council Committee of the Whole

**MOVED by C. Thiessen**

Council adopt the minutes of the Council Committee of the Whole meeting held June 11, as presented.

**CARRIED (8 to 0)**

8.4.1 SCORES Agreement

**MOVED by M. O'Connor**

Council approve the updated Standing Committee on Recreation and Education Services (SCORES) Agreement in principle, and direct Administration to execute the agreement, containing terms and conditions satisfactory to the City Manager and City Solicitor.

**CARRIED (8 to 0)**

**9. UNFINISHED BUSINESS**

9.1 Bylaw C-1478 - Borrowing Bylaw for Montrose Cultural Centre

**MOVED by G. Berg**

Council give second reading to Bylaw C-1478, being a Borrowing Bylaw.

**CARRIED (8 to 0)**

Bylaw C-1478 was read for the second time.

**MOVED by G. Berg**

Council give third reading to Bylaw C-1478, being a Borrowing Bylaw.

**CARRIED (8 to 0)**

Bylaw C-1478 was read for the third time and finally passed.

**10. CORRESPONDENCE**

**11. DELEGATION BUSINESS****11.1 Veterans Memorial Gardens & Interpretive Centre**

**MOVED by D. Bressey**

Council receive the delegation presentation for information.

**CARRIED (8 to 0)**

**12. NOTICE OF MOTION****13. RECESS**

Council did not recess the meeting.

**14. DELEGATIONS****15. PUBLIC HEARINGS****16. DELEGATION BUSINESS****17. COUNCIL MEMBER REPORTS**

Councillor Blackmore highlighted the FCM Conference, the Invest Grande Prairie Hospitality & Tourism Mixer, the Work NW Alberta luncheon, the Catholic Women's League Alberta Mackenzie Provincial Convention, the 7 over 70 Awards of Distinction Celebration, the Staff Appreciation BBQ, the Budget Engagement sessions, and the stakeholder meeting with Ovintiv.

Councillor Thiessen highlighted the Indigenous Graduate Honouring Ceremony & Cultural Evening at the Grande Prairie Composite High School, the Day of Friendship event including painting of the Every Child Matters Crosswalk, a tour of the Grande Prairie Friendship Centre, the 7 over 70 Awards of Distinction Celebration, the Grande Spirit Friends of the Foundation meeting, the Budget Engagement sessions, the Staff Appreciation BBQ, and the Grande Prairie Army Cadets Ceremonial Review.

Councillor Bressey highlighted the AB Munis tour of Municipal Councils in southern Alberta, the Northern Alberta Elected Leaders meeting, the Northwestern Polytechnic Convocation Ceremony, the Philippine Flag Raising, and the film screening of "Pride vs. Prejudice - the Delwin Vriend Story".

Councillor O'Toole highlighted the Invest Grande Prairie Hospitality & Tourism Mixer, the class visits from Ecole St. Gerard, the meet and greet with the Downtown Association's new Executive Director Hywel Williams, the Upper Smoky Draft Plan Review meeting, the Work NW Alberta luncheon, the Day of Friendship event including painting of the Every Child Matters Crosswalk, the Grovedale Old-Time Music Festival, the 7 over 70 Awards of Distinction Celebration, the stakeholder meeting with Ovintiv, the Budget Engagement sessions, a 2025 Special Olympics Summer Games Board meeting, the Staff Appreciation BBQ, the ribbon cutting at Mary Brown's Chicken, and the Northwestern Polytechnic Convocation Ceremony.

Councillor Pilat highlighted the class visits from Ecole St. Gerard, the Invest Grande Prairie Hospitality & Tourism Mixer, the stakeholder meeting with Ovintiv, the Staff Appreciation BBQ, Striving for Nursing Excellence Golf Tournament, the Northwestern Polytechnic Golf Classic, the Odyssey House Sunrise House Golf Tournament, and the Philippine Flag Raising.

Councillor Berg highlighted the Grande Prairie Regional Tourism Association AGM and Mixer, the Grande Prairie Public Library Board meeting, the Budget Engagement sessions, the Staff Appreciation BBQ, and the upcoming Youth Advisory Council meeting.

Councillor O'Connor highlighted the class visits from Ecole St. Gerard, the Invest Grande Prairie Hospitality & Tourism Mixer, the Upper Smoky Draft Plan Review meeting, the Inter-City Forum on Social Policy meeting, the Here Comes Summer event, the 7 over 70 Awards of Distinction Celebration, the Budget Engagement sessions, the Staff Appreciation BBQ, the stakeholder meeting with Ovintiv, the inaugural Men's Shed Father's Day Brunch, the ribbon cutting at Mary Brown's Chicken, and the Filipino Cultural Heritage & Music Festival.

Mayor Clayton highlighted the Youth Advisory Council stakeholder meeting, the Provincial Announcement regarding police funding, the Bust Out BBQ, the Grassroots Indigenous Business Mixer, the City's Stompede Pancake Breakfast, a meeting with the UCP Caucus regarding advocacy priorities, a meeting with ATCO Energy, the Ken Sargent House sod turning event, the FCM Conference, the Grande Prairie and Area Council on Aging event in celebration of Seniors Week, the Rainbow Crosswalk Painting and BBQ, the Invest Grande Prairie Hospitality & Tourism Mixer, the Upper Smoky Draft Plan Review meeting, a meeting with Dawson Creek's Mayor and CAO, the Work NW Alberta Luncheon, the Day of Friendship event including painting of the Every Child Matters Crosswalk, the Northwestern Polytechnic Golf Classic, the Indian Relay Races, the 7 over 70 Awards of Distinction Celebration, the Budget Engagement sessions, the stakeholder meeting with Ovintiv, the Global Energy Show, a meeting with the President of Northwestern Polytechnic, the Odyssey House Sunrise House Golf Tournament, the Filipino Cultural Heritage & Music Festival, the Lemonade Day event, and the Grande Prairie Army Cadets Ceremonial Review.

## **18. ADJOURNMENT**

The Mayor declared the meeting adjourned at 5:25 p.m.

---

Mayor

---

Council Committee Coordinator





## Delegation Request

### Meeting Information

**This form is requesting to provide information to be addressed in:** City Council Evening Session (Begins at 6:00pm)

**Meeting Type:** In Person (Council Chambers)

**Requested Date of Appearance:** June 30, 2025

### Contact Information

**Name:** Murray Quinn

**Address:** [REDACTED]

**Province:** AB

**Phone:** [REDACTED]

**City:** Grande Prairie Alberta

**Postal Code:** [REDACTED]

**Email:** [REDACTED]

**How would you like to be addressed? (ie. Title or preferred pronouns)**

**Are you speaking on behalf of a group or community association?:** Yes

**If yes, what is the name of the group you represent:** Prairie Gallery Society (Art Gallery of Grande Prairie)

**Are you authorized to speak on behalf of this group:** Yes

### Topic of Discussion

**Have you spoken to an employee of the City regarding your topic?:** Yes

**If yes, what was the last department you have spoken to?:** Corporate Facility Management

**Is this is a request for funding?:** No

**If yes, have you submitted your request through the appropriate City department?:**

**Is this an agenda item at the meeting?:** No

**If yes, please define agenda item:**

**Please describe your topic in three sentences or less:**

Montrose Cultural Centre Remediation project.

**What outcome would you like to see as a result of this meeting?**

Information sharing.

*Please note that your name, comments, and additional submission material will be made publicly available in the Council agenda, and meetings will be livestreamed and posted for public viewing. Your personal email address and/or phone number will not be included in the public record.*

*Comments and materials that are disrespectful or do not contain required information may not be included.*

**I have read and understand the above statement:** true

Submitted Mon Jun 23 19:47:34 GMT 2025



## Delegation Request

### Meeting Information

**This form is requesting to provide information to be addressed in:** City Council Evening Session (Begins at 6:00pm)

**Meeting Type:** In Person (Council Chambers)

**Requested Date of Appearance:** June 30, 2025

### Contact Information

**Name:** Shauna Hoffos

**Address:** [REDACTED]

**Province:** AB

**Phone:** [REDACTED]

**City:** Grande Prairie

**Postal Code:** [REDACTED]

**Email:** [REDACTED]

**How would you like to be addressed? (ie. Title or preferred pronouns)**

**Are you speaking on behalf of a group or community association?:** No

**If yes, what is the name of the group you represent:**

**Are you authorized to speak on behalf of this group:**

### Topic of Discussion

**Have you spoken to an employee of the City regarding your topic?:** No

**If yes, what was the last department you have spoken to?:**

**Is this is a request for funding?:** No

**If yes, have you submitted your request through the appropriate City department?:**

**Is this an agenda item at the meeting?:** No

**If yes, please define agenda item:**

**Please describe your topic in three sentences or less:**

To present the perspective of residents who support the presence of rabbits in the community. The goal is to share the quantities of people who view the natural wildlife positively, and believe they contribute to the overall neighborhood charm & joy of residents.

**What outcome would you like to see as a result of this meeting?**

Not asking for removal or control of the wildlife, but requesting that they be left alone.

*Please note that your name, comments, and additional submission material will be made publicly available in the Council agenda, and meetings will be livestreamed and posted for public viewing. Your personal email address and/or phone number will not be included in the public record. Comments and materials that are disrespectful or do not contain required information may not be included.*

**I have read and understand the above statement:** true

Submitted Mon Jun 23 17:35:20 GMT 2025

## Memorandum

Date:	June 30, 2025
To:	City Council
Presenter:	Shane Bourke
Subject:	Petition Declaration

### RECOMMENDATION:

That Council receive the Declaration of Insufficiency of Petition for information.

### SUMMARY:

On June 2, 2025, Administration received a petition containing 32 signatures. The petition read as follows:

"We the undersigned, are giving our support to approach the City of Grande Prairie Council, to address the ongoing feral rabbit issue in the Swanavon area. The destruction of yards, through eating, popping, peeing and worst of all digging. Not only do they wreck the lawn, but they also eat plants and flowers, and their digging is killing shrubs and trees, not to mention the tripping hazard of 6 in and deeper holes in the yards. The financial burden of repairs and replacement, not only to residents, but to the City. Brings the coyotes and foxes into the neighbourhood - potential danger to children and pets. Animosity amongst residents as there is a lot feeding going on, which just increases the numbers. Traffic hazards as people swerve to miss the rabbits or stop to feed the rabbits."

### BACKGROUND:

Under Sections 222 to 226 of the *Municipal Government Act* (MGA), a petition must meet specific requirements to be deemed sufficient.

Section 226 requires that the Chief Administrative Officer of the municipality make a declaration to Council regarding the sufficiency of the petition within 45 days of its submission.

## Memorandum

### ANALYSIS:

The City Manager has reviewed the petition and it is officially declared insufficient. Attached is the formal declaration for Council review.

This petition was found to be insufficient for the following reasons:

- The statement appeared only on the first page (Section 224(1), MGA)
- The petition contained 32 unverified names, which is below the required threshold of 10% of the municipality's population (Section 223, MGA). Additionally, there were no corresponding signatures or witness attestations (Sections 224(2) and 224(3), MGA).
- The petition lacked affidavit pages as required (Section 224(3.1), MGA).
- The petition did not identify a representative for the petitioners (Section 224(4), MGA).
- Petition did not meet the MGA limitations for what can be petitioned for.

### NEXT STEPS:

As the petition has been declared insufficient as per MGA s.226(1)(3), no further action is required by Council.

Administration will notify the person who submitted the petition that the petition does not meet the requirements set out in the MGA.



P 780-538-0300 or 311  
 A P.O. Bag 4000  
 10205 - 98 Street  
 Grande Prairie, AB T8V 6V3

## DECLARATION OF INSUFFICIENCY OF PETITION

### Petition to "address the ongoing feral rabbit issue in the Swanavon area"

I, Shane Bourke, City Manager for the City of Grande Prairie, in the Province of Alberta, do solemnly declare that pursuant to the provisions of Section 226 of the *Municipal Government Act*, Chapter M-26, RSA 2000, the Council of the City of Grande Prairie received an insufficient petition to "address the ongoing feral rabbit issue in the Swanavon area" (the "Petition") on June 2, 2025. The Petition is declared to be insufficient on the basis that an insufficient number of persons signed the Petition as compared with the number of qualified petitioners who would have been required to sign the Petition in order to make the Petition sufficient, as per the requirements of the *Municipal Government Act*.

A handwritten signature in black ink, appearing to read "S Bourke", written over a horizontal line.

Shane Bourke, City Manager

June 26, 2025

Date





## **Title of resolution: Electricity Distribution Costs**

**Moved by:** City of Grande Prairie

**Seconded by:** Town of Drumheller

**WHEREAS** the cost of distribution of electricity to customers is causing significant disparity in costs for businesses and residents resulting in economic bias across Alberta communities;

**WHEREAS** regulated electricity prices, which are becoming extraordinarily high in some service areas, are approved by the Alberta Utilities Commission (AUC) for residential, farm and commercial customers in rural and urban areas;

**WHEREAS** in 2024, annual distribution charges paid by the average residential customer with 600kWh of consumption ranged from \$387.48 (EPCOR service area) to \$1,211.00 (ATCO service area)<sup>1</sup>;

**WHEREAS** the unavoidable cost of transmission and distribution make micro-generation economically challenging in much of the Province; and

**WHEREAS** 60% of energy demand in the ATCO service area is driven by industrial customers, benefitting the entire province through direct and indirect employment and income taxes;

**IT IS THEREFORE RESOLVED THAT** Alberta Municipalities advocate for the Government of Alberta to review distribution regulations and eliminate the disparity in electricity pricing for distribution charges through an equalization model and more equitable cost sharing across Alberta to build an economically consistent approach that address affordability, attract industrial investment, catalyzes province-wide economic development and support energy transition.

### **BACKGROUND:**

Because electricity delivery is a fully regulated service, the Alberta Utilities Commission (AUC) reviews the costs in detail and approves the rates to ensure all the charges are fair and reasonable. However, there is a disparity in these charges depending on where you live in Alberta. Energy delivery charges include two core components: transmission and distribution.

Transmission charges cover the cost of moving electric energy from generating facilities through transmission lines to distribution utility substation transformers. The transmission charge on an electricity bill is based on how much electricity the customer has used and on average is between 14% and 20% of a customer's total bill.

<sup>1</sup> Utilities Consumer Advocate: Electricity Transmission and Distribution Charges  
<https://ucahelps.alberta.ca/electricity-transmission-and-distribution-charges.aspx>



Distribution costs vary with service provider and consumption. Distribution charges cover the cost of moving electric energy from substation transformers through local lines that carry electricity to the customers' meters. If the service area is large and sparsely populated, one kilometer of distribution line may only serve a few customers whereas in an urban centre, one kilometer of line serves a larger number of customers. Distribution charges are on average 24% of a residential customer's total bill.<sup>2</sup> However, in some parts of the Province, energy delivery charges compose nearly 70% of a customer's total bill for the sum of the two components: transmission and distribution charges.

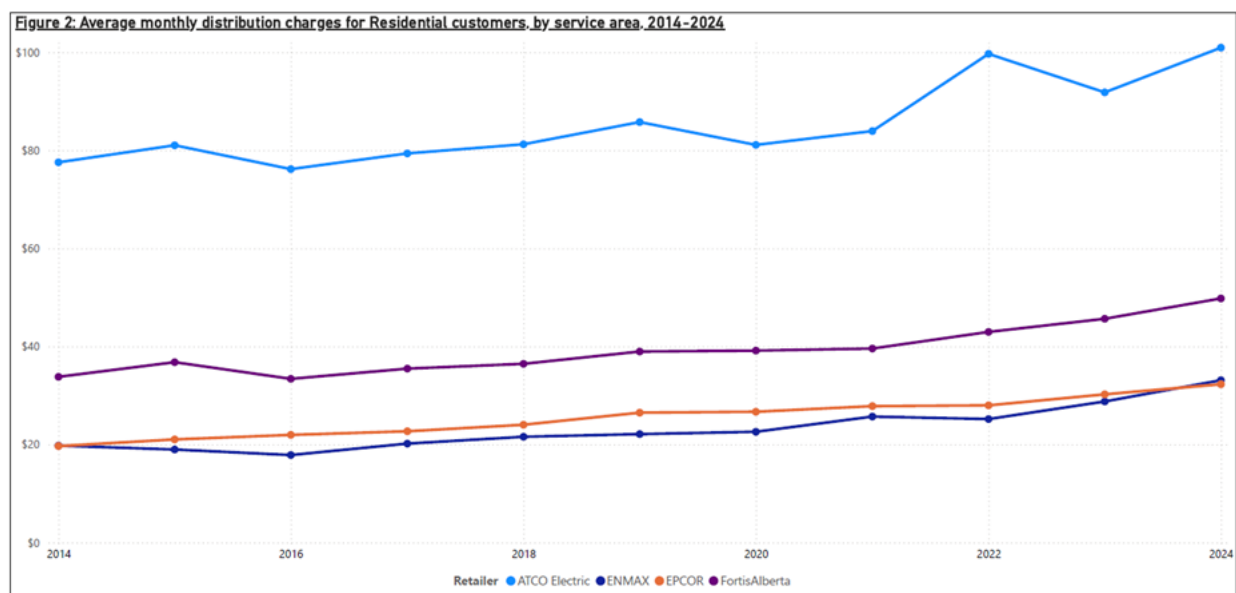
In large geographical portions of the Province, both businesses and residential endure economic penalties based on geographical and population density disadvantages. This disadvantage can be as high as a 4 to 1 ratio as seen in chart comparisons below. In comparison, British Columbia, Manitoba and Saskatchewan have succeeded in building and operating transmission and distribution systems where landed costs of electricity are much more evenly distributed amongst the entire system.

In Saskatchewan, all cities, towns and villages pay one rate that includes transmission and distribution costs regardless of geographic location and all rural areas pay a marginally higher rate. In British Columbia and Manitoba, all electricity costs including transmission and distribution are equalized across the entire Province, resulting in building and operating transmission and distribution systems where landed costs of electricity are much more evenly distributed amongst the entire system.

As the electrical grid for Alberta ultimately operates as a single entity, it is reasonable to distribute those costs equally across the Province. The current system unfairly penalizes communities that are on the border between providers. Competitiveness to attract businesses to Alberta or outside of major urban centers within Alberta is stunted by disparities in the Alberta model, which contribute to the rapid urbanization of the population of Alberta. Continual increases of transmission and distribution rates, especially in areas that are already realizing significant cost disparity, results in an increase in energy poverty for many Alberta families and seniors.

---

<sup>2</sup> Utilities Consumer Advocate: Electricity Transmission and Distribution Charges  
<https://ucahelps.alberta.ca/electricity-transmission-and-distribution-charges.aspx>



Source: Compiled by the Office of the Utilities Consumer Advocate based on data provided by the Alberta Utilities Commission and Alberta Electric System Operator. [Utilities Consumer Advocate: Residential Electricity Delivery Charges](#)





June 17, 2025

Her Worship Mayor Jackie Clayton  
City of Grande Prairie  
10205 - 98 Street  
Grande Prairie, AB T8V 2E7

Via Email: jclayton@cityofgp.com

**RE: SUPPORT FOR ABmunis ELECTRICITY DISTRIBUTION COSTS RESOLUTION**

Dear Mayor Clayton,

On behalf of Town of Drumheller Council, I am pleased to inform you that during the Regular Council Meeting held on June 16, 2025, Council unanimously approved resolution M2025.239:

*"That Council sponsors the City of Grande Prairie Electricity Distribution Costs Resolution as presented, for consideration at the Alberta Municipalities' 2025 Fall Convention."*

Please find attached the associated Request-for-Decision for your records.

Thank you for your leadership in promoting fair electricity distribution cost allocation across Alberta. Your support for change, addressing the disproportionate impact on rural communities, is greatly appreciated.

Should you require any further information or assistance from the Town of Drumheller as this resolution moves forward, please do not hesitate to contact me at mayor@drumheller.ca or 403-823-0811.

Sincerely,

Heather Colberg  
Mayor

cc:

Town of Drumheller Council  
Darryl Drohomerski, Chief Administrative Officer  
Esther Quiambao, Assistant Chief Administrative Officer

Encl.



## REQUEST FOR DECISION

<b>TITLE:</b>	Electricity Distribution Costs – Alberta Municipalities Resolution
<b>DATE:</b>	June 16, 2025
<b>PRESENTED BY:</b>	Esther Quiambao, Assistant Chief Administrative Officer
<b>ATTACHMENTS:</b>	APPENDIX A: Electricity Distribution Costs - Draft Resolution

### SUMMARY:

Beginning in 2019, Council has supported resolutions brought forward to Alberta Municipalities (ABmunis) expressing a need for equalized rates for electricity distribution and transmission charges across the province of Alberta. At the ABmunis' Spring 2024 Municipal Leaders Caucus, the Minister mentioned that they are looking at ways to address distribution and transmission charges, however no concrete steps have been taken.

The City of Grand Prairie is once again seeking to pass a resolution at the upcoming 2025 Fall ABmunis Convention to support the implementation of equalized rates for electricity transmission and distribution rates. They are seeking sponsorship of their resolution by the Town of Drumheller. Administration is therefore requesting Council direction as we would need to provide a motion of Council in support of the resolution before June 30, 2025, should Council wish to support this initiative.

### RECOMMENDATION:

That Council sponsors the City of Grande Prairie Electricity Distribution Costs Resolution as presented, for consideration at the Alberta Municipalities 2025 Fall Convention.

### DISCUSSION:

Due to the lower population density and distribution of sites, customers in the ATCO service area pay approximately four times (4x) more in distribution charges than in Edmonton or Calgary service areas.<sup>1</sup> Between 1961 and 2016 the urban population of Alberta increased from 63.3% to 83.6%, one of the fastest urbanization shifts in the country.<sup>2</sup> As the province continues to rapidly urbanize, this issue is expected to worsen, placing an even greater financial pressure on rural communities and residents.

Electrical infrastructure serves as a public asset that benefits all residents of Alberta. Much like the provincial road system, the associated costs of this infrastructure could be distributed equitably across the entire tax base, rather than being disproportionately borne by rural communities. By equalizing these costs, the province would send a clear message that rural communities are not only valued but are integral to Alberta's future growth and prosperity.

<sup>1</sup> Utilities Consumer Advocate, "Average Monthly Distribution Cost of Electricity for Residential" <https://ucahelps.alberta.ca/your-utilities/electricity/residential-electricity-delivery-charges/>. Accessed June 12, 2025.

<sup>2</sup> Treasury Board and Finance. "2016 Census of Canada - Population and Dwelling Release." Office of Statistics and Information, February 9, 2017.

Rural Alberta is essential to the economic development of our province. Despite only representing 18% of the provincial population, rural Alberta is home to 41% of public and private investment and 26% of provincial GDP<sup>3</sup>. However, the high operating costs caused by distribution fees present a significant barrier to economic development in rural Alberta.

**FINANCIAL IMPACT:**

There are no associated costs with endorsing this resolution. Lower electricity distribution and transmission costs would benefit residential and commercial customers in Alberta by decreasing operating costs.

**STRATEGIC POLICY ALIGNMENT:**

Endorsing an equalized rate for electricity transmission and distribution rates has been a strategic priority of Council since at least 2019.

**COMMUNICATION STRATEGY:**

The motion will be provided to the City of Grande Prairie to include with their resolution submission to Alberta Municipalities. No further communication strategy will be required.

**MOTION: M2025.239, Councillor Zariski, Councillor Lacher on June 16, 2025:**

That Council sponsors the City of Grande Prairie Electricity Distribution Costs Resolution as presented, for consideration at the Alberta Municipalities 2025 Fall Convention.



---

Prepared by:  
Mitchell Visser  
Manager of Legislative  
Services



---

Approved by:  
Esther Quiambao, CLGM  
Assistant Chief Administrative  
Officer

---

<sup>3</sup> Government of Alberta. "Economic Development in Rural Alberta Plan." Ministry of Agriculture and Irrigation, December 2022.

## Title of resolution: Electricity Distribution Costs

Moved by: City of Grande Prairie

Seconded by: Town of Drumheller

**WHEREAS** the cost of transmission and distribution of electricity to customers is causing significant disparity in prices across Alberta communities;

**WHEREAS** electricity prices, which are becoming extraordinarily high in some service areas, are regulated by the Alberta Utilities Commission (AUC) for residential, farm and commercial customers in rural and urban areas;

**WHEREAS** in 2024, annual distribution charges paid by the average residential customer with 600kWh of consumption ranged from \$387.48 (EPCOR service area) to \$1,211.00 (ATCO service area)<sup>1</sup>;

**WHEREAS** the cost of transmission and distribution do not just impact purchased energy but also sold energy, with high costs making micro-generation economically challenging in much of the Province; and

**WHEREAS** 60% of energy demand in the ATCO service area is driven by industrial customers, benefitting the entire province through direct and indirect employment and income taxes;

**IT IS THEREFORE RESOLVED THAT** Alberta Municipalities advocate for the Government of Alberta to review distribution regulations and eliminate the disparity in electricity pricing for distribution charges through an equalization model and more equitable cost sharing across Alberta to address affordability, attract industrial investment, catalyze economic development and support energy transition.

### BACKGROUND:

Because electricity delivery is a fully regulated service, the Alberta Utilities Commission (AUC) reviews the costs in detail and approves the rates to ensure all the charges are fair and reasonable. However, there is a disparity in these charges depending on where you live in Alberta. Energy delivery charges include two components: transmission and distribution (in addition to rate riders).

Transmission charges cover the cost of moving electric energy from generating facilities through transmission lines to distribution utility substation transformers. The transmission charge on an electricity bill is based on how much electricity the customer has used and on average is between 14% and 20% of a customer's total bill.

<sup>1</sup> Utilities Consumer Advocate: Electricity Transmission and Distribution Charges  
<https://ucahelps.alberta.ca/electricity-transmission-and-distribution-charges.aspx>

Distribution costs vary with location and consumption. Distribution charges cover the cost of moving electric energy from substation transformers through local lines that carry electricity to the customers' meters. If the service area is large and sparsely populated, one kilometer of distribution line may only serve a few customers whereas in an urban centre, one kilometer of line serves a larger number of customers. Distribution charges are on average 24% of a residential customer's total bill.<sup>2</sup> In some parts of the Province, energy delivery charges compose nearly 70% of a customer's total bill for the sum of the two components: transmission and distribution charges.

In large geographical portions of the Province, both businesses and residential endure economic penalties based on geographical and population density disadvantages. This disadvantage can be as high as a 3 to 1 ratio of as seen in chart comparisons below. In comparison, British Columbia and Saskatchewan have succeeded in building and operating transmission and distribution systems where landed costs of electricity are much more evenly distributed amongst the entire system.

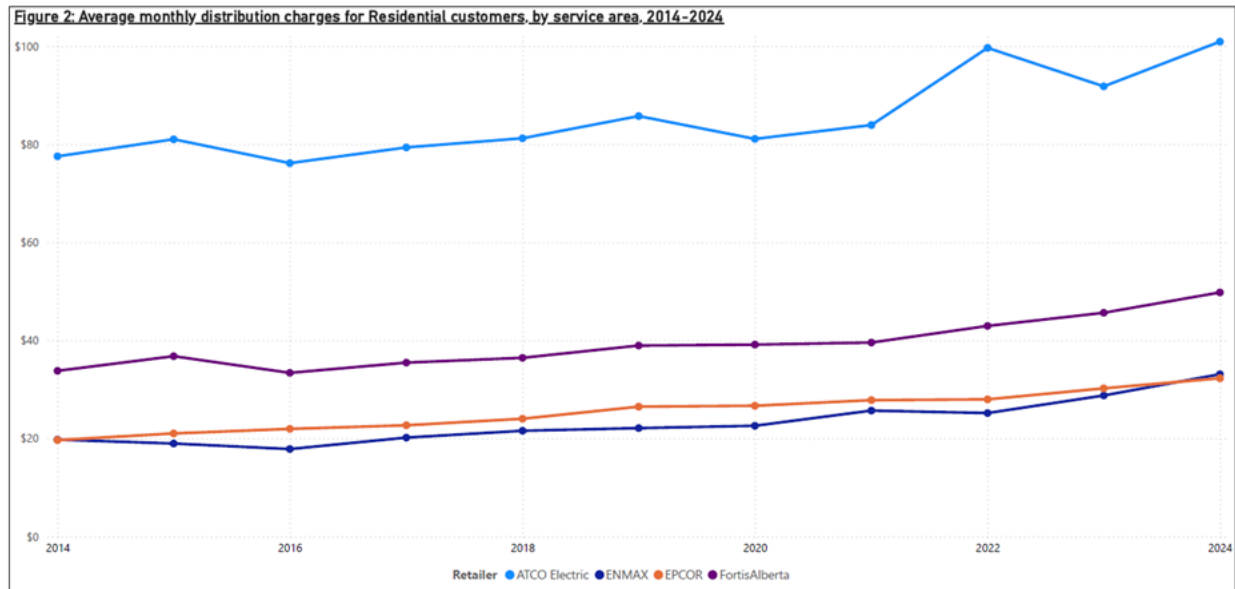
In Saskatchewan, all cities, towns and villages pay one rate that includes transmission and distribution costs regardless of geographic location and all rural areas pay a marginally higher rate. In British Columbia, all electricity costs including transmission and distribution are equalized across the entire Province, resulting in building and operating transmission and distribution systems where landed costs of electricity are much more evenly distributed amongst the entire system.

As the electrical grid for Alberta ultimately operates as a single entity, it is reasonable to distribute those costs equally across the Province. The current system unfairly penalizes communities that are on the border between providers. Competitiveness to attract businesses to Alberta or outside of major urban centers within Alberta is stunted by disparities in the Alberta model. Continual increases of transmission and distribution rates, especially in areas that are already realizing significant cost disparity, results in an increase in energy poverty for many Alberta families and seniors.

---

<sup>2</sup> Utilities Consumer Advocate: Electricity Transmission and Distribution Charges  
<https://ucahelps.alberta.ca/electricity-transmission-and-distribution-charges.aspx>

## APPENDIX A



Source: Compiled by the Office of the Utilities Consumer Advocate based on data provided by the Alberta Utilities Commission and Alberta Electric System Operator. [Utilities Consumer Advocate: Residential Electricity Delivery Charges](#)



**MINUTES OF THE CITY OF GRANDE PRAIRIE  
COUNCIL COMMITTEE OF THE WHOLE MEETING**

**June 23, 2025, 1:00 P.M.  
Council Chambers, City Hall**

<b>PRESENT</b>	J. Clayton	Mayor
	G. Berg	Councillor
	G. Blackmore	Councillor
	D. Bressey	Councillor
	M. O'Connor	Councillor
	K. O'Toole	Councillor
	W. Pilat	Councillor
	C. Thiessen	Councillor
<b>ALSO PRESENT</b>	S. Bourke	City Manager
	D. Whiteway	Chief Financial Officer
	B. Glavin	Chief Operating Officer
	D. Lemieux	Chief Public & Protective Services Officer
	S. Cajolais	Chief Public & Protective Services Officer, Acting
	P. Bailey	Chief Strategy Officer
	J. Freeman (virtual)	City Solicitor
	A. Van Beekveld	Council Committee Coordinator
	R. Tarant	Director of Invest Grande Prairie, Interim
	K. DeVries	Director of Environment & Parks
	A. Colter	Manager of Development Engineering
	K. Biberdorf	Director of Community Connections
	C. Esau	Manager of Community Connections

---

**1. CALL TO ORDER**

The meeting was called to order at 1:24 p.m.

**2. LAND ACKNOWLEDGEMENT**

**3. ADOPTION OF AGENDA**

**MOVED** by D. Bressey

Committee adopt the agenda with the addition of Item 4.7 - Canada Day Parade Marshall.

**CARRIED (8 to 0)**

#### 4. REPORTS

##### 4.1 Grande Prairie Airport Economic Framework

R. Tarant, Interim Director of Invest Grande Prairie, and Robert Nicolay, Consultant, presented Committee with information regarding the economic potential of the Grande Prairie Airport.

Chris LeTourneur and Penny Gaze, representatives of MXD Development Strategists, were present virtually to provide information regarding the Grande Prairie Airport Area Economic Framework.

**MOVED by G. Blackmore**

Committee receive MXD Development Strategists' Grande Prairie Airport Area Economic Framework for information.

**CARRIED (8 to 0)**

**MOVED by G. Blackmore**

Committee direct Administration to explore options for facilitating the construction of an East-West Connector Road as identified in the Framework.

**CARRIED (8 to 0)**

**MOVED by W. Pilat**

Committee direct Administration to bring a report back to a future Council Committee of the Whole meeting on costing to service the lands in the AN-1, AN-2, AC-2, and AS-1 areas on page 13 of the Framework.

For: (7): Mayor J. Clayton, G. Berg, G. Blackmore, D. Bressey, K. O'Toole, W. Pilat, and C. Thiessen

Opposed: (1): M. O'Connor

**CARRIED (7 to 1)**

**MOVED by G. Blackmore**

Committee recommend Council direct Administration to enter into discussions for a non-binding Memorandum of Understanding with Edmonton International Airport (YEG) to advance an alliance between the City and YEG in consultation with the Grande Prairie Airport Commission, in accordance with the following principles and expectations:

- City retains full ownership of the Grande Prairie Airport; and
- The Alliance is mandated to:
  - Improve the passenger experience by exploring opportunities for economic corridor development;
  - Maximize the economic potential of the GPA by optimizing potential development and real estate opportunities;
  - Collaborate on regional economic development initiatives, supporting the City's efforts to grow and expand a diversified commercial and industrial base;
  - Explore new and emerging technologies and processes to improve and streamline GPA operations; and



- Liaise with key community and business stakeholders to understand market demands and potential growth opportunities.

For: (7): Mayor J. Clayton, G. Berg, G. Blackmore, D. Bressey, M. O'Connor, K. O'Toole, and C. Thiessen

Opposed: (1): W. Pilat

**CARRIED (7 to 1)**

**MOVED by D. Bressey**

Committee direct Administration to report back to the appropriate Standing Committee with high level information regarding urban indigenous reserves and their potential economic development advantages.

**CARRIED (8 to 0)**

The meeting recessed from 3:33 p.m. to 3:50 p.m.

4.2 Budget Update - Verbal

D. Whiteway, Chief Financial Officer, presented Committee with an update regarding budget preparations.

4.3 Community Enhancement Funding - Project Feasibility Review

K. DeVries, Director of Environment & Parks, presented Committee with potential Community Enhancement projects.

**MOVED by G. Berg**

Committee recommend Council approve Project 2, Option 2 - Tree Grove Installations.

**MOVED by W. Pilat**

Committee amend the motion to add a tree grove on 121 Avenue as per Option 1, while keeping the cost at \$150,000.

**CARRIED (8 to 0)**

**Vote on Main Motion as Amended.**

For: (4): G. Berg, K. O'Toole, W. Pilat, and C. Thiessen

Opposed: (4): Mayor J. Clayton, G. Blackmore, D. Bressey, and M. O'Connor

**DEFEATED (4 to 4)**

**MOVED by G. Blackmore**

Committee recommend Council approve Project 2, Option 1 - Tree Grove Installations.

**CARRIED (8 to 0)**

**MOVED by K. O'Toole**

Committee direct Administration to bring back further information regarding lighting around the pond at Muskoseepi Park, to a maximum of \$70,000.

For: (7): Mayor J. Clayton, G. Berg, D. Bressey, M. O'Connor, K. O'Toole, W. Pilat, and C. Thiessen

Opposed: (1): G. Blackmore

**CARRIED (7 to 1)**

**MOVED by C. Thiessen**

Committee recommend Council approve Project 3, Option 2 - Beautification of the Triangle Median, Bioswaled Median.

**CARRIED (8 to 0)**

**MOVED by C. Thiessen**

Committee recommend Council approve Project 7 - Muskoseepi Pavilion Dock & Fence.

For: (6): Mayor J. Clayton, D. Bressey, M. O'Connor, K. O'Toole, W. Pilat, and C. Thiessen

Opposed: (2): G. Berg, and G. Blackmore

**CARRIED (6 to 2)**

**MOVED by M. O'Connor**

Committee recommend Council approve Project 6 - South Entrance Sign.

For: (1): M. O'Connor

Opposed: (7): Mayor J. Clayton, G. Berg, G. Blackmore, D. Bressey, K. O'Toole, W. Pilat, and C. Thiessen

**DEFEATED (1 to 7)**

**MOVED by D. Bressey**

Committee recommend Council approve Project 5 - 100 Avenue/100 Street Parkette, in the amount of up to \$35,000.

**CARRIED (8 to 0)**

**MOVED by C. Thiessen**

Committee refer Project 4 - New Park Furniture (Benches, Picnic Tables, Garbage Bins), and Project 6 - South Entrance Sign, to fall budget deliberations.

For: (5): Mayor J. Clayton, G. Berg, M. O'Connor, K. O'Toole, and C. Thiessen

Opposed: (3): G. Blackmore, D. Bressey, and W. Pilat

**CARRIED (5 to 3)**

4.4 Canada Day Parade Marshall - Verbal

**MOVED by K. O'Toole**

Committee recommend Council appoint Doug Edey as the Canada Day Parade Marshall.

**CARRIED (8 to 0)**

**MOVED by W. Pilat**

Committee recess this meeting until after the conclusion of the Standing Committee meetings June 24.

**CARRIED (8 to 0)**

The meeting recessed at 5:15 p.m. on June 23, and resumed at 11:49 a.m. on June 24.

4.5 South Bear Creek Driving Range

K. DeVries, Director of Environment & Parks, and A. Colter, Manager of Development Engineering, presented Committee with information regarding the driving range at South Bear Creek.

**MOVED by W. Pilat**

Committee recommend Council approve \$30,000 from the Future Expenditures Reserve to execute an environmental, geotechnical, and geophysical assessment at the Bear Paw Driving Range.

**CARRIED (8 to 0)**

**MOVED by W. Pilat**

Committee direct Administration to work with Nitehawk after receipt of the environmental, geotechnical, and geophysical assessment, and allow them opportunity to supply a design and cost estimates for driving range space, and report back to the appropriate Standing Committee before fall budget deliberations.

**CARRIED (8 to 0)**

**MOVED by D. Bressey**

Committee direct Administration to explore other potential options for this land and report back to the appropriate Standing Committee.

**CARRIED (8 to 0)**

4.6 South Bear Creek Park Beach Volleyball Expansion

C. Esau, Manager of Community Connections, presented Committee with information regarding potential expansion of the beach volleyball courts at South Bear Creek Park.

**MOVED by D. Bressey**

Committee recommend Council direct Administration to enter into a construction agreement with the Beach Volleyball Club, with terms and conditions satisfactory to the City Manager and City Solicitor, and commit \$200,000 to construction costs, with a funding source to be recommended by Administration.

**CARRIED (8 to 0)****4.7 Municipal Fee Rebate Program**

R. Tarant, Interim Director of Invest Grande Prairie, presented Committee with potential amendments to the Municipal Fee Rebate program.

**MOVED by W. Pilat**

Committee recommend Council approve the following:

1. Increase the total funds available for the Municipal Fee Rebate from \$1 million to \$1.6 million;
2. That the remaining \$139,300 in unallocated funds from the Economic Recovery Fund be allocated to the Municipal Fee Rebate program;
3. That \$51,358 from the disbanded Training and Marketing Grant programs be allocated to the Municipal Fee Rebate program;
4. That the remaining \$172,380 in unallocated funds from the Development Incentives and Grants (DIG) program be allocated to the Municipal Fee Rebate program; and
5. That \$236,962 be allocated to the Municipal Fee Rebate program from the Financial Stabilization Reserve.

**CARRIED (8 to 0)****5. ADJOURN MEETING**

The meeting was adjourned at 12:40 p.m. on June 24.

---

Mayor

---

Council Committee Coordinator

## ADMINISTRATIVE REPORT

<b>TO:</b> Shane Bourke, City Manager	<b>DATE:</b> June 23, 2025
<b>FROM:</b> Patricia Bailey, Chief Strategy Officer	<b>MEETING:</b> Council Committee of the Whole
<b>REPORT WRITER:</b> Rory Tarant, Interim Director, Invest Grande Prairie	
<b>SUBJECT:</b> Grande Prairie Airport Economic Framework	

## RECOMMENDATIONS

1. That Committee receive MXD Development Strategists' Grande Prairie Airport Area Economic Framework for information.
2. That Committee direct Administration to explore options for facilitating the construction of an East-West Connector Road as identified in the Framework.
3. That Committee recommend Council enter into discussions for a Memorandum of Understanding with Edmonton International Airport (YEG) to advance an alliance between the City and YEG in accordance with the following principles and expectations:
  - City retains full ownership of the Grande Prairie Airport.
  - The Alliance is mandated to:
    - a. Improve the passenger experience by exploring opportunities for economic corridor development.
    - b. Maximize the economic potential of the GPA by optimizing potential development and real estate opportunities.
    - c. Collaborate on regional economic development initiatives, supporting the City's efforts to grow and expand a diversified commercial and industrial base.
    - d. Explore new and emerging technologies and processes to improve and streamline GPA operations.
    - e. Liaise with key community and business stakeholders to understand market demands and potential growth opportunities.

Council Committee of the Whole Budget Deliberations - November 13-15, 2024:

**MOVED** by G. Blackmore:

Committee approve Additional Initiative “Economic Corridors Project” in the amount of \$80,000, to be funded from Council's Strategic Initiatives Fund.

## BACKGROUND

The City of Grande Prairie owns the Grande Prairie Airport (GPA), a regional airport located within the City of Grande Prairie. The GPA is governed and operated through the Grande Prairie Airport Commission (GPAC) on behalf of the City.

The GPA has a proven track record of successful operations since its acquisition from the Government of Canada in 1997 as a municipally-owned and operated regional airport. To support the growth and development of the GPA, the GPAC ensures that an Airport Master Plan is regularly updated. This practice has kept the GPA current and prepared to meet the demands of future air transportation needs and technological advancement, in a safe and sustainable manner. The Airport Master Plan process provides a clear roadmap for the future development of dedicated air service infrastructure development and growth.

The recently completed Airport Master Plan update focused its attention on “Airside Operational Growth and Improvements” that support general aviation and scheduled air passenger service. It is not typically within the scope of an Airport Master Plan to fully explore the strategic leveraging of an airport such as GPA’s multi-modal air and ground connectivity, property assets and development, or the region’s economic assets and development. Similarly, Airport Master Plans do not typically include an analysis of the range of operating models that may be deployed to achieve the varying objectives of the owner.

In order to explore further economic development opportunities and new operational models, MXD Development Strategists, led by Chris LeTourneur, was contracted by the City to provide an Economic Framework for the Grande Prairie Airport. Mr. LeTourneur has 30 years of airport development planning experience.

## ANALYSIS

The key objectives of the Economic Framework report were to explore a strategic concept for future development of GPA’s properties and the areas surrounding GPA and investigate potential operating and development models to optimize GPA and its key role as an enabler for the growth of economic corridors, linking the region to the world.

The report outlines a possible land-use framework that balances aviation, employment, commercial, institutional, and residential uses, as well as long-term strategic economic positioning of on-and-off airport lands. The Framework provides for land-use concepts which identify potential business clusters.

To unlock the economic potential of airport and private lands east of the airport, the report is recommending that an east-west connector road be built which would link the Grande Prairie Regional Hospital with the airport and open up the land in between for development. It is

recommended that Committee direct Administration to develop cost estimates for the construction of an east-west connector road and refer to fall budget deliberations.

Through a benchmarking and evaluation process, airport management and development companies were researched and evaluated based on their ability to support the City's strategic goals for the management, operations, future real estate development, and broader economic development at GPA.

MXD identified four companies with 'strong' and 'moderate' alignment to the City's goals:

- AVPORTS/AFCO
- Edmonton International Airport (YEG)
- Vantage Group
- Winnipeg Airport Services Corporation (WASCO)

Edmonton International Airport (YEG) scored highest in this evaluation, based on their local and global expertise in airport operations, real estate development and economic development, as well as their existing connectivity with GPA and experience with similar sized airports (in land area) such as the Villeneuve Airport.

It is recommended that Council enter into discussions for a Memorandum of Understanding with Edmonton International Airport (YEG) to advance an alliance between the City and YEG in accordance with the following principles and expectations:

- City retains full ownership of the Grande Prairie Airport and its properties.
- The Alliance is mandated to:
  - a. Improve the passenger experience by exploring opportunities for air service development.
  - b. Maximize the economic potential of the GPA by optimizing potential development and real estate opportunities.
  - c. Collaborate on regional economic development initiatives, supporting the City's efforts to grow and expand a diversified commercial and industrial base.
  - d. Explore new and emerging technologies and processes to improve and streamline GPA operations.
  - e. Liaise with key community and business stakeholders to understand market demands and potential growth opportunities.

### **Relationship to City Council's Areas of Focus / Strategic Priorities**

Aligns with Council's Innovative Efficiencies and Economic Readiness strategic priority:  
Developing and executing actions that foster a strong and resilient local economy.

### **Environmental Impact**

Environmental impacts would be studied as part of any development and construction projects.

### **Economic Impact**

The development of airport lands has the potential to open up the City to new and innovative industries which would support the local economy.

One of the objectives of a new alliance is to improve the customer experience at GPA including the expansion of air service in and out of Grande Prairie.

**Relevant Statutes / Master Plans / City Documents**

Grande Prairie Airport Area Economic Framework

**Risk**

Risks of entering into a new alliance would be mitigated by having the City retain ownership of the airport and its lands and maintain control over major decisions regarding the future development of the airport and major expenditures.

**STAKEHOLDER ENGAGEMENT**

Administration will continue to engage and consult with the Grande Prairie Airport Commission and private landowners who own land referenced in the study among other stakeholders.

**BUDGET / FINANCIAL IMPLICATIONS**

There are no budgetary impacts currently required to facilitate the recommendations in this report. Existing staff resources would be utilized.

**SUMMARY / CONCLUSION**

The City of Grande Prairie is advancing a strategic plan to optimize the economic potential of the Grande Prairie Airport (GPA), informed by the Grande Prairie Airport Area Economic Framework prepared by MXD Development Strategists. Key recommendations include receiving the Framework for information, directing Administration to develop cost estimates for an east-west connector road to unlock development potential between the GPA and the regional hospital, and initiating discussions with Edmonton International Airport (YEG) for a Memorandum of Understanding. This proposed alliance, while preserving City ownership and decision-making authority, aims to enhance passenger services, increase air service connections, foster economic development, explore emerging technologies, and engage with community stakeholders.

**ATTACHMENTS**

Grande Prairie Airport Area Economic Framework



# GRANDE PRAIRIE AIRPORT AREA

## ECONOMIC FRAMEWORK



Executive Summary | May 1, 2025

# Preface

MXD Development Strategists ('MXD') was retained by the City of Grande Prairie ('the City') in 2024 to evolve the Grande Prairie Regional Airport ('GPA') Economic Development Visioning Strategy ('EDVS'). The EDVS was conducted in collaboration with City staff, key local stakeholders, and elected officials through the latter half of 2024. The EDVS focused on identifying strategic opportunities to leverage the development of GPA in support of the City's long-term economic and land-use objectives.

Following the completion of the EDVS, MXD was further engaged by the City in 2025 to prepare a more comprehensive Economic Framework for the Airport Area, which is the subject of this summary report. Key objectives of the Grande Prairie Airport Area Economic Framework are to explore a Strategic Framework Concept for future development of GPA's properties and the areas surrounding GPA and investigate potential operating and development models to optimize GPA and its key role as an economic enabler for the region.

The figures presented in the report are based on an evaluation of the current general level of the economy in the local market, and neither consider, nor make provisions for the effect of any sharp rise or decline in local or general economic conditions.

MXD Development Strategists, Ltd. do not warrant that any estimates contained within the study will be achieved, but that they have been prepared conscientiously based on information obtained during this analysis. Any tenant references made in this report are for illustrative purposes only.

Reference material used for this report was derived from MXD's research including interviews with key Stakeholders, as well as from public and private sectors, and prior Prairie airport landside development projects MXD has worked on. This information was supplemented by our experience in the planning and development of real estate projects throughout North America and internationally.

**Executive Summary**

**Table of Contents**

	<b>Page</b>
Methodology & Scope of Work	E2
Background	E3
Real Estate Market Overview	E6
Grande Prairie Airport Area Framework Concept	E7
Prioritization Strategy	E18
Preliminary Financial Feasibility & Economic Impacts	E20
Airport Operating & Development Models	E22
Preferred Partner Alliance Strategy	E25
Implementation Action Plan	E26

# Executive Summary

## Methodology & Scope of Work

MXD Development Strategists ('MXD') was retained by the City of Grande Prairie (the 'City') in 2024 to evolve the Grande Prairie Regional Airport ('GPA') Economic Development Visioning Strategy ('EDVS'). The EDVS was conducted in collaboration with City staff, key local stakeholders, and elected officials through the latter half of 2024. The EDVS focused on identifying strategic opportunities to leverage the development of GPA in support of the City's long-term economic and land-use objectives.

Following the completion of the EDVS, MXD was further engaged by the City in 2025 to prepare a more comprehensive Economic Framework for the Airport Area, which is the subject of this summary report. Key objectives of the Grande Prairie Airport Area Economic Framework are to explore a Strategic Framework Concept for future development of GPA's properties and areas surrounding GPA, as well as to investigate potential operating and development models that could optimize GPA and its key role as an economic enabler for the region.

**A fundamental presumption is that the City will retain ownership of GPA and its properties, regardless of which Airport Operating and Development Models are embraced.**

The following key considerations drive the Economic Framework articulated in this report:

- 1. How should GPA's and surrounding properties be strategically planned and developed to pursue the EDVS opportunities?**
- 2. What operating, investment, and development models should be used to seek partners for implementing the EDVS and Economic Framework to optimize GPA and surrounding properties?**
- 3. How will the City collaborate with preferred partners to advance GPA EDVS and Economic Framework?**

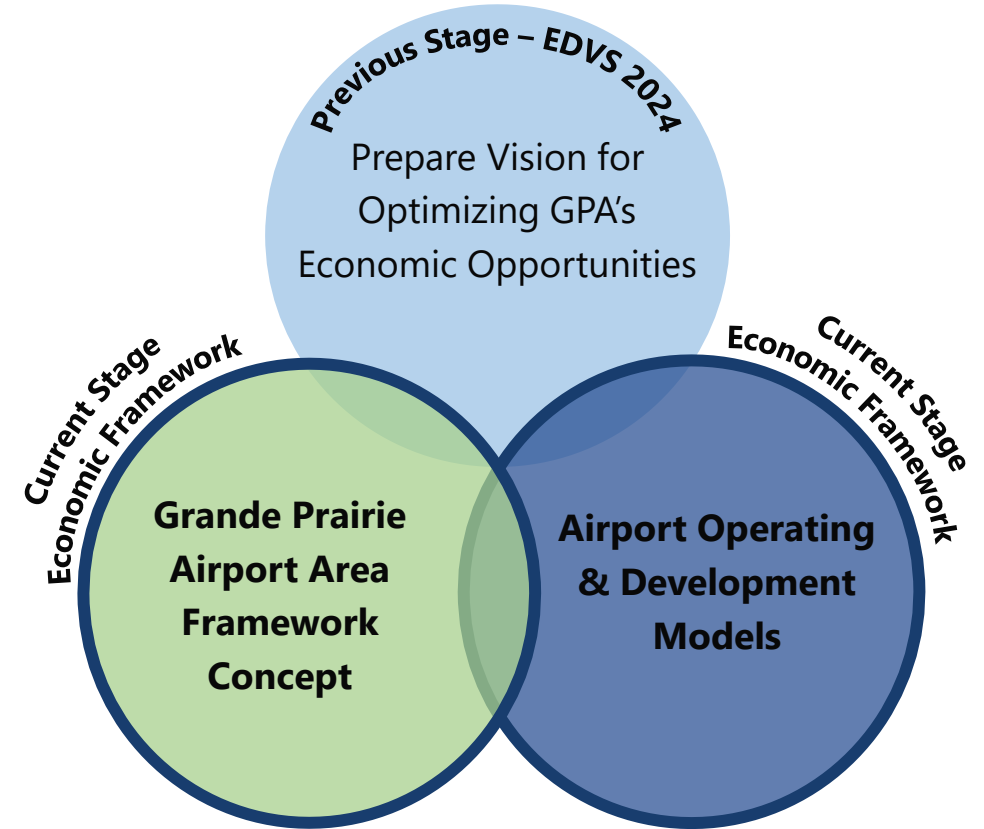


Figure E.1: Optimizing GPA's Role



## Background

**Airports, when combined with regional multi-modal connectivity, enabling land uses, and transportation frameworks, are significant generators of economic activity.**

Grande Prairie currently serves as Northern Alberta's most significant urban area with a robust economy driven by the convergence of Alberta's three major economic resource sectors – **Oil and Gas, Agriculture, and Forestry**.

The City is also a connecting point for facilitating supply chain management and a regional service hub for healthcare and retail, for Northern Alberta, BC, the Yukon and Northwest Territories. With Grande Prairie's robust economy and growing, young, skilled workforce, there are several opportunities for GPA to expand its role to facilitate a broad range of economic sectors, while pursuing greater air connectivity for the region.

As Northwest Alberta's Multi-Modal Hub, GPA sits at the convergence of existing and emerging economic corridors including 116<sup>th</sup> Street, 100<sup>th</sup> Avenue, the CANAMEX Corridor, and Highway 40.

To help grow traditional airport operations, there is an opportunity for GPA to leverage its connectivity (for moving people and products) and position itself as an enabler of economic growth and diversification within the regional economy. By acting as a hub that links both existing and emerging sectors, GPA can stimulate new business activities while enhancing regional connectivity.

**The 2024 EDVS was prepared by MXD and the City to explore how GPA's properties and the surrounding area could be optimized to stimulate and enhance this type of economic growth and connectivity for the City.**



Figure E.2: Inter-Regional Multi-Modal Connectivity



## Previous Stage: Economic Development Visioning Strategy

The EDVS 2024 explored where emerging new economic sectors that could benefit from GPA's connectivity could evolve within the context of the GPA area. The core of the EDVS revolves around properties situated between GPA and Grande Prairie Regional Hospital ('GPRH') and Northwest Polytechnic, where existing roads and sanitary sewer services are readily available.

When considering the economic sectors and land uses that are emerging around other progressive regional airports, paired together with the economic anchors of the City of Grande Prairie, the following opportunities drive the EDVS, as illustrated in **Figure E.3**:

- **Aviation and Aerospace** Training, Technology, Manufacturing, and Support on Airport properties.
- **Established Oil and Gas Energy Sector, as well as Renewable Green Energy** to embrace emerging technologies and energy options.
- **Northwest Alberta and Northern Canada's Distribution Hub.**
- **Value-Added Local Food Processing** supporting regional food security across the Peace Region and the North.
- **Healthcare Innovation**, leveraging GPA's regional connectivity, proximity to GPRH, as well as exploring models in the delivery of healthcare services to remote areas.
- **Incubators and Accelerators** within targeted sectors to build cross-industry relationships and help scale emerging businesses.

The full EDVS is attached at **Appendix 2**.



**Figure E.3: Potential Future Economic Activity Clusters around GPA**

## Current Stage: Grande Prairie Airport Area Economic Framework

Building on the work conducted in 2024, the first component of the Grande Prairie Airport Area Economic Framework sought to understand:

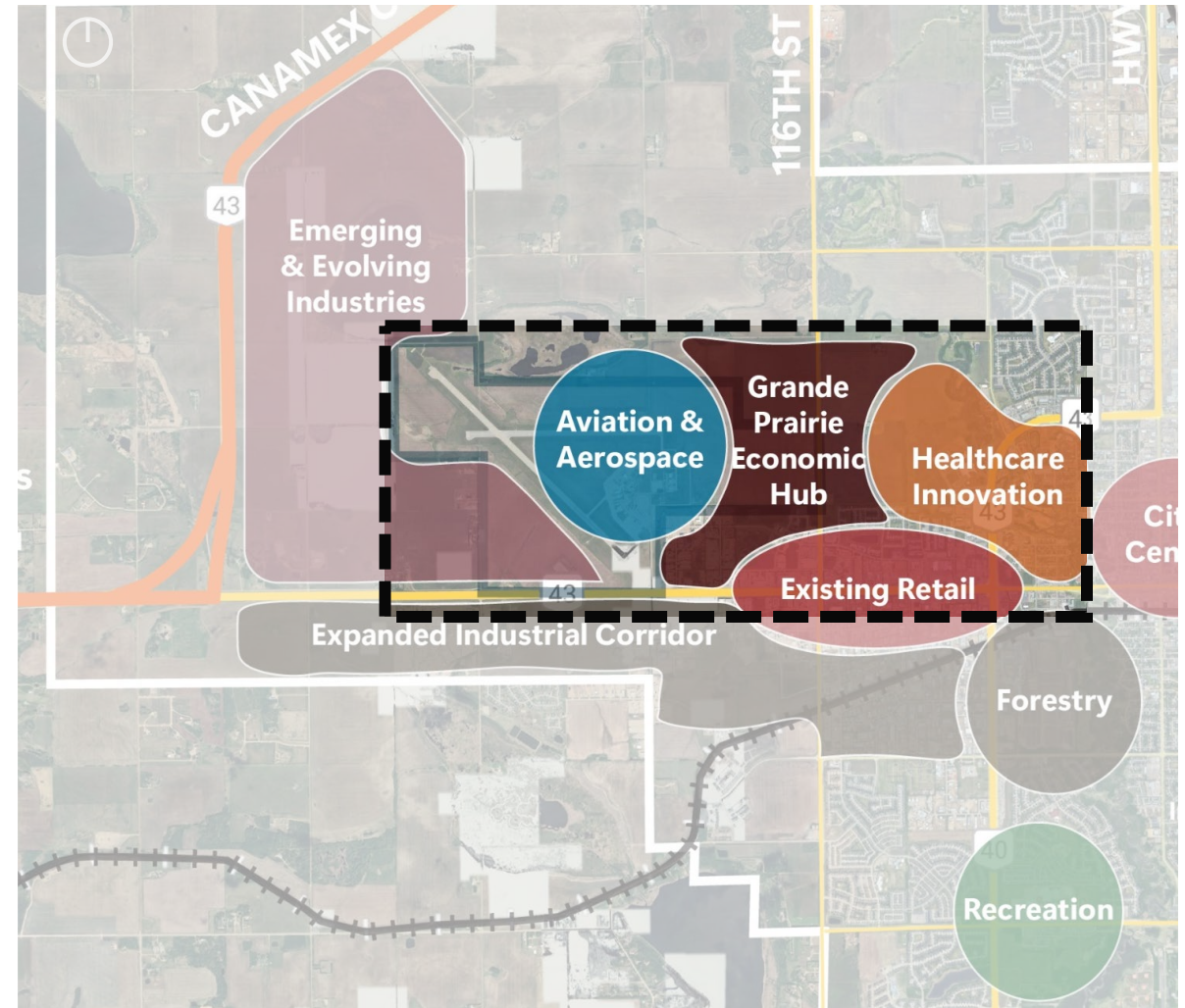
***“How should GPA’s and surrounding properties be strategically planned and developed to pursue the EDVS Opportunities?”***

In response to this question, the **Grande Prairie Airport Area Framework Concept (‘GPA AFC’)** focused on the study area illustrated in **Figure E.4**, including properties within the GPA property boundary, as well as immediately adjacent properties.

This study area was identified to recognize its important role in managing the next stage of growth of the City, with its proximity to key regional economic drivers including the Airport, the GPRH, Northwestern Polytechnic campus, and existing commercial activity along 100<sup>th</sup> Avenue.

The Grande Prairie Airport Area Framework Concept is based on integration of several previous planning and policy documents and considerations, including:

- **Municipal Development Plan**
- **Land Use Bylaw, Area Structure Plans**
- **AviaNG/InterVISTAS Airport Master Plan 2023-2043**
- **Noise Exposure Forecast (NEF) Contours 2033 and Obstacle Limitation Surfaces (AviaNG/InterVISTAS)**
- **Existing City Public Services & Utilities**



**Figure E.4: Study Area for GPA Area Concept Strategy**



## Real Estate Market Overview

A Real Estate Market Overview for the Grande Prairie Airport Area identified potential real estate development opportunities at and around GPA. This baseline analysis, reflecting on historic absorption trends, forecasted demand for industrial, office, retail, and hotel uses over a 20-year horizon, as illustrated in **Table E.1**. These demand forecasts provide a foundational understanding of existing market-supported development for GPA and surrounding properties.

**The Grande Prairie Airport Area Framework Concept builds on this foundation, identifying a wider set of potential economic development opportunities that could exceed traditional market expectations,** considering new aviation-adjacent industries and innovation-oriented businesses.

Under a **moderate growth** scenario for the 20-year horizon, the Real Estate Market Overview suggested that properties within the GPA area could support:

- **81 acres of industrial land**, driven by resource-sector logistics, maintenance operations, and niche aviation-related uses.
- **11 acres of office development**, accommodating regional service providers, aviation-oriented firms, and government or training facilities.
- **13 acres of retail space**, serving airport users, the surrounding community, and inflow business and tourist visitors, with food, convenience, and specialty services.

The availability of developable land, combined with niche industry alignment, such as **Maintenance, Repair and Overhaul (MRO) services, Tech and Medical Innovation, and Specialized Logistics**, suggests an opportunity to explore an optimized Framework Concept for economic development at and around GPA that would potentially transcend current real estate market absorption trends.

It is noted that future infrastructure upgrades within the airside area including terminal enhancements, runway extension, customs facilities, and other aviation enhancements could further enhance investment appeal and real estate demand.

The full Real Estate Market Analysis is provided at **Appendix 3**.

**Table E.1: Potential 20-Year Development Absorption at GPA**

LAND USE	CONSERVATIVE SCENARIO	MODERATE SCENARIO	AGGRESSIVE SCENARIO
Industrial	50 AC	81 AC	112 AC
Office	9 AC	11 AC	14 AC
Retail	6 AC	13 AC	19 AC
Hotel	120 ROOMS 3 AC	180 ROOMS 4 AC	240 ROOMS 6 AC
TOTAL	580,000 SF 68 AC	940,000 SF 109 AC	1,310,000 SF 151 AC

## Grande Prairie Airport Area Framework Concept

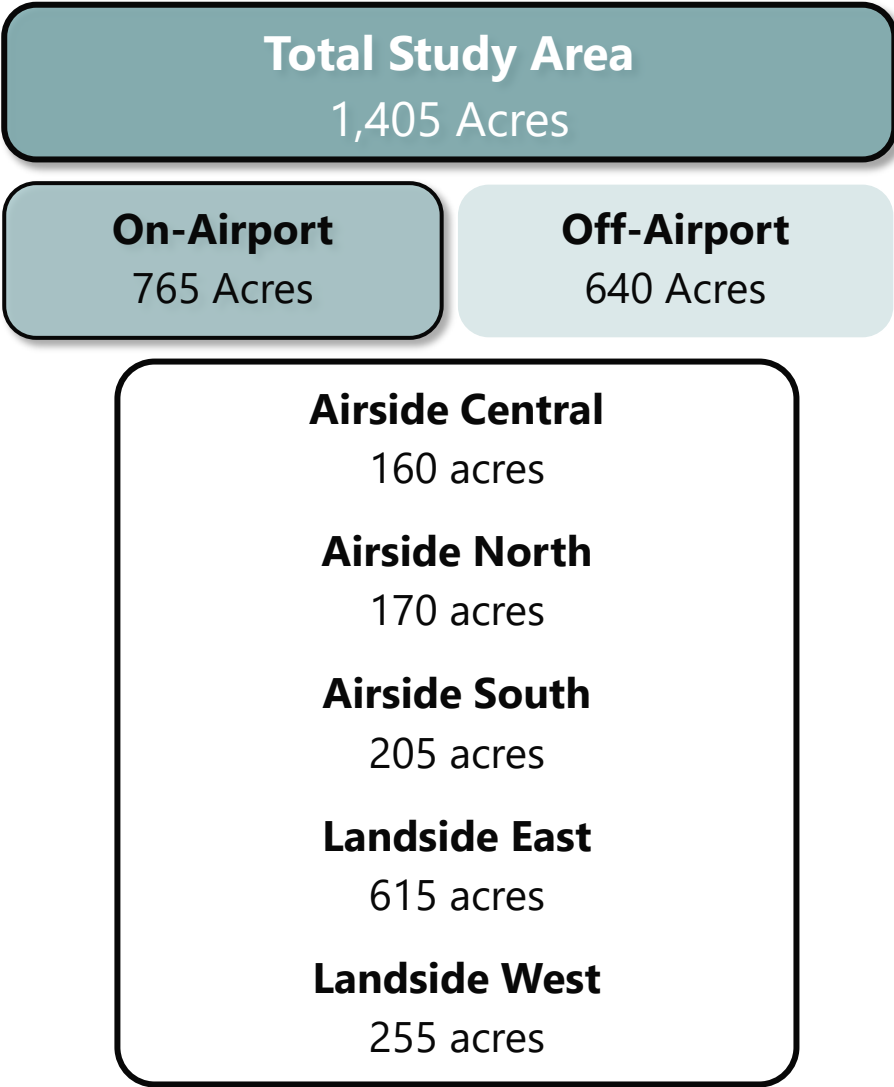
Several land-use and connectivity concept alternatives were explored for properties at and around GPA, to optimize the important role of GPA’s connectivity to stimulate economic development and real estate demand. These alternatives reflected on the findings of the EDVS 2024 and the Real Estate Market Overview.

These alternatives also considered and respected existing City plans, policies and studies. All alternative explored are included at **Appendix 1**.

Through collaboration with City Staff, Elected Officials, and potential partners a preferred alternative for the **Grande Prairie Airport Area Framework Concept** (**‘Framework Concept’**) was established.

The Framework Concept is allocated across five **‘Districts’** as illustrated in **Figure E.5** on the following page. These five Districts span across On-Airport and Off-Airport properties, totalling **1,405 acres** of land. This figure does not include the Airside system such as runways and taxiways.

**Importantly, this Framework Concept recognizes that market forces and investor interest will ultimately drive development in and around GPA. The intent of this work is to ensure that lands are proactively prepared, positioned, and serviced in a way that responds to known real estate market opportunities and airport development trends—so that when the market is ready, the City and GPA are equally ready to act, in alignment with the community’s long-term economic goals.**



## Grande Prairie Airport Area Framework Concept - Districts

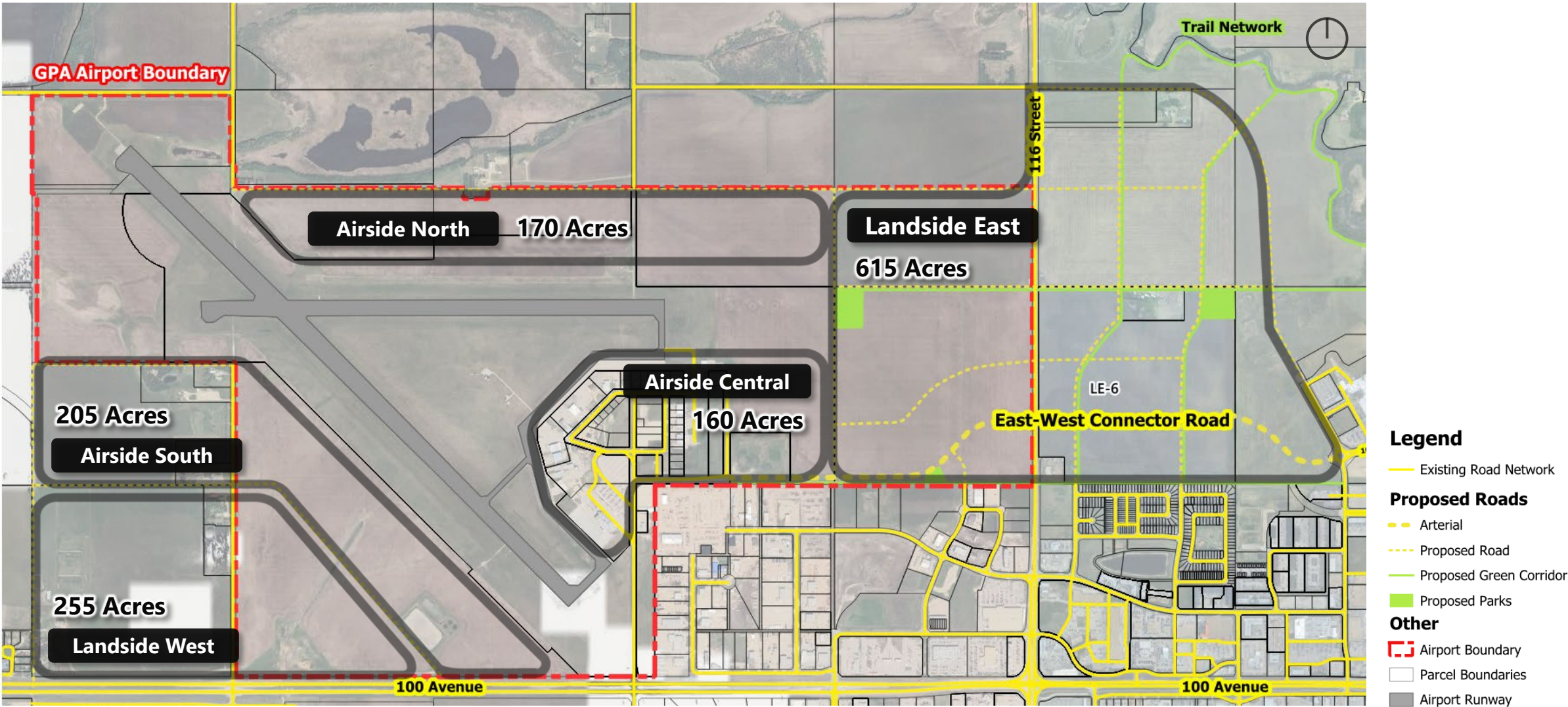


Figure E.5: Grande Prairie Airport Area Framework Concept - Districts

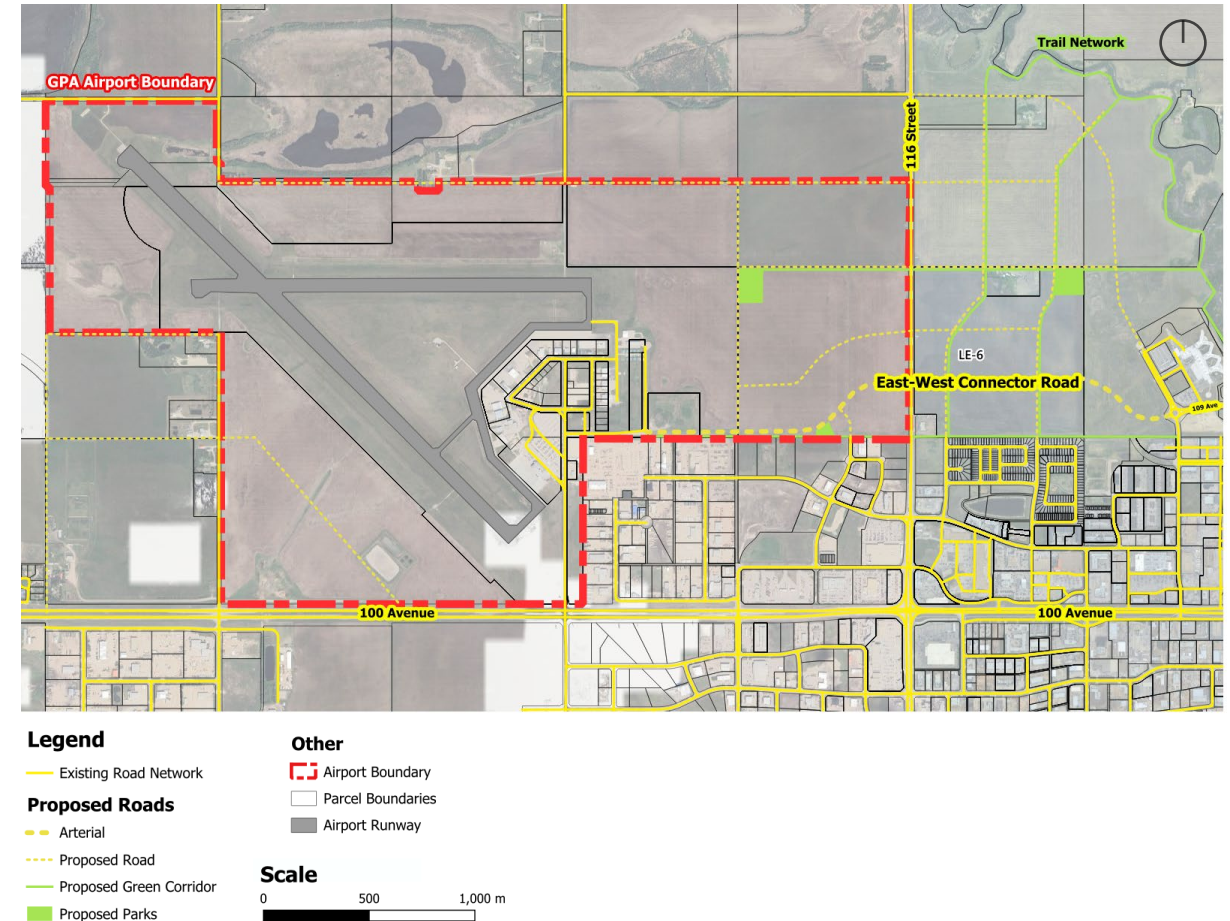


## Grande Prairie Airport Area Framework Concept Preferred Connectivity Option

To enable and support development across the five Districts, a **Strategic Connectivity Network** is recommended to unlock potential development parcels with accessibility, enhanced viability, and alignment with regional transportation, and land use plans and policies. The Preferred Connectivity Option is illustrated in **Figure E.6**.

Key recommendations include:

- **Constructing an East-West Connector Road** linking GPA with GPRH, creating an economic corridor on the urban fringe of the City, ideal for Flex Tech, Bio-Life, and Business Tech uses.
- **Providing for a potential Western Extension of Runway 07-25**, while maintaining flexibility pending a future cost-benefit assessment of all extension options.
- **Integrating with the major road networks** outlined in the Northwest ASP and the Municipal Development Plan, ensuring continuity with broader city planning and policies.
- **Adjusting internal road alignments** to support development-ready parcels suited to target uses such as Flex Tech, Bio-Life, and Light Industrial.
- **Establishing a connected Trail Network** that links the GPA, GPRH, Bear Creek, the Reservoir, and surrounding residential areas, enhancing environmental connectivity and community livability.



**Figure E.6: Grande Prairie Airport Area Framework Concept Preferred Connectivity Option**

## Grande Prairie Airport Area Framework Concept – Preferred Land Use Option

Building upon the proposed connectivity framework, the **Preferred Alternative for the Grande Prairie Airport Area Framework Concept**, as illustrated in **Figure E.7**, outlines a **framework that balances aviation, employment, commercial, institutional, and residential uses**, which is aligned with market demand opportunities, as well as long-term strategic economic positioning of on-and-off airport lands.

While a **Framework Concept** at and around GPA is illustrated for strategic guidance, future refinement to the land-use, transportation, and servicing plans would be necessary, as well as public consultation, as part of the City's community planning, zoning, and public works processes.

Key land use considerations and recommendations include:

- **Airside Optimization:** Prioritize the planning of on-airport properties to support both airside and landside development opportunities, in line with emerging regional, national, and global trends in airport-connected economic development, and the 2023 GPA Master Plan.
- **Airside Central District as the Core of Aviation:** Concentrate aviation-related uses within the Airside Central district, leveraging existing infrastructure and optimizing airside-accessible land for hangars, charter operations, and aviation services.
- **Reserve Strategic Airside Lands:** Protect lands adjacent to current and potential future runway extensions to accommodate long-term airside activity and airport expansion, ensuring airport operational flexibility.
- **Flex Tech Corridor:** Establish a cluster of 'Flex Tech' employment uses along a new East-West Connector Road, enabling integration between landside innovation uses and airside-centric operations.
- **Highway-Fronting Commercial Nodes:** Create commercial development nodes at key regional gateways, including key frontages on the proposed new East-West Connector Road, 116<sup>th</sup> Street and 100<sup>th</sup> Avenue, to support retail, services, and hospitality uses tied to both airport and regional traffic.
- **Bio-Life/Healthcare/Wellness Cluster Near GPRH:** Establish a Bio-Life/Health Care/Wellness node adjacent to GPRH, supporting an Urban Wellness Village, research and medical facilities, and building on momentum from recent health infrastructure investments.
- **Mixed-Use and Residential Integration:** Introduce compatible mixed-use and residential development in the eastern portions of the study area near the Bear Creek corridor, aligning with the Northwest ASP and Municipal Development Plan, while respecting GPA's future operational overlays such as NEF contours and Obstacle Limitation Surfaces.



## Grande Prairie Airport Area Framework Concept – Preferred Alternative

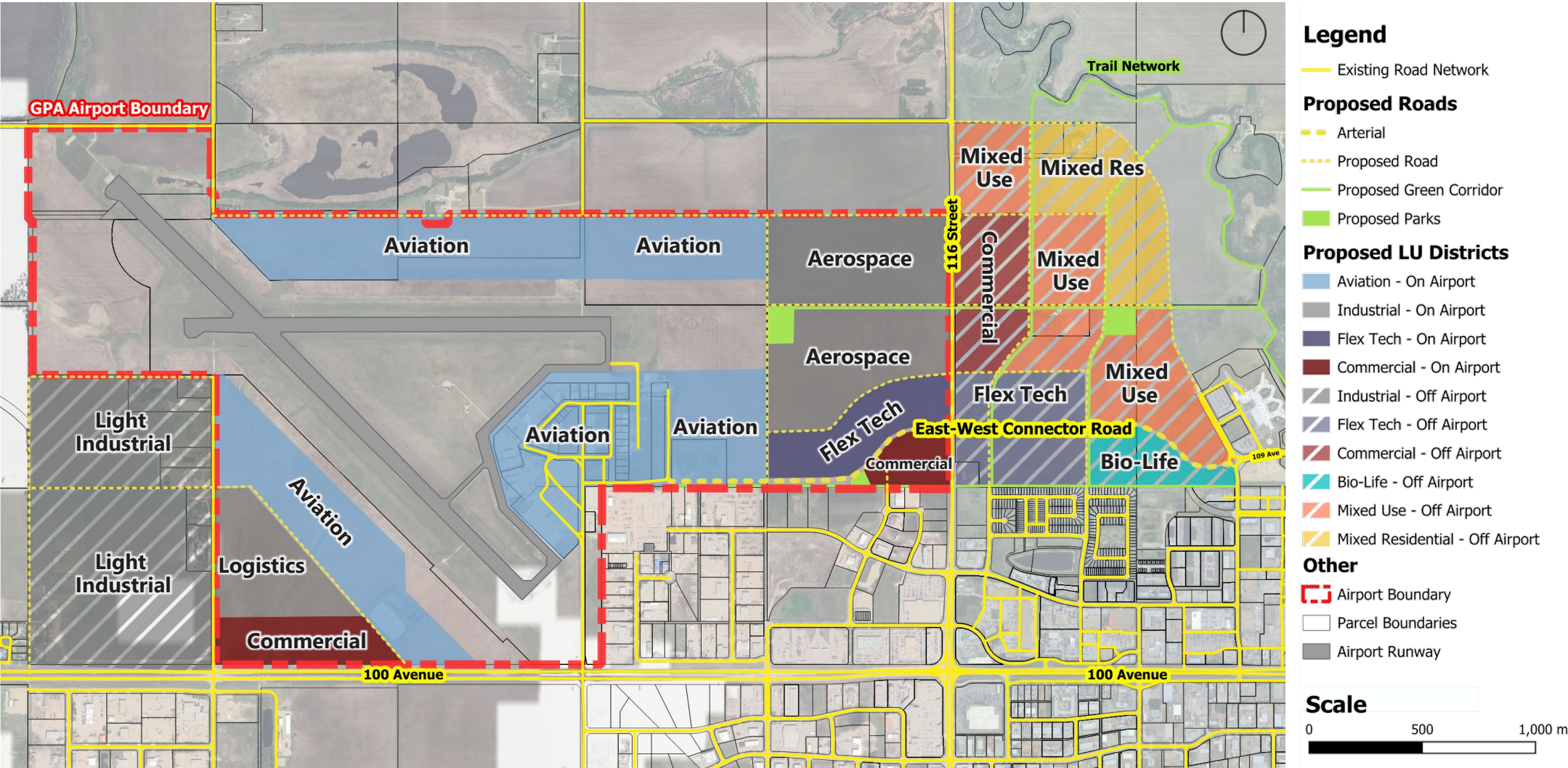
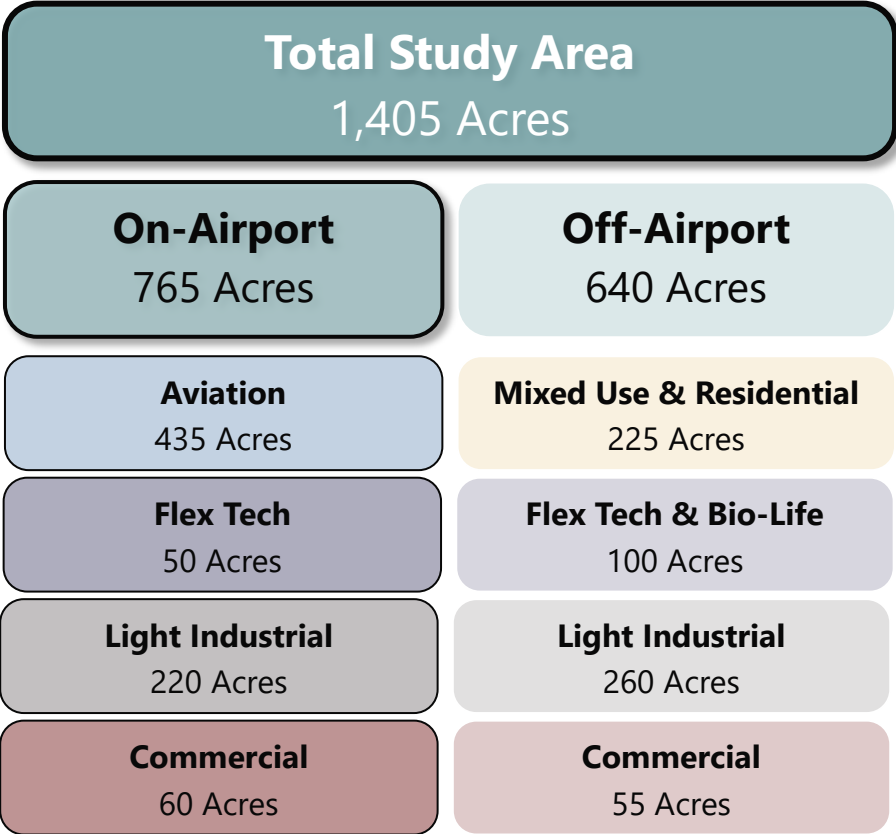


Figure E.7: Grande Prairie Airport Area Framework Concept – Preferred Land Use and Connectivity Option

## Grande Prairie Airport Area Framework Concept – Overall Program

**Table E.2** articulates the recommended **Overall Program** across the study area, based on the **Sub-Area Map** illustrated in **Figure E.8** on the following page.

In summary, full-build out of the Grande Prairie Airport Area Framework Concept could include the following key land-uses:



**Table E.2: Grande Prairie Airport Area Framework Concept – Overall Program**

DISTRICT	SUB-AREA WITHIN DISTRICT	DEVELOPMENT USE	GROSS DEVELOPABLE AREA (ACRES)
Airside Central (AC)	AC-1	Aviation - Existing Airside Row	105
	AC-2	Aviation - MROs, FBOs, Hangars, Airport Training	55
			160
Airside North (AN)	AN-1	Aviation Expansion - MROs, FBOs, Drone Testing, SAF Fueling	45
	AN-2	Aviation Expansion - MROs, FBOs, Drone Testing, SAF Fueling	125
			170
Airside South (AS)	AS-1	Airside Reserve - Airside Cargo, Logistics	105
	AS-2	Airside Innovation - Cargo, Logistics, Drone Testing etc.	100
			205
Landside East (LE)	LE-1	Commercial – Retail, Office, Hotels	20
	LE-2	Flex Tech - Flex Tech, Business Industrial, Light Industrial	50
	LE-3	Aerospace Innovation - Flex Tech, Light Industrial, Logistics	85
	LE-4	Aerospace Innovation - Flex Tech, Light Industrial, Logistics	80
	LE-5	Bio-Life Innovation - Wellness Village, Outpatient Clinics, Multi-Tenant Flex Offices, Flex Tech	30
	LE-6	Tech Innovation - Flex Tech, Multi-Tenant Flex Office	70
	LE-7	Mixed-Use – Neighbourhood Commercial, Multi-Family Residential, Single-Family Residential	60
	LE-8	Mixed-Use – Neighbourhood Commercial, Multi-Family Residential, Single-Family Residential	60
	LE-9	Commercial – Retail, Office, Hotels	55
	LE-10	Mixed-Use – Neighbourhood Commercial, Multi-Family Residential, Single-Family Residential	30
	LE-11	Residential – Multi-Family Residential, Single-Family Residential	75
			615
Landside West (LW)	LW-1	Highway Commercial - Commercial, Truck Stop, Retail, Hotels, Light Industrial	40
	LW-2	Logistics - Light Industrial, Logistics, Cargo	55
	LW-3	Industrial Economic Development - Logistics, Light Industrial, Greenhousing, Data Centres	160
			255
			1,405



Grande Prairie Airport Area Framework Concept – Sub-Area Map

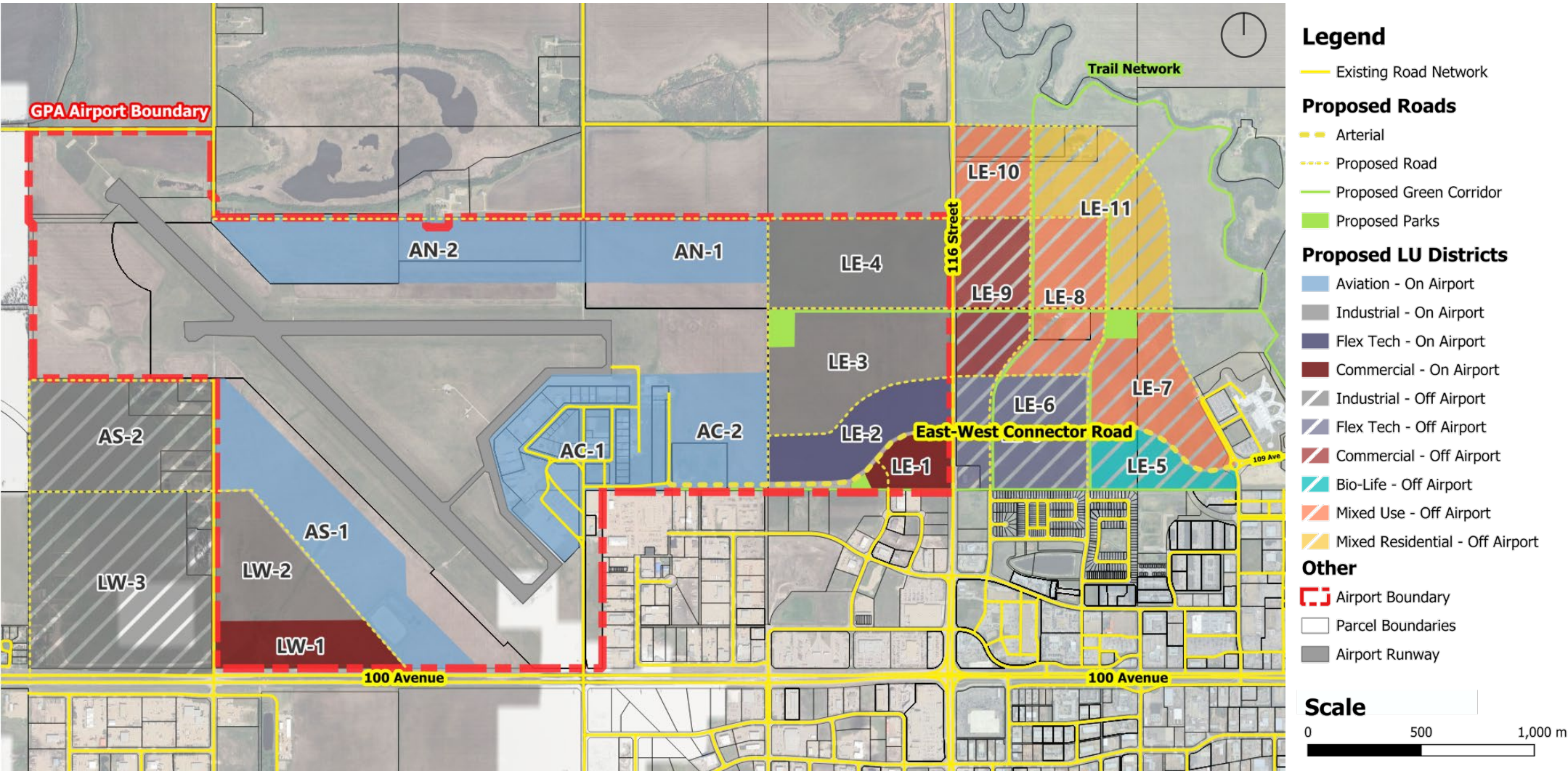


Figure E.8: Grande Prairie Airport Area Framework Concept – Sub-Area Map



## Grande Prairie Airport Area Framework Concept – Development Typologies

The following pages present **Target Development Typologies for each District** within the Grande Prairie Airport Area Framework Concept. These typologies are intended to illustrate potential development types and end-user tenants for Aviation & Airside Uses, Flex Tech & Light Industrial, Commercial, Mixed-Use, and Institutional areas across GPA's on-airport lands, and adjacent off-airport lands within the five Districts.

### Airside Central District



**Aviation Innovation & Training Hub**  
*Seneca Polytechnic's School of Aviation, ON*



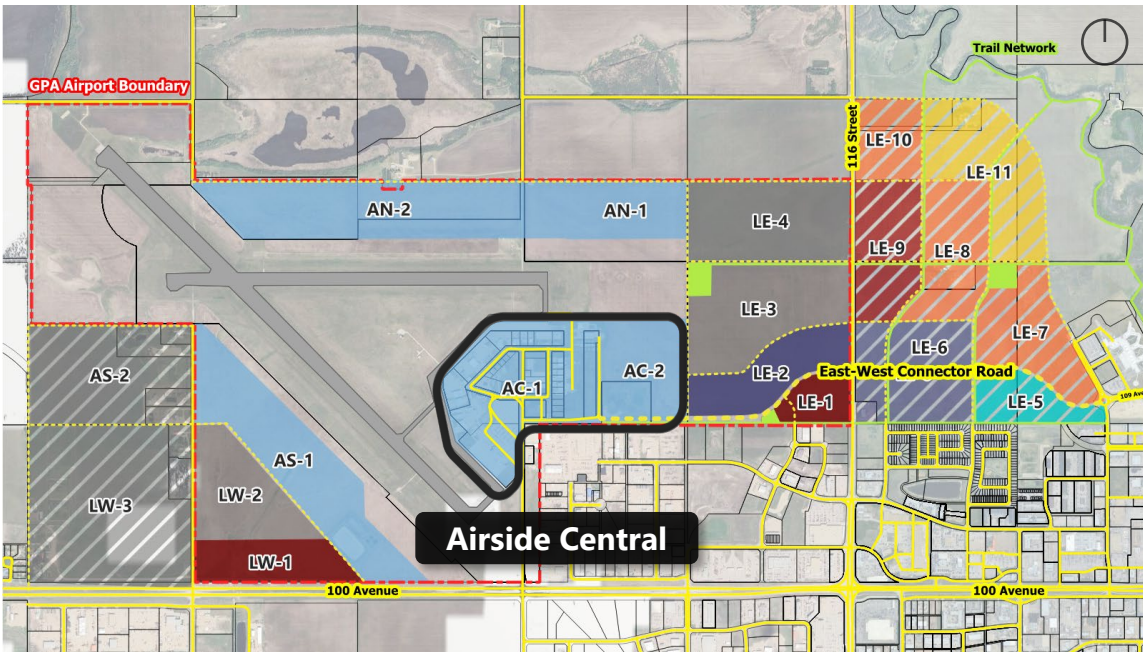
**Maintenance, Repair & Overhaul (MROs)**  
*Brandon Municipal Airport, MB*



**Fixed Based Operators (FBOs)**  
*HUB FBO, Montreal Saint-Hubert Airport, QC*



**Drone Operations**  
*Unmanned Aircraft Systems Test Range, AB*



**Figure E.9: Grande Prairie Airport Area Framework Concept – Airside Central**



**Air Ambulance Expansion**  
*YEG STARS Ambulance Facility*



**Flex Tech**  
*Stock Image*



## Grande Prairie Airport Area Framework Concept – Development Typologies

**Airside South District**



**Logistics & Distribution**  
*Stock Image*



**Micro-Utility**  
*Chattanooga Airport On-Site Solar*

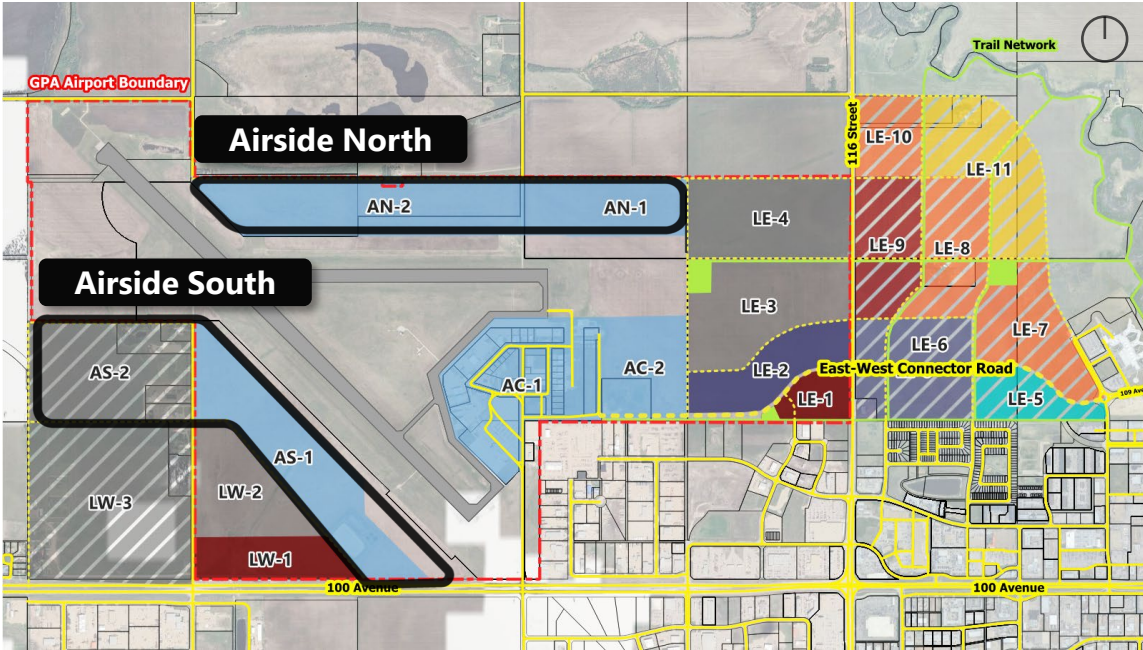
**Airside North District**



**Sustainable Aviation Fueling**  
*Fuel Farm, Munich Airport, Germany*



**Airside Reserve & Logistics**  
*YEG Air Cargo Facility –  
Cargo Jet, DHL*



**Figure E.10: Grande Prairie Airport Area Framework Concept – Airside North & South**



## Grande Prairie Airport Area Framework Concept – Development Typologies

### Landside East District



**Flex Tech / Multi-Tenant Office**  
*Stock Image*



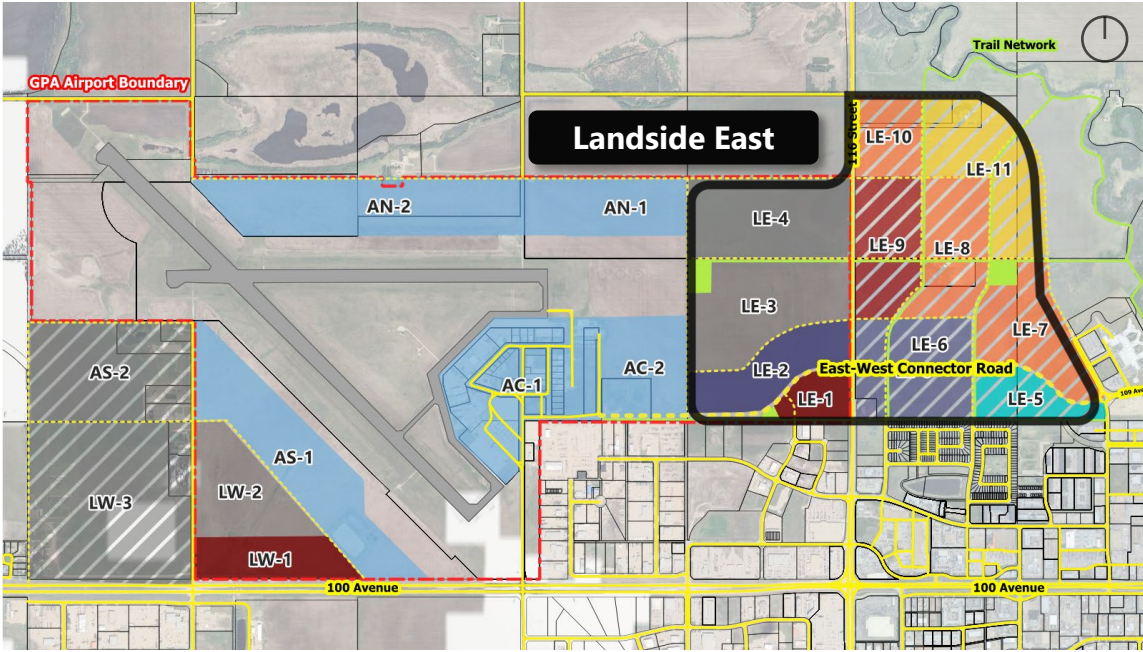
**Bio-Life**  
*Urban Wellness Village*  
*Covenant Health, Edmonton AB*



**Advanced Manufacturing**  
*TCAT Chattanooga*



**Commercial**  
*The Shops at Airport and Bovaird*  
*Brampton, Ontario*



**Figure E.11: Grande Prairie Airport Area Framework Concept – Landside East**



Grande Prairie Airport Area Framework Concept – Development Typologies

Landside West District



**Industrial Economic Development**  
*Robotically Operated Greenhouses*  
*Bevo Farms Ltd, Edmonton AB*



**Logistics & Distribution**  
*Stock Image*



**Truck Stop & Servicing Complex**  
*Sidney, Ohio*



**Highway Commercial**  
*Stock Image*

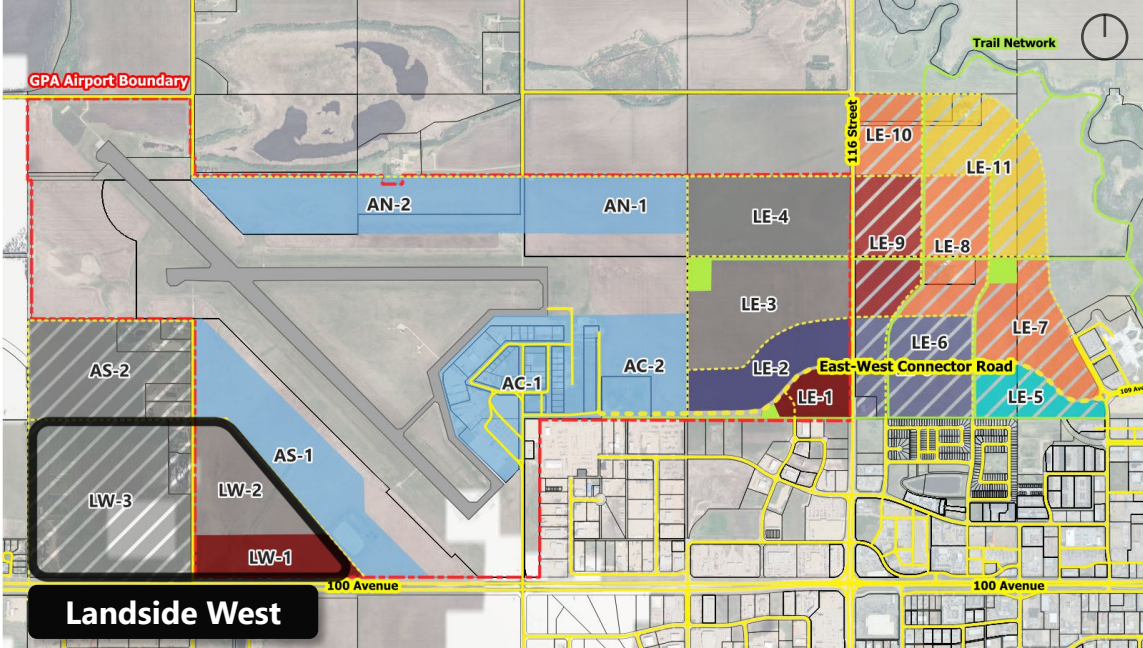


Figure E.12: Grande Prairie Airport Area Framework Concept – Landside West

## Prioritization Strategy

To guide implementation of the Grande Prairie Airport Area Framework Concept, **Catalyst Projects** and a **Prioritization Strategy** were defined.

**The Prioritization Strategy** is based on key considerations including:

- **City Ownership:** Considering whether land is located within the GPA Property Boundary and owned by the City.
- **Accessibility:** Considering whether land is currently accessible via the existing road network.
- **Servicing:** Considering whether land is currently serviced by public utilities.
- **Demand Drivers:** Considering primary drivers of demand for development of the land, such as real estate market trends, economic development initiatives, or airside growth requirements.

Sub-Areas within the Districts were allocated as **Priority 1, 2 or 3**, based on the following timeframes, as illustrated in **Figure E.13** on the following page.

- **Priority 1 – Years 1 to 10**
- **Priority 2 – Years 11 to 20**
- **Priority 3 – Years 20+**

## Catalyst Projects

To kick-start implementation of the Grande Prairie Airport Area Framework Concept, key **Catalyst and Enabling Infrastructure Projects** were identified for the City and Airport to consider as immediate priorities:



### Terminal and Airside Operations

Improve and enhance Terminal and Airside Operations within Airport Central.



### Bio-Life

Create Bio-Life/Health Care/Urban Wellness node adjacent to the GPRH.



### East-West Connector Road

Build East-West Connector Road from GPA to the GPRH and GP Bypass.



### Aerospace Innovation and Training

Establish Aerospace Innovation and Training node within Airport Central including Drone Testing SAF, etc.



### Runway 07-25 Extension

Explore Costs-Benefits for potential extension of Runway 07-25 to the west and/or east.



Grande Prairie Airport Area Framework Concept – Prioritization Strategy

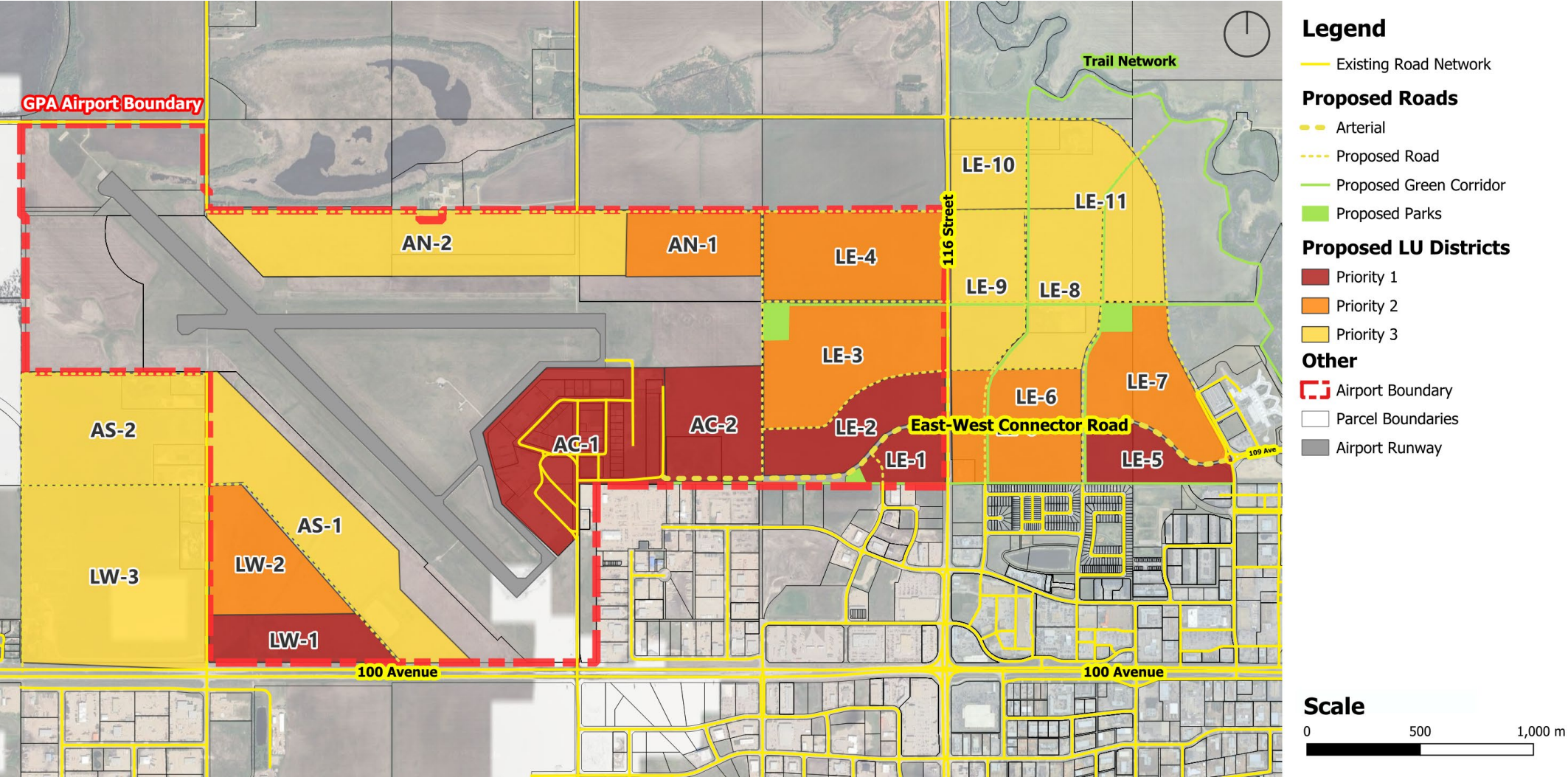


Figure E.13: Grande Prairie Airport Area Framework Concept – Prioritization Strategy

Grande Prairie Airport Area Framework Concept – Preliminary Financial Feasibility

A **Financial Analysis Discounted Cash Flow (DCF) model** was created to explore the preliminary **financial feasibility** of the initial “**Priority 1**” areas within the proposed Grande Prairie Airport Area Framework Concept, as well as for the ultimate **full build-out of GPA’s developable properties**.

This analysis is preliminary and is predicated on various assumptions regarding absorption, infrastructure investment, and land values. As illustrated in **Tables E.3 and E.4**, the preliminary financial feasibility analysis identified that based on the Framework Concept, **development of GPA’s On-Airport properties is feasible, with Internal Rates of Return (IRRs) exceeding 15% for the initial development and at full build-out. Net Present Value (NPV) is estimated at \$23M for Priority 1 GPA On-Airport Areas and \$53M at full build-out of GPA’s On-Airport Properties.**

Table E.3: Priority 1 GPA On-Airport Properties – Financial Feasibility Overview

Return Measures		
IRR	15.0%	<i>Unleveraged IRR</i>
NPV (\$M)	\$23.2	<i>10% Discount Rate</i>
Breakeven Year	Year 8	<i>Based on Cumulative Cash Flow</i>
20-Yr Land Lease Revenue (\$M)	\$134	<i>Total with Escalation, Excluding Reversion Value</i>
40-Yr Land Lease Revenue (\$M)	\$330	<i>Total with Escalation, Excluding Reversion Value</i>
Cost to GPA (\$M)	\$43	<i>Total with Escalation</i>

Table E.4: Full Build-Out of GPA On-Airport Properties – Financial Feasibility Overview

Return Measures		
IRR	15.5%	<i>Unleveraged IRR</i>
NPV (\$M)	\$53.3	<i>10% Discount Rate</i>
Breakeven Year	Year 8	<i>Based on Cumulative Cash Flow</i>
20-Yr Land Lease Revenue (\$M)	\$244	<i>Total with Escalation, Excluding Reversion Value</i>
40-Yr Land Lease Revenue (\$M)	\$1,119	<i>Total with Escalation, Excluding Reversion Value</i>
Cost to GPA (\$M)	\$216	<i>Total with Escalation</i>

Internal Rates of Return (IRRs)

Priority 1  
On-Airport Areas

15.0%

Full Build-Out of  
On-Airport Areas

15.5%

Net Present Value (NPV)

Priority 1  
On-Airport Areas

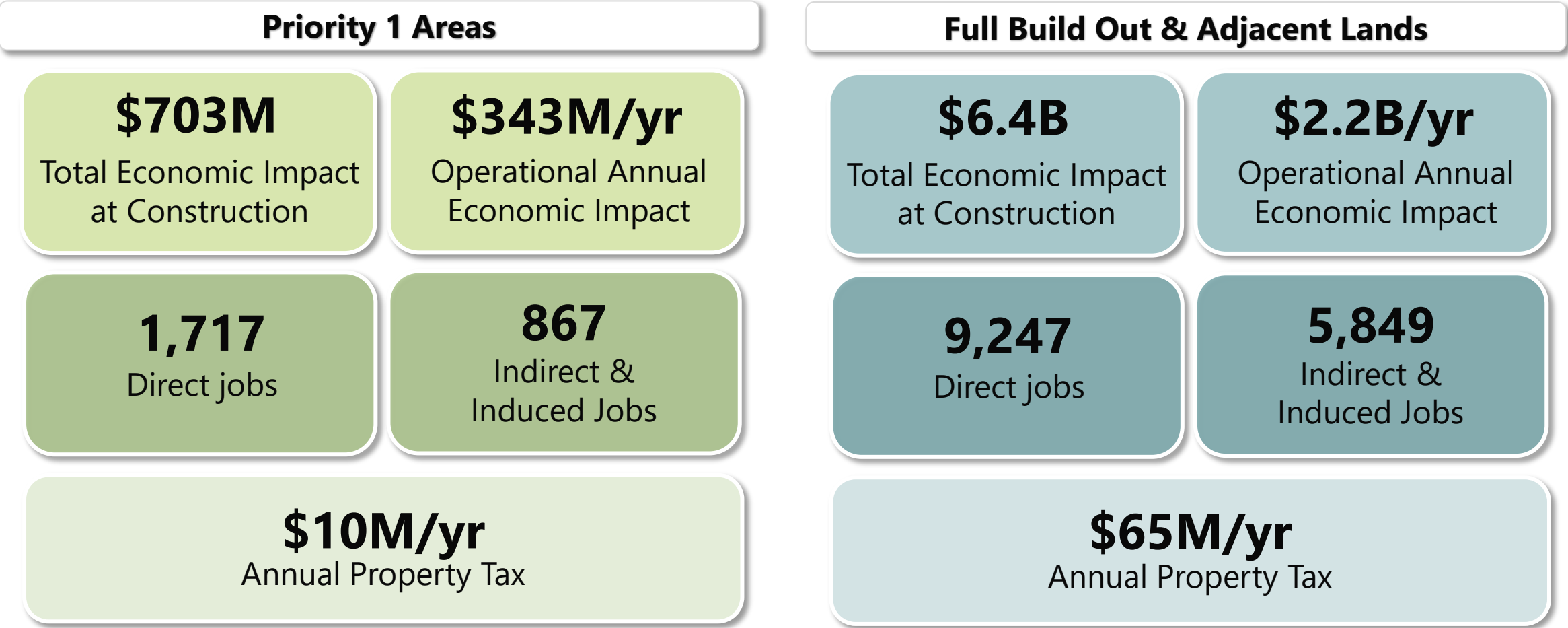
\$23M

Full Build-Out of  
On-Airport Areas

\$53M

## Grande Prairie Airport Area Framework Concept – Economic Impacts

Economic impacts of the Grande Prairie Airport Area Framework Concept were estimated using an industry-standard model and multipliers specific to the Province of Alberta. Key economic impacts were estimated for Priority 1 areas as well as for full build-out of the GPA On-Airport properties and adjacent areas outside the GPA boundary. Results of this analysis are as illustrated below:





## Airport Operating & Development Models

The second component of the Grande Prairie Airport Area Economic Framework explored the following:

***“What operating, investment, and development models should be used to seek partners for implementing the EDVS and Economic Framework to optimize GPA and surrounding properties?”***

The objective was to explore optimal **Airport Operating and Development Approaches** that would simultaneously support **enhancement of Airport Operations, Real Estate Optimization, and broader Economic Development** objectives, as illustrated in **Figure E.14**.

This research involved a comprehensive scan of airport management and development companies with a proven track record in similar contexts, as well as a review of governance and partnership models used at Canadian airports.

Given the significant amount of land at GPA under the City’s ownership, Airport Operating and Development Models were explored to better optimize these properties, in alignment with the City’s long-term economic development goals.

**A fundamental presumption is that the City will retain ownership of GPA and its properties, regardless of which Airport Operating and Development Model is embraced.**



**Figure E.14: Considerations for Airport Operating & Development Models**

## Airport Management & Development Companies

Through a benchmarking and evaluation process, **Airport Management & Development Companies** were researched and evaluated based on their ability to support the City of Grande Prairie's strategic goals for the management, operations, future real estate development, and broader economic development at GPA. This analysis considered each organization's strengths across several criteria:

### Airport Operations

Airport Operations expertise including safety, security, passenger services, cargo services, and infrastructure management.

### Real Estate Development

Real Estate Development capabilities and experience particularly related to aviation-centric, industrial, commercial, and innovation-oriented uses.

### Economic Development

Participation in stimulating economic development at and around airports.

### Canadian & Similar Sized Airport Experience

Experience operating or advising similar-sized Canadian or mid-tier international airports.

### Existing Relationship

Existing connectivity, partnerships, or working relationships with the Grande Prairie region or other Alberta jurisdictions.

## Evaluation of Airport Management Companies

An evaluation was performed to categorized Airport Management & Development Companies into 'Strong', 'Moderate', and 'Low' groups, based on how well their capabilities and strategic focus matched the City of Grande Prairie's long-term objectives.

Companies in the 'Strong' evaluation group, as listed below demonstrated comprehensive airport operational knowledge, a proven track record in development delivery, and a willingness to collaborate on regionally impactful economic projects. These organizations represent viable proven potential partners for advancing GPA's future growth through flexible models, including strategic alliances, service agreements, or investment partnerships.

### Airport Development & Management Companies with 'Strong' and 'Moderate' Alignment to the City of Grande Prairie:

- Edmonton International Airport (YEG)
- Winnipeg Airport Services Corporation (WASCO)  
(Subsidiary of Winnipeg Airports Authority)
- Vantage Group
- AVPORTS/AFCO

**Edmonton International Airport (YEG) scored highest in this evaluation, based on their local and global expertise in airport operations, real estate development and economic development, as well as their existing connectivity with GPA and experience with similar sized airports (in land area) such as Villeneuve Airport.**

## Operating & Partnership Structures

In parallel with the assessment of Airport Management and Development Companies, a **range of potential Operating and Partnership Structures were evaluated to determine suitable models for advancing the Grande Prairie Airport Area Economic Framework.**

These structures were analyzed based on their ability to support airport operations, real estate development, and broader economic goals, while ensuring the City retains appropriate governance and financial flexibility.

Options ranged from Real Estate Joint Ventures and Special Purpose Vehicles (SPVs), to Independent Airport Authorities and the role of Regional Economic Development Corporations.

Evaluation criteria for the assessment of these potential structures included:

- **Managing airport operations**
- **Optimizing real estate**
- **Driving economic development**
- **Unlocking land value**
- **Attracting private investment**
- **Maintaining governance control**
- **Financial flexibility**
- **Implementation complexity**
- **Administrative burden**

## Evaluation of Operating & Partnership Structures

Structures with the strongest alignment with GPA's long-term needs include the following models, which offer scalable and flexible approaches for optimizing Airport Operations, Real Estate Development, Economic Development, and Governance:

- **Special Purpose Vehicles (SPVs)** for distinct development mandates such as operations, real estate, economic development, or utilities.
- **Independent Airport Authority** with a dedicated governance model focused on operational excellence and long-term planning.
- **Development Authorities** that focus on strategic land assembly, planning, and implementation.
- **Real Estate Joint Venture Partnerships (JVs)** for specific commercial or industrial development projects.

These structures provide varying levels of control, scalability, and investment attraction, and could be implemented individually or in combination as GPA grows.

These structures are well-suited to complement the City's ownership framework by enabling targeted delivery, enhancing access to capital, and reducing implementation risk, while allowing the City to retain full ownership, and strategic oversight over GPA's long-term direction.

## Preferred Partner Alliance Strategy

Building on the evaluation of Airport Management and Development Companies and the analysis of potential Partnership Structures, a **recommended Preferred Partner Alliance Strategy** (shown in **Figure E.15**) has been identified as an effective pathway to advance the Grande Prairie Airport Area Economic Framework.

This Strategy is predicated on a Master Partnership Alliance, which would then grow into the identified SPVs for specific areas of the optimization of GPA.

**To implement this Framework, the City should explore a strategic alliance with Edmonton International Airport (YEG), supported by a series of integrated Special Purpose Vehicles (SPVs) to optimize GPA's airport operations, real estate opportunities, and economic development.**

This Alliance Strategy would deliver the following key benefits:

- **City retains full ownership** of GPA and its properties, while gaining access to operational expertise and development capacity.
- **Provides enhanced opportunities for air service development**, including improved route connectivity between GPA, YEG and abroad.
- **Unlocks value**, improving access to capital, and managing the City's risk and financing.
- **Optimizes real estate opportunities** by tapping into broader range of end-user tenants.
- **Enables collaboration on regional economic development initiatives**, supporting Northern Alberta's priorities in aviation, healthcare logistics, food security, and emergency preparedness.

While this model offers strong long-term potential, it will also require contractual and governance arrangements. It is recommended that the City proceed with formal discussions with YEG to explore and define responsibilities, delivery mechanisms, and next steps.

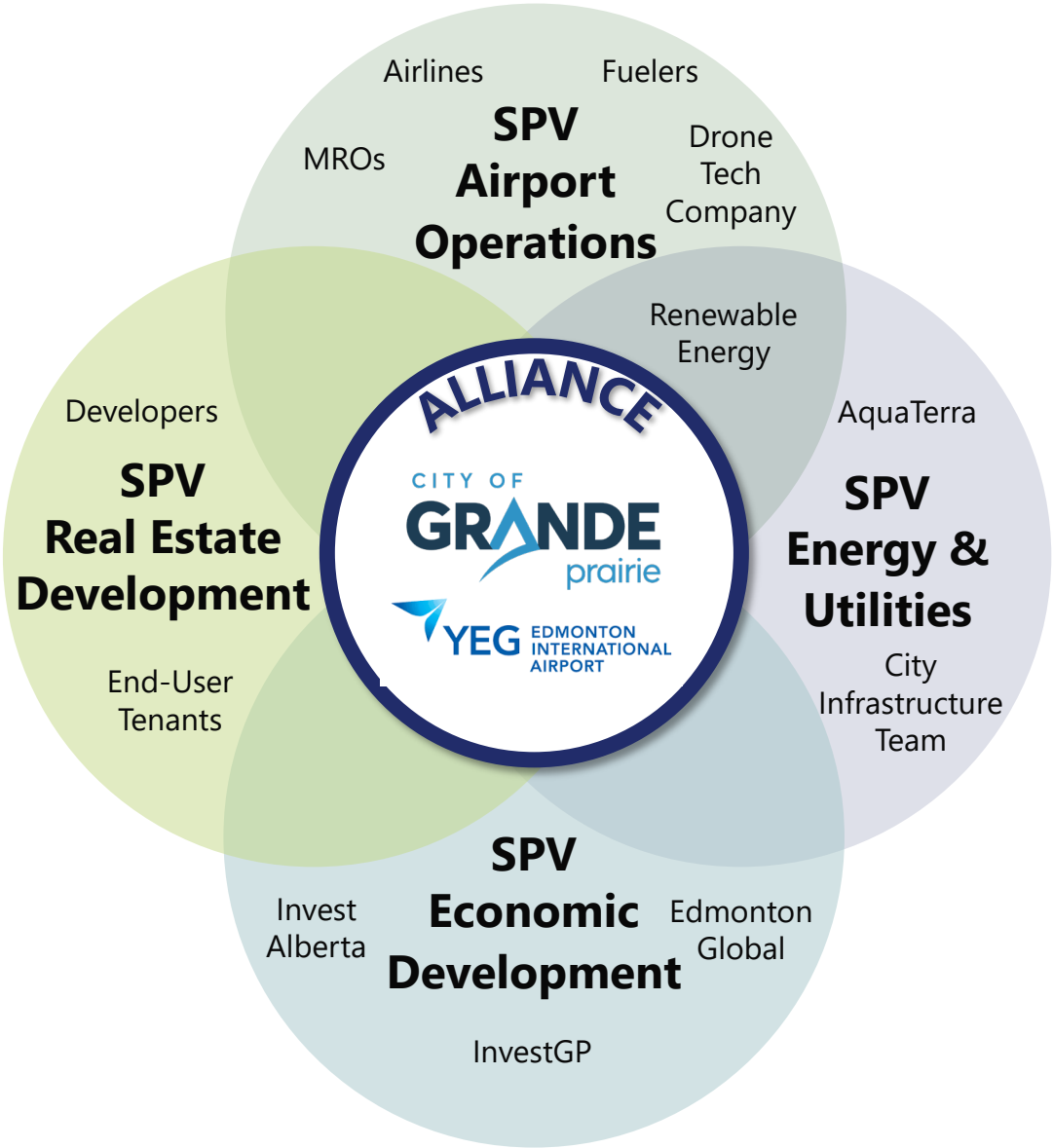


Figure E.15: Preferred Partner Alliance Strategy

## Implementation Action Plan

To advance the Grande Prairie Airport Area Economic Framework, an **Implementation Action Plan** was created to outline key phases for establishing the Alliance Strategy between the City of Grande Prairie and YEG (the Preferred Partner), as well as to initiate Catalytic Projects defined by the GPA Framework Concept that are aligned with the City’s long-term economic development objectives. These Phases include:

- Phase 1**

**Q1/Q2 2025**

  - Continue Discussions with YEG to align on strategic priorities.
  - Engage with the Grande Prairie Airport Commission to build alignment and determine direction for an Alliance Strategy with YEG.
  - Define and approve an Alliance Strategy with YEG that supports optimization of Airport Operations, Real Estate Development, and Broader Economic Goals.
  - Draft and execute a Memorandum of Understanding between the City and YEG to formalize collaboration on future GPA development and operational strategies.
- Phase 2:**

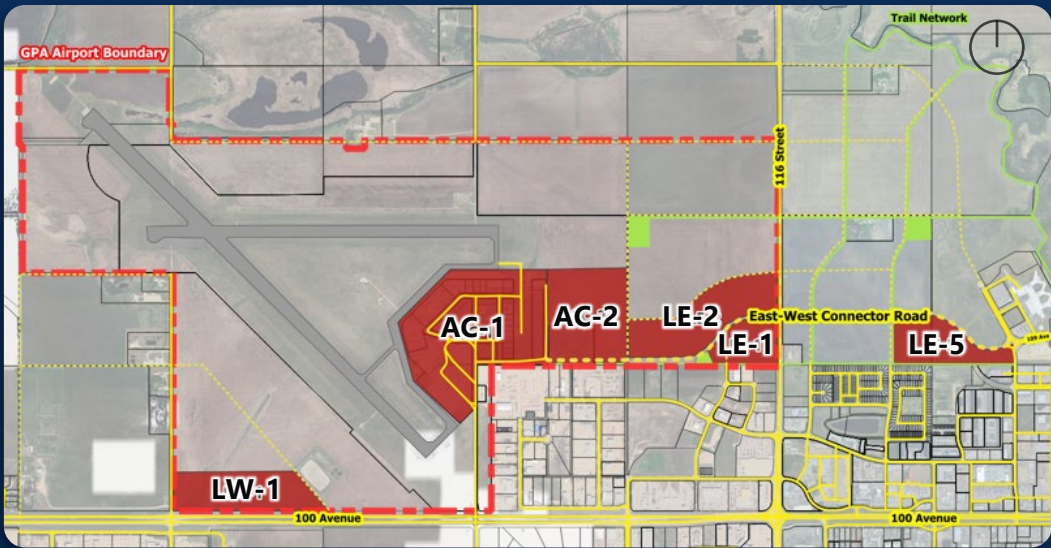
**Q3/Q4 2025**

  - Establish Legal and Organizational Framework for the recommended Preferred Partner Alliance Strategy.
  - Develop Implementation Agreements and Special Purpose Vehicles (SPVs) for targeted Activities.
- Phase 3:**

**Q1/Q2 2026**

  - Launch initial Priority 1 & Catalytic Projects.

## Priority 1 & Catalyst Projects



AC-1 Improve and Enhance Airside Operations	Y1 to Y5
Runway 07-25 Extension Cost-Benefit Analysis	Y1 to Y3
AC-2 Aerospace Innovation & Training Node	Y2 to Y5
LE-5 Bio-Life/Health Care/Wellness Innovation Node	Y2 to Y5
East-West Connector Road (West)	Y2 to Y5
East-West Connector Road (East)	Y2 to Y5
LE-1 Tech Innovation & Flex Industrial	Y6 to Y10
Servicing into LW District	Y6 to Y10
LW-1 Highway Commercial	Y6 to Y10



## SUMMARY OF FINANCIAL IMPACTS

---

### COMMUNITY ENHANCEMENTS

---

Project 2, Option 1 - Tree Grove Installations, Three Large Groves and One Small Grove	150,000.00	
Project 3, Option 2 - Beautification of the Triangle Median, Bioswaled Median	60,000.00	
Project 5 - 100 Avenue/100 Street Parkette	35,000.00	
Project 7 - Muskoseepi Pavilion Dock & Fence	160,000.00	
Project 1 - Lighting at Muskoseepi Pond	70,000.00	*held - more info
	<u>475,000.00</u>	

Total available in Community Enhancement Reserve	665,000.00
Remaining balance	<u>190,000.00</u>

### OTHER

---

South Bear Creek Driving Range	30,000.00	FER
GPRTA Delegation	20,000.00	CSI
South Bear Creek Beach Volleyball	25,800.00	AB Games Legacy
	57,500.00	CSI
		FER
	<u>83,300.00</u>	
Municipal Fee Rebate	363,038.00	Existing capital reallocated
	236,962.00	FSR
	<u>600,000.00</u>	
Opening Unallocated FER	891,000.00	
Approved for projects	- 30,000.00	
Remaining balance	<u>861,000.00</u>	
Opening FSR available	2,380,000.00	
Approved for projects	- 236,962.00	
Remaining balance	<u>2,143,038.00</u>	

\*both the AB Games Legacy Funds and CSI have been now fully spent.



## ADMINISTRATIVE REPORT

<b>TO:</b> Shane Bourke, City Manager	<b>DATE:</b> June 23, 2025
<b>FROM:</b> Brian Glavin, Chief Operating Officer	<b>MEETING:</b> Council Committee of the Whole
<b>REPORT WRITER:</b> Kase DeVries, M.Sc., Director of Environment and Parks	
<b>SUBJECT:</b> Community Enhancement Funding – Project Feasibility Review	

### RECOMMENDATIONS

That Committee recommend Council approve projects as selected.

### PREVIOUS COUNCIL / COMMITTEE DIRECTIONS

**Council Committee of the Whole Budget Deliberations, November 15, 2024** – “Committee amend the Capital Budget to approve \$200K from Future Expenditures Reserve to fund the new upcoming policy regarding Community Enhancement.”

**City Council, February 24, 2025**, - “Council approve Policy 361 - Community Enhancement Fund, as amended.”

**Financial and Administrative Services Committee, April 15, 2025** – “Committee recommend Council approve the transfer of the 2024 operating surplus of \$5,113,000 to the following: ... \$300,000 to the Community Enhancement Reserve.”

### BACKGROUND

The Environment & Parks department was tasked with reviewing the feasibility and potential impact of various proposed Community Enhancement projects. These projects aim to improve public spaces, support long-term infrastructure needs, and enhance the visual appeal of the City. Following recent Council approvals, a total of \$665,451.43 is now available for capital enhancements.

### ANALYSIS

The following project topics were reviewed internally for their feasibility, alignment with strategic priorities, and potential to enhance public space and community appeal. Project timelines, estimated costs, and implementation considerations are summarized below.



This project would fund electrical infrastructure to support LED lighting in trees north of the Ernie Radbourne Pavilion. Preliminary investigations indicate available capacity at the existing Pavilion transformer.

**Cost Estimate:** \$70,000

**Feasibility:** 2025 installation dependent upon required site work and procurement lead times

---

## Project 2 – Tree Grove Installations (100 Street Corridor)

---

This project would fund additional tree groves along 100 Street from 116 Avenue to 139 Avenue. The groves are high-impact and align with the City's current direction on urban forest improvement. This work would enhance the corridor leading to the future recreation facility. Grove measurements are approximate.

- **Option 1 – Three Large Groves and One Small Grove (Attachment 1)**

Includes three large beds and one smaller bed along the 100 Street corridor

- **Cedar Point Bed:** 91m x 9m
- **Near 132 Avenue:** 46m x 9m
- **Near 139 Avenue:** Two beds, each 107m x 9m

**Cost Estimate:** \$150,000

**Feasibility:** 2025 completion possible

- **Option 2 – Multiple Smaller Groves Along Full Corridor (Attachment 2)**

Includes two large beds and eight smaller beds distributed between 116 Avenue and 139 Avenue along the 100 Street corridor

- **Near 116 Avenue:** Two beds, each 46m x 9m
- **Near 121 Avenue:** Two beds, each 46m x 9m
- **Near 128 Avenue:** Two beds, each 46m x 9m
- **Near 132 Avenue:** Two beds, each 46m x 9m
- **Near 139 Avenue:** Two beds, each 107m x 9m

**Cost Estimate:** \$150,000

**Feasibility:** 2025 completion possible

---

## Project 3 – Beautification of the Triangle Median

---

This project would fund improvements to the triangular median between 99 Avenue and 100 Avenue, west of Bear Creek. Three implementation options have been evaluated.

- **Option 1 – Asphalt Median**

Resurfacing with asphalt; existing curb and gutter remain.

**Cost Estimate:** \$125,000

**Feasibility:** 2025 installation dependent upon required site work and procurement lead times.

- **Option 2 – Bioswaled Median**

Conversion to a vegetated bioswale to slow runoff, filter pollutants, and enhance appearance.

**Cost Estimate:** \$60,000

**Feasibility:** 2025 installation dependent upon required site work and procurement lead times

- **Option 3 – Seasonal Planters**

Leave existing millings; add planters annually. Requires ongoing watering and maintenance. Planters to be removed each fall due to snow storage and plowing requirements.

**Cost Estimate:** \$20,000-40,000, depending on density.

**Feasibility:** 2025 installation dependent upon procurement lead times

### **Project 4 – New Park Furniture (Benches, Picnic Tables, Garbage Bins)**

This project would fund the installation of new park furniture across multiple neighbourhoods, including O'Brien Lake, South Patterson, Country Club Estates, Crystal Landing, Signature Falls, Country Club West, Countryside North, Crystal Lake, and Muskoseepi Park (adjacent to new tennis and basketball courts).

**Cost Estimate:** \$100,000

**Feasibility:** Unlikely for completion in 2025



### **Project 5 – 100 Avenue / 100 Street Parkette**

This project would support the cleanup and improvement of the small parkette at 100 Avenue and 100 Street. Work would include removal of damaged planters, brickwork resurfacing, and installation of picnic tables and garbage bins to create an appealing, low-maintenance public space.

**Cost Estimate:** \$35,000

**Feasibility:** 2025 completion dependent upon procurement and contractor lead times

This project would fund the installation of an entrance sign along Highway 40 at the south boundary of the City. The sign would complement existing entry features installed on the north and west approaches. Alberta Transportation has confirmed the sign is allowable in principle. Permit submission would follow Council direction and confirmed funding, with coordination from utility companies as required based on final site selection.

**Cost Estimate:** \$140,000

**Feasibility:** Unlikely for completion in 2025

### **Project 7 – Muskoseepi Pavilion Dock & Fence**

This project would replace the existing wooden dock and fence at the Muskoseepi Pavilion, both of which experience recurring damage due to seasonal moisture. Replacing the infrastructure with composite materials would improve accessibility, reduce long-term maintenance, and ensure safe public use.

**Cost Estimate:** \$160,000

**Feasibility:** Unlikely for completion in 2025

### **Relationship to City Council's Areas of Focus / Strategic Priorities**

Quality of Life – Fostering a community in which our residents love where they live and embrace their environment.

### **Environmental Impact**

Projects such as the tree grove installations promote green infrastructure. These initiatives support urban biodiversity on the landscape.

### **Economic Impact**

Investments in public spaces have a positive long-term impact on property values and business attraction. Enhancements to corridors and public amenities can stimulate economic activity, particularly around the downtown core and recreational nodes.

### **Social Impact**

Improvements to park spaces and streetscapes enhance quality of life. Upgraded public furniture and beautified areas encourage community gathering, outdoor activity, and civic pride.

### **Relevant Statutes / Master Plans / City Documents**

City of Grande Prairie Policy 361

2022-2025 Strategic Plan

2012 Parks and Open Space Master Plan

### **Risk**

A primary risk is the 2025 completion timeline. Some projects, while feasible in scope, may extend into 2026 due to procurement lead times or contractor availability.

## **STAKEHOLDER ENGAGEMENT**

Environment and Parks coordinated with internal departments including Corporate Facility Management, and Engineering and Transportation Services to review feasibility, scope, and alignment of the proposed projects.

**BUDGET / FINANCIAL IMPLICATIONS**

Individual project cost estimates are included within the Analysis.

**SUMMARY / CONCLUSION**

The projects reviewed for funding under the Community Enhancement Reserve align with strategic priorities. While all are feasible in scope, some may face scheduling or supply challenges that impact 2025 delivery. Despite these risks, the proposed investments remain strong candidates for implementation to enhance the City's public spaces, advance beautification goals, and support long-term community vibrancy.

**ATTACHMENTS**

**Attachment 1 - Tree Grove Installations – Option 1**

**Attachment 2 - Tree Grove Installations – Option 2**



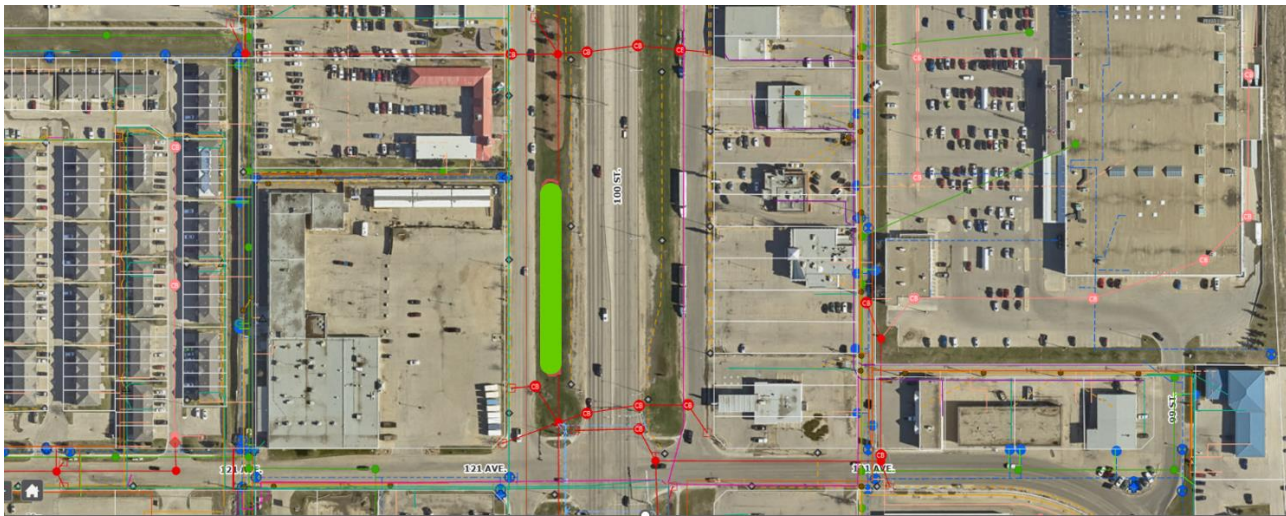


Figure 1. Cedar Point Bed: 91m x 9m

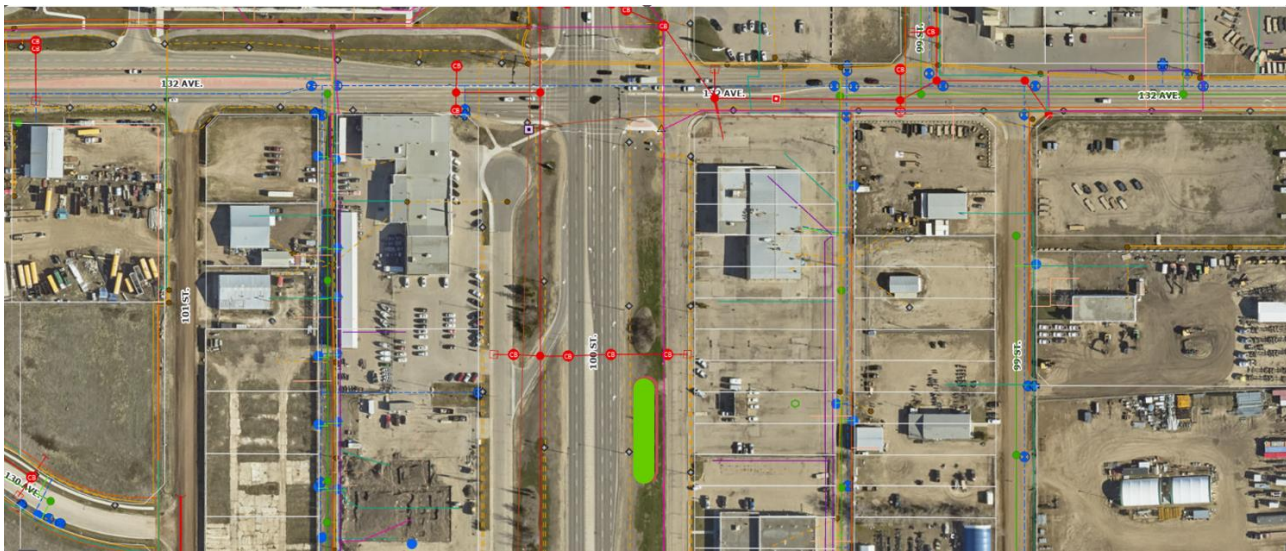


Figure 2. South of 132 Avenue: 46m x 9m

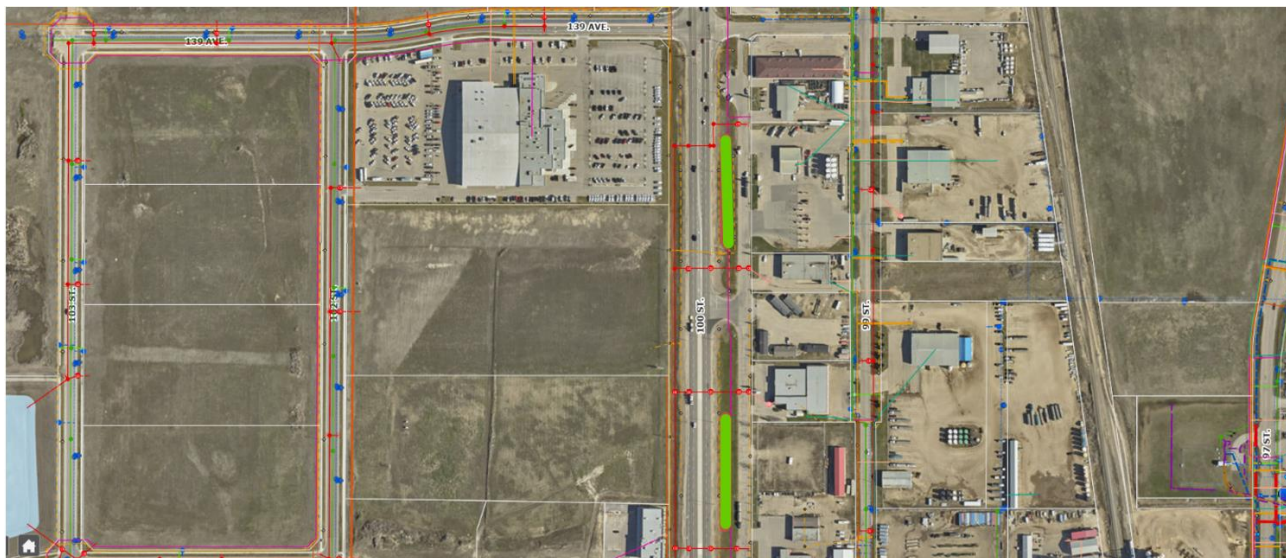


Figure 3. South of 139 Avenue: Two beds, each 107m x 9m



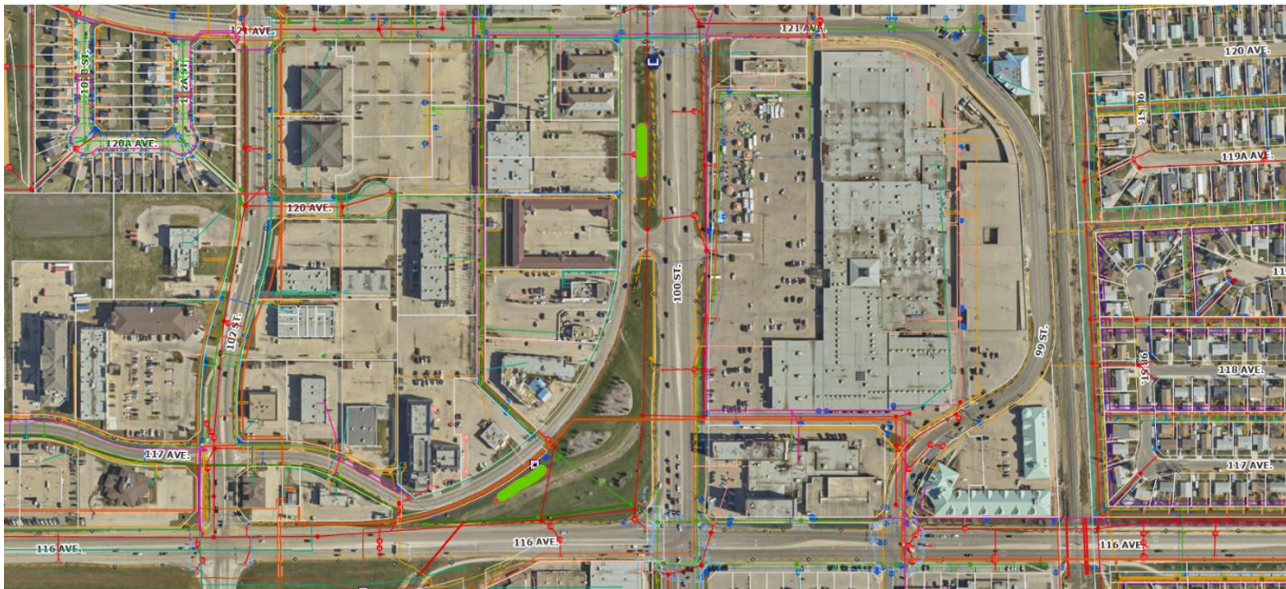


Figure 4. North of 116 Avenue: Two beds, each 46m x 9m

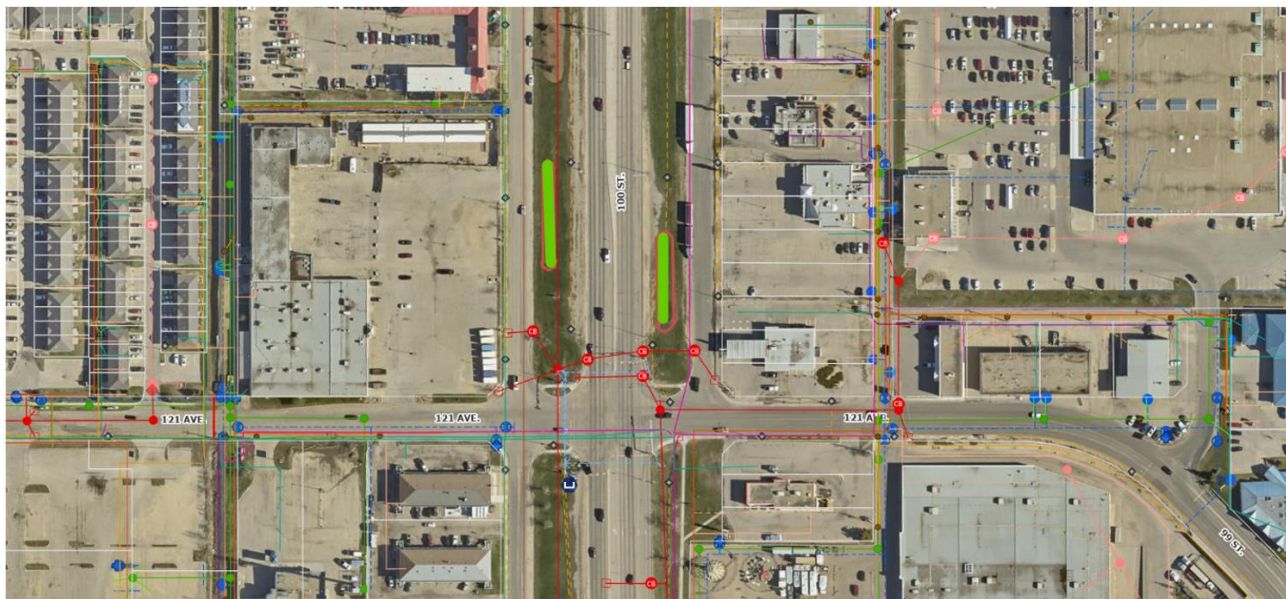


Figure 5. North of 121 Avenue: Two beds, each 46m x 9m



MEETING: Council Committee of the Whole  
REPORT WRITER: Kase DeVries  
Page 8 of 8

## ADMINISTRATIVE REPORT

<b>TO:</b> Shane Bourke, City Manager	<b>DATE:</b> June 23, 2025
<b>FROM:</b> Brian Glavin, Chief Operating Officer	<b>MEETING:</b> Council Committee of the Whole
<b>REPORT WRITER:</b> Kase DeVries, M.Sc., Director of Environment and Parks	
<b>SUBJECT:</b> Bear Paw Driving Range	

### RECOMMENDATIONS

That Committee receive this report for information.

### PREVIOUS COUNCIL / COMMITTEE DIRECTIONS

At the June 11, 2025 Council meeting the following motion was passed:

*“Committee direct Administration to bring back a report with cost estimates for the South Bear Creek Driving Range to maintain the current facility and/or rebuild it.”*

At the June 2, 2025 Council meeting the following motion was passed:

*“Council direct Administration to meet with Nitehawk to find the best option to reopen the driving range, and bring a report back to a future Council Committee of the Whole meeting.”*

### BACKGROUND

In 2023, a structural analysis of the safety net poles was completed by ISL Engineering. This report determined that all the poles were in poor condition, requiring replacement within 1 – 3 years. In 2025, a repeat analysis was completed that determined that all poles had deteriorated further and need immediate attention. The Par 3 course and campground are unaffected.

During the 2025 Council budget deliberations, \$42,500 in capital funding was approved to decommission the Bear Paw Driving Range, with the decommissioning planned to commence this summer.

### ANALYSIS

The Bear Paw Driving Range has reached the end of its life with the existing facility infrastructure. This presents a decision point for the City to assess the recreation needs and long-term plan for



investment in the South Bear Creek Area, as recommended in the Grande Prairie Area Point 77 of 202 Recreation Master Plan (2016). As part of the City’s broader commitment to long-term recreational planning, the Parks and Open Space Master Plan would support identifying potential future uses for the South Bear Creek Plan area, including the Bear Paw site. An update to this plan would help guide strategic decisions by evaluating recreational needs, environmental considerations, and infrastructure opportunities within the area. This approach ensures that any future redevelopment of the driving range is consistent with community expectations and integrated with the overall vision for South Bear Creek.

The Bear Paw Driving Range is located over a former landfill site, the nature of this type of site limits how it can be utilized and increases construction complexity. The Phase 1 and 2 costs were sourced from three qualified engineering firms. Construction costs were estimated using an assumption that engineering and design costs usually represent 10-15% of construction costs for higher complexity projects. As the construction costs are hypothetical at this point, it is possible that estimates could come in lower with more certain site conditions after Phase 1. The work completed in Phase 1 will be useful in any scenario as it will provide usable information for other future uses, even if we do not proceed with rebuilding the driving range. Administration has identified the following phased approach to rebuilding the existing Bear Paw Driving Range facility:

Phase 1	Environmental, Geotechnical, and Geophysical Assessment	\$30,000
Phase 2	Engineering and Design	\$95,000 - \$170,000
Phase 3	Construction	\$630,000 - \$1.7M

### Phase 1

A combined environmental, geotechnical and geophysical assessment is a key step in evaluating the existing state of the site and supporting future design work, including the rebuilding of the driving range or introducing other recreational amenities.

The scope of work would include identifying the extent of the former landfill cell, determining the depth and structure of the landfill cap, evaluating what would be required to support the installation of new pole and netting infrastructure, and assessing any environmental considerations for the site.

### Phase 2

An engineering consultant is required to complete the structural analysis and design of a new driving range facility, taking into account the site-specific requirements of building on a former landfill. This engineering consultant would also manage and oversee the installation of the driving range poles and netting, ensuring that all poles are installed to a standard that meets the structural and environmental requirements.

### Phase 3

Based on the final design, construction would proceed with the installation of new netting and support poles. It is anticipated that a combination of steel and wooden poles may be utilized to achieve the increased height required to protect adjacent properties.

## **Relationship to City Council's Areas of Focus / Strategic Priorities**

Quality of Life – Fostering a community in which our residents love where they live and embrace their environment.

### **Environmental Impact**

An environmental, geotechnical, and geophysical investigation will provide information on subsurface conditions, contamination risks, and cap integrity. This is necessary to ensure any future redevelopment is environmentally safe, compliant, and feasible.

### **Economic Impact**

A clear understanding of the site's redevelopment potential will help guide future investment decisions.

### **Social Impact**

Improvements to park spaces enhance overall quality of life by encouraging outdoor activity, community gathering, and social connection. Assessing the site's potential use is an important step toward ensuring it continues to serve the community well.

### **Relevant Statutes / Master Plans / City Documents**

- Environmental Protection and Enhancement Act
- Landfill Standards and Guidelines for Alberta (2010)
- Parks and Open Space Master Plan (2012)
- Code of Practice for Landfills
- Grande Prairie Area Joint Recreation Master Plan (2016)

### **Risk**

Not completing the geotechnical assessment will result in unknown site conditions that could result to higher long-term costs or environmental liabilities should further development occur at the site.

### **Alternatives**

- That Committee recommend Council approve \$30,000 from the future expenditures reserve to execute an environmental, geotechnical, and geophysical assessment at the Bear Paw Driving Range.
- That Committee refer an update of the City Parks and Open Space Master Plan to 2026 budget deliberations, with emphasis on future uses of the South Bear Creek area.

## **STAKEHOLDER ENGAGEMENT**

Environment and Parks consulted with Recreation and Engineering and Transportation Services to review the feasibility of continued use of the site. Administration consulted with multiple industry professionals, including engineering firms, driving range designers, and geotechnical firms to determine budgetary cost estimates for the design and construction of the Bear Paw Driving Range.

## **BUDGET / FINANCIAL IMPLICATIONS**

There are no Budget / Financial Implications with the recommendation. Costs associated with each phase are presented in the Analysis.

The wooden poles at the Bear Paw Driving Range have reached, or are soon to reach, the end of their usable life. This presents a decision point to evaluate recreation needs by either replacing the driving range or considering other opportunities for long-term investment in the South Bear Creek area through an update to the 2012 Parks and Open Space Master Plan, with emphasis on the future use of the South Bear Creek area.

Administration has coordinated internally and consulted externally to assess the current state of the facility infrastructure. An environmental, geotechnical and geophysical investigation is required to determine the site's redevelopment potential and support any future rebuilding of the Bear Paw Driving Range.



## ADMINISTRATIVE REPORT

<b>TO:</b> Shane Bourke, City Manager	<b>DATE:</b> June 23, 2025
<b>FROM:</b> Patricia Bailey, Chief Strategy Officer	<b>MEETING:</b> Council Committee of the Whole
<b>REPORT WRITER:</b> Chenoa Esau, Community Connections Manager	
<b>SUBJECT:</b> South Bear Creek Park Beach Volleyball Expansion	

### RECOMMENDATIONS

That Committee recommend Council refer the beach volleyball expansion to capital budget deliberations, in the amount of up to \$352,000, with \$25,800 coming from the Alberta Summer Games Legacy fund.

### PREVIOUS COUNCIL / COMMITTEE DIRECTIONS

On April 21, 2025, Council directed Administration to work with the Grande Prairie Beach Volleyball League and bring a report back to the appropriate Standing Committee with further information regarding their request.

### BACKGROUND

On April 21, 2025, Council directed Administration to work with the Grande Prairie Beach Volleyball League and bring a report back to the appropriate Standing Committee with further information regarding their request. This direction followed a presentation from the League highlighting increased demand for beach volleyball and a proposal to expand the current facilities at South Bear Creek Park.

In 2025, the League reported 600 registered players and an additional 150 on a waitlist, with 60–70% of participants identifying as female. The organization has requested expansion to accommodate this growth and enhance access to inclusive, community-based recreation opportunities.

## Site Review and Constraints

Administration has reviewed the proposed expansion site and identified challenges related to its historical use as a retired landfill. Development at this location is subject to strict provincial regulations in the Standards for Landfills in Alberta and the Code of Practice for Landfills in Alberta intended to protect public safety and environmental integrity.

Key considerations include:

- An engineered and stamped design confirming that all regulatory requirements are met is required, which would transfer liability from the City to the engineer of record;
- Landfill Cap Requirements: The City has been given direction to maintain a cap over the former landfill and to avoid ground disturbance that could lead to methane gas exposure at the surface.
- Methane Gas Migration: There is known subsurface lateral migration of methane in the area. Although the proposed expansion is not located directly over a former landfill cell, the development must proceed as if it were, due to the risk of gas migration.
- Construction Constraints: To mitigate risk, any new construction must include:
  - Additional material to build up the cap to the required depth;
  - Installation of an impermeable liner to prevent gas from surfacing;
  - Installation of an additional monitoring well;
- Potential reconstruction or elevation of the existing courts to align with the new grading.
- Utility Limitations: New utility corridors (e.g., for power and water) are prohibited by the Province in this area. This limits the ability to install lighting or other infrastructure without significantly increased cost. Detailed drawings would be required to determine the location of existing utility lines for any potential relocation.

These requirements substantially increase the complexity and cost of any expansion at this site. Nonetheless, outdoor recreation remains a compatible land use for former landfill areas, provided all environmental and engineering standards are met.

## Project Scope and Feasibility

The League supports doubling the number of courts from four to eight at South Bear Creek Park. This expanded capacity would meet the standards required to host provincial-level competitions and accommodate current and projected demand. At this time, the League does not anticipate the need for additional expansion in the next 15-20 years, unless there is a significant increase in population or player registration in the future. A future dedicated storage facility has also been identified as a beneficial addition to support long-term operations and programming.

The League has engaged a local engineer to prepare a revised cost estimate that reflects the unique requirements of the site, including environmental mitigation. Preliminary figures estimate total expansion project costs at \$352,650, with environmental mitigation and utility relocation costs still to be confirmed once detailed engineering and design work is completed. The League's goal is to have the project completed by the end of May 2026, which would require construction to begin in Fall 2025.

The League has also requested improvements to the existing facility, specifically addressing the area between the sand courts and the shed, which currently consists of bare, compacted dirt. As this high-

traffic zone is used by barefoot participants for warm-ups, there are concerns about potential injuries caused by rocks and debris. Previous attempts to seed or cover the area with shale have not been successful. The League recommends installing artificial turf as a more durable and safer alternative. Cost estimates completed in April 2024 place this work at approximately \$48,199, which includes contributions through gift-in-kind support.

**Alternative Locations**

In consultation with the Beach Volleyball League, Administration is not recommending alternative locations. South Bear Creek Park remains the only feasible option for a high-quality, consolidated facility that aligns with competitive and community needs. The League has confirmed that operating across two sites is not viable, and SandZone is considered inadequate due to playing conditions, logistical limitations, and the importance of an outdoor setting for this seasonal sport.

**Relationship to City Council's Areas of Focus / Strategic Priorities**

Quality of Life

**Environmental Impact**

The project must incorporate stringent mitigation measures to protect the integrity of the former landfill site, including methane gas management and soil cap preservation.

**Economic Impact**

The expansion supports local sport tourism potential and community-driven investment while leveraging in-kind contributions to reduce municipal costs.

**Social Impact**

The project enhances inclusive access to outdoor recreation, particularly for youth and women, and strengthens community connections through sport.

**Relevant Statutes / Master Plans / City Documents**

[Recreation and Culture Strategy \(2024\)](#)

**Risk**

The project carries environmental, financial, and regulatory risks due to the site's status as a former landfill, potential cost escalations, and the need for strict compliance with provincial requirements.

**Alternatives**

Committee recommend Council direct Administration to bring back further information.

**STAKEHOLDER ENGAGEMENT**

Stakeholder engagement to date has focused on ongoing collaboration with the Grande Prairie Beach Volleyball League, which has taken an active role in project planning. The League has initiated outreach to community partners, including letters of interest and early-stage sponsorship discussions. They have expressed a willingness to lead aspects of the project delivery, subject to alignment with City requirements.

Administration has engaged internal departments to review environmental, engineering, and operational implications. Additional engagement with provincial regulatory authorities and the broader community will be required as the project advances. Nitehawk, who operates Nine of Diamonds

campground adjacent to the propose site, has also been informed of the potential expansion, however it will have no impact on the campground.

The League has also expressed intent in pursuing the project through the Community Group Funding Capital stream. This approach would reduce administrative and financial requirements for the City.

**BUDGET / FINANCIAL IMPLICATIONS**

The League has engaged a local engineer to develop a revised cost estimate that reflects the environmental mitigation measures required for construction on a former landfill site. Preliminary figures estimate the base expansion cost at approximately \$297,889, with an additional \$54,761 anticipated for environmental mitigation, bringing the total estimated project cost to \$352,650, not including utility relocation. Environmental mitigation and utility relocation costs cannot be confirmed until engineering and design work is completed.

In addition to the expansion, the League has proposed turf upgrades to the existing facility, specifically the high-traffic area between the sand courts and the shed. This work was estimated in 2024 at \$48,199, including contributions through gift-in-kind support.

Administration is recommending using \$25,800 available through the Alberta Summer Games Legacy Fund to support the project.

The League has initiated stakeholder outreach and expressed interest in leading project delivery. Pursuing the project through the Community Group Funding Capital stream could reduce administrative demands on the City, with 50% of the project cost to be the responsibility of the applicant, supported through grants, fundraising, sponsorships, and in-kind contributions.

**SUMMARY / CONCLUSION**

The proposed expansion of the beach volleyball courts at South Bear Creek Park responds to significant community demand and aligns with the City's strategic priorities related to recreation, inclusivity, and quality of life. While the site presents unique environmental and regulatory challenges due to its status as a former landfill, it remains the only feasible location for a consolidated, competition-ready facility. The project has strong community leadership, with the League prepared to contribute through fundraising and project delivery. Pending final engineering cost estimates, the initiative presents an opportunity for partnership and investment in accessible, high-quality outdoor recreation, and should be considered as part of the capital budget planning process.

**ATTACHMENTS**

No attachments.



## ADMINISTRATIVE REPORT

<b>TO:</b> Shane Bourke, City Manager	<b>DATE:</b> June 23, 2025
<b>FROM:</b> Patricia Bailey, Chief Strategy Officer	<b>MEETING:</b> Council Committee of the Whole
<b>REPORT WRITER:</b> Rory Tarant, Invest Grande Prairie Interim Director	
<b>SUBJECT:</b> Municipal Fee Rebate Program	

### RECOMMENDATIONS

That Council Committee of the Whole recommend Council approve the following:

1. Amendments to Policy 357, increasing the total funds available for the Municipal Fee Rebate from \$1 million to \$1.6 million;
2. That the remaining \$139,300 in unallocated funds from the Economic Recovery Fund be allocated to the Municipal Fee Rebate program;
3. That \$51,358 from the disbanded Training and Marketing Grant programs be allocated to the Municipal Fee Rebate program;
4. That the remaining \$172,380 in unallocated funds from the Development Incentives and Grants (DIG) program be allocated to the Municipal Fee Rebate program; and
5. That \$236,962 be allocated to the Municipal Fee Rebate program from the Financial Stabilization Reserve.

### PREVIOUS COUNCIL / COMMITTEE DIRECTIONS

#### **City Council June 17, 2024**

Council direct Administration to consolidate all unallocated funding from the Economic Recovery Fund, into the Development Grants and Incentives Fund, and allocate \$700,000 to the Municipal Fee Rebate Program, with the remainder to be left unallocated within the DIG Program.

#### **City Council March 10, 2025**

Council increase the budget for the Municipal Fee Rebate program from \$700,000 to \$1,000,000, transferring \$300,000 from the Economic Recovery Fund.

### BACKGROUND

In June 2024, Council adapted the Municipal Fee Rebate program to incentivize the development of a variety of multi-unit housing options. As per Policy 357 Development Incentives and Grants Program, eligible Multi-Unit Residential Projects may apply for the Municipal Fee Rebate grant. New Multi Unit Residential Projects, resulting in a minimum of two (2) new dwelling units on a

single property are eligible for a grant equal to the City imposed portions of all Inspection Services Permit Fees, Engineering Services Fees and Planning & Development Fees.

In the case of Mixed-Use Apartment Buildings, residential uses must equal greater than 75% of the building's total square footage. Land Use Bylaw Amendment Fees as outlined in the Fees, Rates and Charges Bylaw C-1395, may be rebated one hundred percent (100%) for an approved application and fifty percent (50%) for applications not approved.

Renovations or additions may qualify under this program where the project results in a minimum of two (2) Dwelling Unit on a single property, with a minimum increase of one (1) new Dwelling Unit.

## ANALYSIS

Since the program began in June 2024, there have been 146 multi-unit projects submitted for development permits, representing the potential of 712 housing units being incentivized through this program. These projects include 3 apartment buildings which collectively represent 431 units and whose municipal fees would equate to \$822,910.

Of the 146 eligible projects, 52 currently have funding agreements in place which results in \$777,363 of the \$1 million fund being currently committed. The remaining 94 projects are in varying permitting and funding agreement stages. If all these projects move forward, there would be an additional \$477,776 required to rebate municipal fees. Additionally, there are 2 other projects which are in the pre-application stage (a 101-unit apartment building and an 8-plex). These two projects would equate to \$246,827 in municipal fees.

In total, there would be \$1.5 million required to fund all projects currently at some stage of permitting with the City. If all known projects proceed, 821 units will have been created in multi-unit developments since the inception of the grant program.

It is recommended that Council approve the amendments to Policy 357 as attached, increasing the total funds available for the Multi-Unit Residential Fee Rebate from \$1 million to \$1.6 million. This would allow for all submitted projects to receive a reimbursement of their municipal fees and provide a \$100K contingency to approve several more projects that may be submitted by the end of the year when the program ends.

### **Relationship to City Council's Areas of Focus / Strategic Priorities**

The Grants and Incentives program aligns with the following City Council Strategic Objective; Innovative Efficiencies and Economic Readiness by providing support to local businesses to continue growing diverse and innovative economic opportunities and ensuring a strong and resilient economy.

### **Environmental Impact**

No adverse environmental impacts have been identified.

### **Economic Impact**

This program has positively impacted the local economy. Grande Prairie currently faces a rental vacancy rate of less than 2% which adversely affects workforce availability. Implementing a municipal fee rebate program has been successful in encouraging the construction of new housing, thereby increasing the availability of accommodations for incoming workers.

**Social Impact**

Given the current rental vacancy rate of less than 2%, local residents are struggling to find affordable accommodation. This program has positively impacted the local housing market by increasing the availability of affordable housing options.

**Relevant Statutes / Master Plans / City Documents**

- Policy 357 Development Incentives and Grants Program
- Fees, Rates and Charges Bylaw C-1395
- Land Use Bylaw C-1260

**Risk**

There is a risk of builders not proceeding with their proposed projects if access to the Municipal Fee Rebate grant is not available.

**STAKEHOLDER ENGAGEMENT**

Internal departments were consulted regarding the recommended change. Development Services has indicated that it has the capacity to accommodate the current permit volume. They are nearing capacity though and an increase in developments above current levels would challenge their permitting times.

**BUDGET / FINANCIAL IMPLICATIONS**

There is currently \$1 million allocated to the Municipal Fee Rebate program. Should Council want to increase the funding available to fund more municipal fees, there are several options:

There is \$139,300 in unallocated funds remaining in the Economic Recovery Fund, \$51,358 from the disbanded Training and Marketing Grant programs and \$172,380 in unallocated funds from the Development Incentives and Grants (DIG) program.

Collectively, there is \$363,083 remaining in these funds which could be allocated to the MFR program.

To reach a full \$1.6 million in program funding, it is recommended that \$236,962 be allocated to the Municipal Fee Rebate program from the Financial Stabilization Reserve.

**SUMMARY / CONCLUSION**

Since its inception in June 2024, the Municipal Fee Rebate (MFR) program has spurred 146 development applications totaling 712 housing units. An additional 94 projects and two pre-application projects could push the required rebate total to \$1.5 million. To meet this demand and support future applications, it is recommended that Council amend Policy 357 to increase the amount available in the program from \$1 million to \$1.6 million. The MFR program, aligned with Council's economic readiness priorities, has shown positive economic and housing impacts by incentivizing new housing development.

**ATTACHMENTS**



## MINUTES OF THE CITY OF GRANDE PRAIRIE INVESTMENT AND STRATEGY COMMITTEE

**June 24, 2025, 9:00 A.M.  
Council Chambers, City Hall**

MEMBERS PRESENT	D. Bressey	Committee Chair
	M. O'Connor	Councillor
	G. Blackmore	Councillor
	J. Clayton	Mayor
ALSO PRESENT	G. Berg	Councillor
	K. O'Toole	Councillor
	S. Bourke	City Manager
	P. Bailey	Chief Strategy Officer
	D. Whiteway	Chief Financial Officer
	B. Glavin	Chief Operating Officer
	S. Cajolais	Chief Public & Protective Services Officer, Acting
	A. Van Beekveld	Council Committee Coordinator
	K. Biberdorf	Director of Community Connections
	R. Tarant	Director of Invest Grande Prairie, Interim

---

### 1. CALL TO ORDER

The meeting was called to order at 9:00 a.m.

### 2. LAND ACKNOWLEDGEMENT

### 3. ADOPTION OF AGENDA

Councillor O'Connor was absent for this item.

**MOVED by** G. Blackmore

Committee adopt the agenda, as amended to move Item 5.3 - Fibre Optics: Broadband Analysis Update before Item 5.2 - Richmond Industrial Area Revitalization Strategy Wrap-Up.

**CARRIED (3 to 0)**

### 4. DELEGATIONS

#### 4.1 Centre for Creative Arts

Candace Hook, representative of the Centre for Creative Arts, presented Committee with an update on their successes and challenges over the past year.

#### 4.2 Grande Prairie Regional Tourism Association

Jasmin Greavett, representative of the Grande Prairie Regional Tourism Association, was present to request funding for development of an International Business Events Attraction Strategy.

**MOVED by J. Clayton**

Committee move In Camera to discuss matters protected under Section 29 of the Access to Information Act.

**CARRIED (4 to 0)**

**MOVED by J. Clayton**

Committee meeting resume.

**CARRIED (4 to 0)**

**MOVED by J. Clayton**

Committee recommend Council support the request from the Grande Prairie Regional Tourism Association and allocate \$20,000 from Council's Strategic Initiatives Fund for this project.

**CARRIED (4 to 0)**

## **5. REPORTS**

### **5.1 Service Area Update**

P. Bailey, Chief Strategy Officer, presented Committee with an update on the current and projected activities planned throughout the service area:

- Community Connections - The Special Olympics Alberta Summer Games will take place in 17 days; there is still a need for 45 volunteers. Athlete ambassadors have been busy visiting local businesses, participating in budget engagement, and sharing their journeys. They will also participate in Canada Day events. A kick off meeting will take place next week for the 2026 Youth National Wrestling Championships, which will be held at Design Works Centre in April 2026. The online budget prioritization tool remains open until July 4, with 376 responses to date. In-person budget engagement so far has seen approximately 300 people engage; more engagement will also be available during Canada Day. The City supported the Grande Prairie Traditional Pow Wow at Evergreen Park, joining in the celebration of National Indigenous Peoples Day.
- Invest Grande Prairie - The City's presence at the Global Energy Show continues to position Grande Prairie as an essential part of Alberta and Canada's energy story, elevating our region's visibility and reinforcing the commitment to attracting investment, talent, and innovation to Grande Prairie. Administration met with various businesses within the City. The biannual Healthcare Roundtable was held with health care leaders from various health care institutions in the City; robust insights were provided to inform and continue the work on the City health care strategy.
- Legislative & Executive Services - The first of the City's two Candidate Information Sessions will take place tonight and share information on key election dates, structure and responsibilities of municipal government, and role and time commitment for Mayor and Councillors.

### **5.2 Fibre Optics: Broadband Analysis Update**

R. Tarant, Interim Director of Invest Grande Prairie, presented Committee with the 2025 Broadband Analysis Report.



Rob McCann, representative of Clearcable, was present virtually to provide additional information and answer questions.

**MOVED by M. O'Connor**

Committee receive the 2025 Broadband Analysis report for information.

**CARRIED (4 to 0)**

**MOVED by G. Blackmore**

Committee recommend Council direct Administration to implement the identified priorities, including:

- Adopting a minimum service level objective of 100 Mbps download and 20 Mbps upload;
- Continuing the Fibre Optics Fee Rebate Program;
- Finalizing the Municipal Access Agreement template with improved clarity and transparency;
- Establishing clear points of contact for service provider communication; and
- Reviewing municipal policies to support future broadband and wireless infrastructure development.

**CARRIED (4 to 0)**

**MOVED by G. Blackmore**

Committee recommend Council allocate the remaining \$47,000 from the Richmond Industrial Strategy capital project to support the assessment and potential advancement of fibre infrastructure improvements within the area.

**CARRIED (4 to 0)**

**MOVED by G. Blackmore**

Committee refer the subject of the future of broadband in Grande Prairie to the strategic planning session in January.

For: (1): G. Blackmore

Opposed: (3): D. Bressey, M. O'Connor, and J. Clayton

**DEFEATED (1 to 3)**

### 5.3 Richmond Industrial Area Revitalization Strategy Wrap-Up

R. Tarant, Interim Director of Invest Grande Prairie, presented Committee with an update on Richmond Industrial Area Revitalization Strategy.

**MOVED by M. O'Connor**

Committee receive this report for information.

**CARRIED (4 to 0)**

## 6. **CORRESPONDENCE**

## 7. **OTHER BUSINESS**

**8. BYLAW & POLICY REVIEW**

**9. OUTSTANDING ITEMS LIST**

The Committee reviewed the Investment & Strategy Committee Outstanding Items List for June 24, 2025.

**MOVED** by M. O'Connor

Committee receive the June 24 Outstanding Items List, as amended, for information.

**CARRIED (4 to 0)**

**10. ADJOURN**

The meeting ended at 10:40 a.m.

---

Chair

---

Council Committee Coordinator

## ADMINISTRATIVE REPORT

<b>TO:</b> Shane Bourke, City Manager	<b>DATE:</b> June 24, 2025
<b>FROM:</b> Patricia Bailey, Chief Strategy Officer	<b>MEETING:</b> Investment & Strategy Committee
<b>REPORT WRITER:</b> Terri Beaupre, Executive Consultant, Strategic Initiatives	
<b>SUBJECT:</b> Fibre Optics: Broadband Analysis Update	

## RECOMMENDATIONS

- 1) That the Investment & Strategy Committee receive the 2025 Broadband Analysis report for information.
- 2) That the Investment & Strategy Committee recommend Council direct Administration to implement the identified priorities, including:
  - Adopting a service level objective of 100 Mbps download and 20 Mbps upload
  - Continuing the Fibre Optics Fee Rebate Program;
  - Finalizing the Municipal Access Agreement template with improved clarity and transparency;
  - Establishing clear points of contact for service provider communication; and
  - Reviewing municipal policies to support future broadband and wireless infrastructure development
- 3) That the Investment & Strategy Committee recommend Council allocate the remaining \$47,000 from the Richmond Industrial Strategy capital project to support the assessment and potential advancement of fibre infrastructure improvements within the area.

## PREVIOUS COUNCIL / COMMITTEE DIRECTIONS

November 18, 2024 City Council – MOVED by D. Bressey  
That Council:

1. Approve Fibre Optics Fee Rebate Program, allowing for up to a 100% rebate on municipal fees, for fibre alignment projects initiated between July 1, 2024, and December 31, 2025; and
2. Direct Administration to proceed with the Broadband Analysis.

## BACKGROUND

In 2024, the Invest Grande Prairie Committee identified the need to assess broadband and fibre optics service levels across the City, with a focus on identifying opportunities to enhance connectivity and support ongoing economic growth. In response, the City undertook a two-part process to better understand local infrastructure needs and investment potential.

The first phase involved the launch of Request for Expression of Interest (ROEI), which invited feedback from local and national broadband providers. This process confirmed both interest in expanding infrastructure and the importance of addressing permitting and coordination challenges.

Building on this, the City proceeded with a Broadband Analysis, completed by Clearcable in early 2025. The analysis provided a comprehensive overview of current service levels, market competitiveness, permitting processes, and areas where municipal policy could better support broadband development.

Alongside this work, Council approved and implemented the Fibre Optics Fee Rebate Program in late 2024, as part of Policy 357 – Development Incentives and Grants. The program is intended to accelerate broadband development and attract private-sector investment by offering a streamlined, cost-effective approach for advancing fibre infrastructure projects in Grande Prairie. This approach positions the City as a competitive location for broadband expansion and aligns with its broader economic priorities.

## ANALYSIS

The Broadband Analysis was initiated to build on earlier engagement through the REFI and to provide a clearer understanding of broadband service levels and infrastructure needs in Grande Prairie. The findings confirm that the City is competitively positioned, with a mix of providers active in the region—some expanding in targeted areas, others maintaining current infrastructure, and new entrants beginning to establish a presence. Through this process, the City has also established strong working relationships with all broadband service providers operating locally, creating a foundation for ongoing collaboration. This range of activity and strengthened engagement underscores the importance of continued municipal coordination and leadership to support service improvements and digital readiness.

The Fibre Optics Fee Rebate Program, introduced prior to the analysis, offers up to a 100% rebate on eligible municipal fees and has been well received by providers, especially where deployment is more complex. To date, 12 submissions have been approved, with a total of \$65,000 rebated. The major projects include a \$36,000 rebate for work along 124 street; \$9,000 for infrastructure around Mountview Business Park; and just under \$5,000 for expansion near the airport on the west side of the industrial park. These investments highlight the program's role in supporting strategic fibre development across key areas of the city. The analysis supports continuing the program as part of a broader strategy to encourage broadband infrastructure investment.

The analysis also recommends improvements to municipal processes, including finalizing the Municipal Access Agreement with clearer guidance on permitting and relocations. Establishing a defined point of contact within the City for broadband-related inquiries and applications is another key step to help streamline communication and support timely, coordinated responses from relevant departments.

Additional outreach by Invest Grande Prairie in the Richmond Industrial Area has revealed interest from local businesses in exploring shared infrastructure upgrades. Should a collaborative model be established, the remaining \$47,000 in Richmond revitalization funds may be explored as seed funding to help advance the work.

To further align broadband planning with other infrastructure discussions, Invest Grande Prairie will also begin participating in the Region's Bi-Annual Utilities Meetings. This will support ongoing collaboration with service providers, improve coordination across departments, and help advance infrastructure priorities in a more integrated way.

Collectively, these actions reflect meaningful stakeholder input and position the City to support long-term broadband expansion and economic growth.

### **Relationship to City Council's Areas of Focus / Strategic Priorities**

This ongoing work aligns with the following City Council Strategic Objective; Innovative Efficiencies and Economic Readiness by providing support to local businesses to continue growing diverse and innovative economic opportunities and ensuring a strong and resilient economy.

### **Environmental Impact**

No adverse environmental impacts have been identified.

### **Economic Impact**

Enhanced connectivity will support both existing businesses and attract new ones, reflecting the City's commitment to supporting its business community both now and in the future. These advancements are also guiding the City toward becoming a connected city by enhancing digital infrastructure and fostering innovation. By facilitating infrastructure upgrades and reducing barriers, the City is supporting sustainable growth and positioning itself for future opportunities.

### **Social Impact**

Enhancing broadband infrastructure delivers key social benefits by improving access to essential services like healthcare and education, especially in underserved areas. It also facilitates remote work, addressing the community's evolving digital needs. These improvements help residents stay connected and access important resources more effectively.

### **Relevant Statutes / Master Plans / City Documents**

Policy 357 Development Incentives and Grants Program

### **Risk**

No risks identified

### **Alternatives (Optional)**

Council may provide additional funding beyond the \$47,000 to further support fibre infrastructure improvements.

## **STAKEHOLDER ENGAGEMENT**

Invest Grande Prairie engaged with 13 local and national broadband providers during the Broadband Gap Analysis, gaining insight into infrastructure activity, investment plans, and coordination opportunities. Additional discussions with Richmond Industrial Area businesses have



focused on connectivity needs, with the potential to use remaining revitalization funds to support shared infrastructure upgrades. These efforts have strengthened relationships and reinforced the City's role in supporting digital infrastructure and economic growth.

## **BUDGET / FINANCIAL IMPLICATIONS**

All recommendations outlined in the report can be accommodated within the current approved budget.

## **SUMMARY / CONCLUSION**

The City of Grande Prairie completed a Broadband Analysis in early 2025 to assess service levels and guide future infrastructure planning. Through engagement with 13 broadband providers, the analysis confirmed a mix of activity—including targeted upgrades, new market entrants, and providers maintaining current service levels. A benchmark of 100 Mbps download and 20 Mbps upload is recommended, along with key actions such as finalizing the Municipal Access Agreement, improving provider coordination, and reviewing municipal policies. Ongoing discussions with Richmond businesses may also lead to a shared infrastructure solution, supported by remaining revitalization funds if appropriate.

## **ATTACHMENTS**

Broadband Analysis Report (2025) – Prepared by Clearcable, providing a detailed review of current broadband service levels, provider activity, and recommendations to support future infrastructure development in Grande Prairie.



# Broadband Analysis

## Findings & Recommendations

City of Grande Prairie  
Prepared by: Clearcable  
April 30, 2025  
Version 1.3

## Table of Contents

1.	Executive Summary .....	1
1.1	Broadband Status .....	1
1.2	Current Providers .....	1
1.3	Underserved Area .....	2
1.4	Funding Programs .....	2
1.5	Policies and Procedures .....	2
1.6	Recommendations .....	3
2.	Scope .....	4
2.1	Scope of Work .....	4
2.2	Analysis Methodology .....	4
2.2.1	Broadband Definition .....	4
2.2.2	Fixed Broadband Services .....	7
2.2.3	Background Data .....	7
3.	Current Landscape .....	13
3.1	Demographics .....	13
3.2	Subsidy Programs .....	13
3.3	Technologies .....	15
3.4	Service Providers .....	15
3.4.1	AB Optics .....	15
3.4.2	Bell Canada .....	15
3.4.3	Eastlink .....	17
3.4.4	Freedom Mobile .....	20
3.4.5	GP Networks .....	20
3.4.6	Rogers Communications .....	21
3.4.7	Starlink .....	22
3.4.8	Telus .....	23
3.4.9	Vincent Communications .....	25
3.4.10	Xplore .....	26
3.4.11	Canadian Fiber Optics .....	27
3.4.12	Moby .....	27
3.5	Residential Fixed Broadband Service Costs .....	27
3.5.1	Connecting Families Initiative .....	29
3.6	Coverage Assessment .....	30

3.6.1	Wireline Coverage .....	30
3.6.2	Fixed Wireless Coverage .....	31
3.6.3	Cellular Coverage .....	31
3.6.4	Gaps in Broadband .....	31
4.	Infrastructure Policies .....	34
4.1	Municipal Access Agreement .....	34
4.1.1	Alignments and Municipal Consent .....	35
4.1.2	Compliance with Municipal Guidelines .....	35
4.1.3	Fees .....	35
4.1.4	Relocation Costs .....	36
4.1.5	Amendments .....	36
4.1.6	Term of Agreement .....	36
4.2	Approval Process .....	36
4.2.1	Drawing Requirements .....	37
4.2.2	Cost Implications .....	38
4.2.3	Utility Coordination .....	39
4.3	Antenna Structures Siting Policy .....	39
4.4	Municipal Assets .....	41
4.4.1	Future Proactive Conduit Placement .....	41
4.5	Technology Innovations .....	42
5.	Recommendations .....	43
5.1	Broadband Definition .....	43
5.2	Investment and Subsidies .....	43
5.3	Policies and Process .....	43
5.4	Tower Policy .....	44
5.5	Single Point of Contact/Pre-Consultation .....	44
5.6	Utility Coordination and Municipal Assets .....	45
5.7	Economic Opportunity .....	46
Appendix A –	Technology Primer .....	47
	Digital Subscriber Line (DSL) .....	48
	Hybrid Fibre-Coaxial/DOCSIS .....	48
	Fibre to the Premises/Fibre to the Home .....	49
	Fixed Wireless .....	50
	Cellular Services (Mobile Wireless) .....	51
	GEO and LEO Satellite .....	53

Appendix B – Evolution of Broadband.....	55
Appendix C – Providers Consulted.....	60
Appendix D – Alignment Permit Fees Comparables.....	61
Glossary.....	63

## Table of Figures

Figure 1 – Building Density .....	9
Figure 2 – CRTC National Broadband Data .....	10
Figure 3 – CIRA Performance Data.....	11
Figure 4 – Cellular Towers/Radios .....	12
Figure 5 – Alberta Underserved Map .....	14
Figure 6 – Bell Supernet Map.....	16
Figure 7 – Bell Cellular Coverage Map.....	16
Figure 8 – Bell Tower Map .....	17
Figure 9 – Eastlink Wireline Coverage Map .....	18
Figure 10 – Eastlink Cellular Coverage Map .....	19
Figure 11 – Eastlink Tower Map.....	19
Figure 12 – Freedom Cellular Coverage Map.....	20
Figure 13 – Rogers Cellular Coverage Map .....	21
Figure 14 – Rogers Cellular Coverage Map .....	21
Figure 15 – Rogers Tower Map.....	22
Figure 16 – Starlink LEO Coverage Map.....	23
Figure 17 – Telus Cellular Coverage Map .....	24
Figure 18 – Telus Tower Map .....	25
Figure 19 – Xplore Tower Map.....	26
Figure 20 – Eastlink Residential Rates.....	27
Figure 21 – Telus Residential Rates .....	28
Figure 22 – Xplore Residential Rates.....	28
Figure 23 – GP Networks Residential Rates .....	29
Figure 24 – Broadband Gaps .....	32
Figure 25 – Observed Wireless Antennae in Richmond .....	33
Figure 26 – Sample Alignment Fees .....	38
Figure 27 – Municipal Assets .....	41
Figure 28 – Evolution of Coaxial Based (Legacy Cable) Broadband Speeds .....	56
Figure 29 – Evolution of Copper/DSL (Legacy Telephone) Broadband Speeds .....	56
Figure 30 – Evolution of Fibre/PON Broadband Speeds .....	56
Figure 31 – Typical OTT Video Rates .....	58

## 1. Executive Summary

Clearcable was retained to analyse the current state of broadband services and infrastructure serving the City of Grande Prairie to help define the modern broadband requirements for the purpose of the City of Grande Prairie's economic development, provide the City with a high-level assessment of the range of broadband services and service providers currently serving the city, identify the gaps in service, and recommend approaches to close the gaps. The outcome is to provide key stakeholders, economic development, and Council members with an overview of the overall current state of broadband services and broadband infrastructure within the City.

### 1.1 Broadband Status

Broadband is currently defined by the Canadian Radio-television and Telecommunications Commission as the Universal Service Objective (USO) of 50 Mbps download and 10 Mbps upload (50 Mbps/10 Mbps) but a more forward-looking threshold is defined at 100 Mbps download and 20 Mbps upload (100 Mbps/20 Mbps) consistent with the United States Federal Communications Commission. Both service levels are met at various locations across Grande Prairie with the USO provided almost everywhere. There are no active subsidized projects in City, and it is not eligible for any current programs because the existing services meet the USO. While there is limited fibre deployments, there are however, new entrants and existing service providers who are eager to invest in the community and increase the availability of fibre-based services provided the municipal policies and processes are favourable for investment.

Based on the number and types of service providers currently operating and building new infrastructure in Grande Prairie, the community has a robust and competitive broadband market anchored by two national wireline/cellular carriers, the Alberta Supernet, two active locally owned fibre/wireless service providers, one national fixed wireless operator, a new locally owned fibre entrant, and an additional new entrant. Together, the local providers span the entire community. Fixed residential broadband rates are consistent with national rates and the federal Connecting Families Initiative for affordable discounted rates is available in Grande Prairie.

### 1.2 Current Providers

The primary incumbent providers serving the City of Grande Prairie are Telus and Eastlink, both providing a mixture of fibre optic services and their respective legacy DSL or DOCSIS. In addition to the larger incumbents, there are several other, smaller wireless and terrestrial-based providers which include GP Networks, Vincent Communications, satellite-based Starlink, and Xplore which is a satellite and wireless provider. There is one inactive provider AB Optics.

Bell, Eastlink, Freedom, Rogers, and Telus all provide cellular services in the City. Bell also operates the Alberta SuperNet network that has fibre optic backbone connections through the community and a point of presence in the City.



During the project there were two new entrants, Canadian Fiber Optics and Moby, both actively building connections into the City. Grande Prairie has competitive and growing options for broadband services. There are several resellers of Internet services in Grande Prairie, but this analysis focused on service providers with physical infrastructure.

### 1.3 Underserved Area

The National Broadband Data (NBD) indicates that only 2.02 km of roads in the City of Grande Prairie limits are considered underserved. Underserved is defined as an area where broadband service does not provide a minimum 50/10Mbps connection. The NBD is an approximation that may underestimate the number of underserved households. The specific underserved areas identified in the NBD do not impact a significant number of homes or businesses and the areas that fall short on one technology type appear to be covered by an alternative technology or service provider. Taking this into consideration, the NBD gaps are not a significant issue with respect to availability of broadband in the community.

### 1.4 Funding Programs

As of this writing there are two (2) major subsidy programs available to providers for addressing underserved households, namely Alberta's Broadband Fund in collaboration with the Federal Universal Broadband Fund; and CRTC's Broadband Fund. The City of Grande Prairie is ineligible for both current programs. Additional programs are anticipated but the focus of most programs will be focused on completing the areas that are still underserved across Canada and First Nations.

### 1.5 Policies and Procedures

The City of Grande Prairie has detailed requirements for utility installations and well-established procedures for the installation of new infrastructure that aim for utility coordination and have a defined permitting process and standard guidelines for the design and construction of municipal improvements.

We acknowledge and commend the City on the recent development of a draft Municipal Access Agreement (MAA). The draft MAA aligns with the overall framework and principles commonly found in other agreements, showing its consistency with established industry practices. The draft does contain some additional obligations that go beyond the recommended template and intended for the protection of the municipality, these may however present barriers to smaller service providers. The review of the draft MAA yielded some minor issues for clarification included in the recommendations.

The City has well defined processes for Alignment and Engineering Permits but the processes associated with approvals may be slightly more challenging and complex than other jurisdictions, especially for smaller telecommunications companies, as it involves multiple steps and stakeholders. Moreover, the costs and requirements associated with the application and

the drawing requirements is significant enough to deter new entrants and incumbents from investing in service expansion.

The installation of towers in the City is governed by the Land Use Bylaw C-1260. The expansion of cellular and advanced fixed wireless networks will dictate the deployment of more and small towers. The current bylaw may be insufficient to help facilitate the approval of future towers.

## 1.6 Recommendations

This analysis provides several recommendations as summarized below.

We recommend the City of Grande Prairie should:

1. Adopt 100 Mbps/20 Mbps as the broadband target for the City.
2. Proceed with implementing the Fibre Optics Fee Rebate program.
3. Address Minor Issues in MAA Draft
  - a. Clarify the Purpose of Alignment Permits: The MAA should clarify that the "Alignment Permit" process is how the municipality is exercising its right to grant consent under the Telecommunications Act.
  - b. Ensure Reasonable Fees: The City should ensure that the fees associated with Alignment Permits are reasonable, transparent, and directly related to the costs of administering the permit process.
  - c. Address Relocation Costs: The MAA should include specific provisions regarding the allocation of relocation costs based on the principles established in CRTC decisions.
  - d. Define "Municipal Guidelines": The MAA should define and clarify how municipal guidelines are made available to the company, and what process is followed to change the guidelines.
4. Continue to seek legal counsel to ensure the MAA complies with all applicable laws and regulations.
5. Deploy the anticipated Online Portal for permit applications.
6. Consider enhancing Section 54 of the Land Use Bylaw C-1260 or creating a separate Antenna Tower Siting Policy consistent with current industry guidelines.
7. Appoint a single point of contact to deal with service providers.
8. Add a pre-consultation phase to the Alignment Permit and Tower Siting processes.
9. Organize at least two utility coordination meetings each year.
10. Consider access to Municipal Assets such as buildings and towers but not proactively build conduit or fibre without an internal use or external tenant.
11. Actively market the advantages of operating in Grande Prairie.

## 2. Scope

### 2.1 Scope of Work

The scope of this engagement was a high-level analysis for key stakeholders to assist the City of Grande Prairie in understanding the overall current broadband landscape across the City, status of broadband funding programs, service providers, and the range of additional City efforts which may be required to support the prompt elimination of any discovered broadband gaps within Grande Prairie. Specifically, this analysis:

- a) Confirmed the inventory of the available service providers (existing ISPs) currently serving the City and investigated relevant broadband expansion plans that providers may be willing to share with the City.
- b) Summarized any publicly announced, and the status of, currently available provincial and national funding programs.
- c) Arranged and coordinated meetings, in collaboration with City representatives, with key existing service providers who are willing to discuss their plans for the City and specifically discuss underserved areas.
- d) Created a City map using locally relevant open data, building footprint data, the current National Broadband Data, and any other available relevant data to identify underserved areas.
- e) Assessed, in collaboration with stakeholder input, the accuracy of available broadband service data to determine whether the level of service in some areas might be misrepresented in the data.
- f) Determine which areas will be adequately addressed by existing service provider expansion plans and current funding programs and identify whether there are areas that may require additional support from the City.
- g) Reviewed current internal processes for the issuing of required permits and approvals and makes recommendations, if needed, to expedite broadband deployment.
- h) Provides high-level recommendations that could serve the City in the development of a future broadband strategy and implementation plan.

### 2.2 Analysis Methodology

The project gathered data from various sources which was then assessed and validated. The project team engaged with City staff members, external funding bodies, and service providers. The complete list of service providers consulted is provided in Appendix C.

#### 2.2.1 Broadband Definition

This analysis adopted a two-threshold approach to define minimum thresholds for Broadband Internet Access. The first threshold is defined by the CRTC as the Universal Service Objective (USO) for broadband services. This was established in 2016 Telecom Regulatory Policy CRTC

2016-496<sup>1</sup>. The policy decision defines service offerings of 50 Mbps download and 10 Mbps upload (50 Mbps/10 Mbps) with an unlimited data option as a minimum broadband service. This threshold was established in 2016 and is still reasonable today for most users, it is used for various government funding programs that target areas within Canada that do not meet this threshold (underserved areas).

A second future looking threshold is also used in this document. This threshold is based on Clearcable's analysis of industry trends and is more future looking. The second threshold is defined at 100 Mbps download and 20 Mbps upload (100 Mbps/20 Mbps). This is sufficient to cover the growth of 4K streaming and other demands, additional information can be found in Appendix B – Evolution of Broadband.

### *How Much is Enough*

For comparison, looking at the wider global trends, the 100 Mbps/20 Mbps threshold matches the current and updated definition by the FCC in the United States<sup>2</sup>. The FCC has also defined a longer-term goal for broadband speeds of 1 Gbps/500 Mbps which, except for current fibre-to-the-premises deployments, is not yet possible with other widely deployed technologies but also is not yet required for the modern day usage characteristics of households and small to medium enterprises.

Importantly, the Deloitte Insights 2024 Prediction<sup>3</sup> suggests that the “era of rapidly increasing bandwidth demand may be coming to an end in some markets (or at least pausing), as shifts in technology and consumer behavior suggest a near-term plateau.” The report goes on to suggest that in 2024 some consumers have all the bandwidth they need and that for “a household with 2 people, aggregate peak-time usage for the most used applications is likely to be well under 100Mbps in 2024”.

Moreover, Netflix recommends 15Mbps downstream per 4K stream<sup>4</sup> and Microsoft recommends 4Mbps down / 4Mbps up per user<sup>5</sup> for meetings while the FCC recommends 5-25 Mbps downstream per user for telecommuting<sup>6</sup>. For Smart Home or security applications, Deloitte's insights found connectivity per HD device of up to 4Mbps upstream, but that 2Mbps was a common recommended speed. Factoring all the applications in a typical household or small to medium business, broadband consumption could reach the CRTC's 50Mbps / 10Mbps USO threshold.

---

<sup>1</sup> <https://crtc.gc.ca/eng/archive/2016/2016-496.htm>

<sup>2</sup> <https://docs.fcc.gov/public/attachments/DOC-401205\A1.pdf>

<sup>3</sup> <https://www2.deloitte.com/us/en/insights/industry/technology/technology-media-and-telecom-predictions/2024/bandwidth-demand-forecast.html>

<sup>4</sup> <https://help.netflix.com/en/node/306>

<sup>5</sup> <https://learn.microsoft.com/en-us/microsoftteams/prepare-network#bandwidth-requirements>

<sup>6</sup> <https://www.fcc.gov/consumers/guides/broadband-speed-guide>

For all these reasons, we believe the forward-looking threshold of 100Mbps / 20Mbps is more suitable for typical households and small to medium enterprises for the foreseeable future as opposed to the CRTC USO. This threshold will permit several online meetings or online education sessions while other in the household or establishment stream content. Large enterprises or specialized niche users such as digital media producers may have more significant requirements and will need to consider dedicated commercial connections.

### *Service Definition vs Benchmarking*

This analysis is based on the advertised service offerings (service definitions) by the individual service providers within the City of Grande Prairie. Service providers typically define their services as “up-to” a specific speed or throughput. In the context of this analysis the highest Internet service offering in each area (based on sample addresses) is used.

When using the “up-to” in the service definition and service provider advertising, the service providers are focusing on the highest speed the customer will experience however, the customer may not receive this speed all the time for many reasons (and for higher speed services may only be achieved during off peak hours). While the deployed technology as configured should be capable of the up-to (or greater) speeds there can be congestion events or network interference that can reduce the experienced speeds. These are commonly dynamic. Even services that provide dedicated links between the customer and the service provider will experience interference or congestion after the links are combined in the greater network.

Service providers offer multiple Internet packages in Grande Prairie, some with a lower speed than the highest service offering. The highest service offering will be limited by the conditions or technology used at the time of the analysis.

In contrast benchmarking can be used as an attempt to see actual customer experience, but it is also imperfect and inconsistent. There are many services that provide benchmarking data by sampling speed tests in an area or by installing specific software or hardware at various customer premises in an attempt to analyze the actual customer experience.

This data can be challenging to discern as not all subscribers have the highest packages and the data set can be significantly polluted by low-speed subscribers (some even below the USO). In this case the area is capable of higher speeds but subscribers may have chosen a lower Internet package for any variety of reasons. In 2024, the CRTC conducted a third phase of its Measuring Broadband Canada<sup>7</sup> project focusing on fixed wireless subscribers across Canada with packages matching the USO. The report concluded that speeds met the advertised numbers.

---

<sup>7</sup> <https://crtc.gc.ca/eng/publications/reports/rp240530/rp240530.htm>

### 2.2.2 Fixed Broadband Services

This analysis specifically focused on the availability of fixed broadband services to residential households that achieve the USO of 50/10Mbps or better. That said, the analysis does reference cellular and satellite options that may be available in various parts of the City. The analysis does not consider WiFi or Hot Spot options that may be available.

### 2.2.3 Background Data

Publicly available background data sources provided context on overall geography and scope of existing services. Primary sources of background data include the City of Grande Prairie's own map data<sup>8</sup>, the Canadian Radio-television and Telecommunications Commission's (CRTC) Telecommunication Service Provider Registration List<sup>9</sup>, the federal Ministry of Innovation, Science, and Economic Development's (ISED) National Broadband Data<sup>10</sup> and Spectrum Management Data<sup>11</sup>, Province of Alberta's open data<sup>12</sup>, the Canadian Internet Registration Authority Performance data<sup>13</sup>, the service provider websites, and individual meetings with each service provider.

The maps included in this report are provided for context. Unfortunately, the scale of the maps makes it difficult to read the mapping details in the printed document. Please note that the source maps are available on-line at links included in footnotes and resulting layers from the analysis are available in common electronic formats.

#### *Service Provider Identification*

The ISED National Broadband Data, the ISED Spectrum Management Data, the CRTC Registration List, and service provider on-line marketing were used to identify providers currently serving broadband in the City of Grande Prairie. For each service provider, public-facing information and individual meetings were used to determine purported network coverage.

---

<sup>8</sup> <https://opendata-cityofgp.hub.arcgis.com/>

<sup>9</sup> <https://applications.crtc.gc.ca/portail-portal/eng/listes-lists/registration/5>

<sup>10</sup> <https://ised-isde.canada.ca/site/high-speed-internet-canada/en/universal-broadband-fund/national-broadband-data-information>

<sup>11</sup> <https://ised-isde.canada.ca/site/spectrum-management-system/en>

<sup>12</sup> <https://open.alberta.ca/opendata>

<sup>13</sup> <https://performance.cira.ca/>



The list of broadband service providers purporting to currently service the City includes:

- AB Optics (registered ISP, no services)
- Bell Canada (backhaul fibre through City serving institutions)
- Eastlink (wireline)
- GP Networks (fixed LOS wireless, fibre outside the City)
- Telus (wireline)
- Vincent Communications (fixed LOS wireless)
- Xplore (fixed wireless & GEO satellite)

This list is further augmented by cellular service providers in the City. These include:

- Bell Mobility
- Eastlink
- Freedom Mobile
- Rogers Communications
- Telus

Meanwhile Starlink has low-earth orbit (LEO) satellite service deployed in the City but is currently at capacity and not selling more.

There are several resellers of Internet services in Grande Prairie, but this analysis focused on service providers who owned physical infrastructure in the City. While best efforts were made to identify every service provider currently operating in Grande Prairie, the market is changing and there may be additional small providers or recent startup operations which we did not identify. Two potential new entrants already known to the City during the project included:

- Canadian Fiber Optics
- Moby

Given their size and scope, their presence or emergence may present an opportunity to further develop broadband options in the City beyond the incumbents.

### *City of Grande Prairie Map*

The boundaries of the City were established using the Statistics Canada 2021 Census Boundary Files<sup>14</sup> and validated with the Province of Alberta Municipal Borders layer.

---

<sup>14</sup> <https://www12.statcan.gc.ca/census-recensement/2021/geo/sip-pis/boundary-limit/eng.cfm?Year=21>

### *Building Density*

The analysis used the Statistics Canada Open GIS Buildings Layer<sup>15</sup> to assess the distribution of households throughout the City and consider household density in various parts of the City.

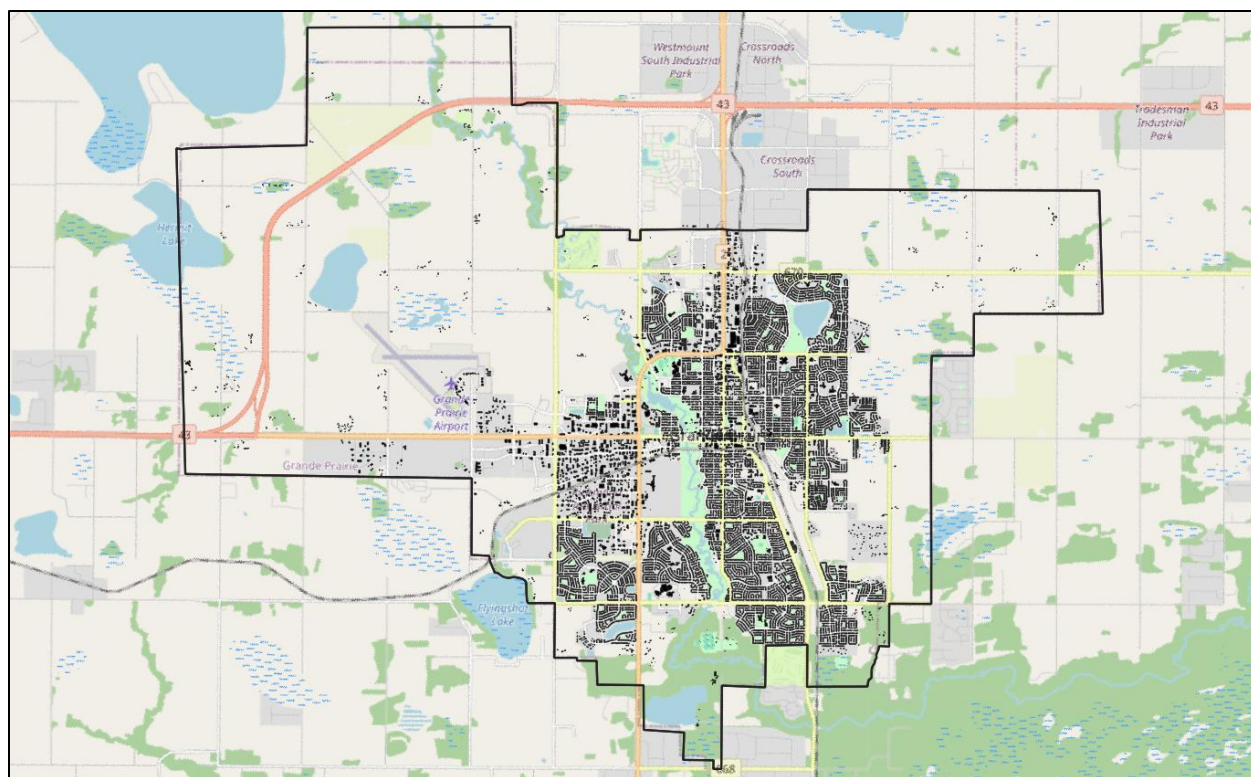


Figure 1 – Building Density

### *Potential Developments*

The City has not seen a significant amount of new subdivision development. Most potential growth is expected to occur in the north and west but there are currently no specific areas.

<sup>15</sup> [https://www150.statcan.gc.ca/n1/en/pub/34-26-0001/2018001/ODB\\_v2\\_Alberta.zip](https://www150.statcan.gc.ca/n1/en/pub/34-26-0001/2018001/ODB_v2_Alberta.zip)

### National Broadband Data

The ISED and CRTC National Broadband Data includes Pseudo-Household level and 250m road segment level assessments of the percentage of homes within an area that receive defined thresholds of service. The NBD is an approximation that may underestimate the number of underserved households. The National Broadband Data, which is the only officially accepted data to be eligible for government funding, indicates that only 2.02km of roads within the City are considered underserved. Underserved is defined as an area where broadband service does not provide a minimum 50 Mbps/10 Mbps connection.

The map in Figure 2 combines the City Map, the Building Density, and the 2024 National Broadband Data v8.4<sup>16</sup> which is based on small 250m road segments derived from annual CRTC reporting obligations. The map's red lines indicate roads that are currently defined as underserved having less than 50 Mbps/10 Mbps service.

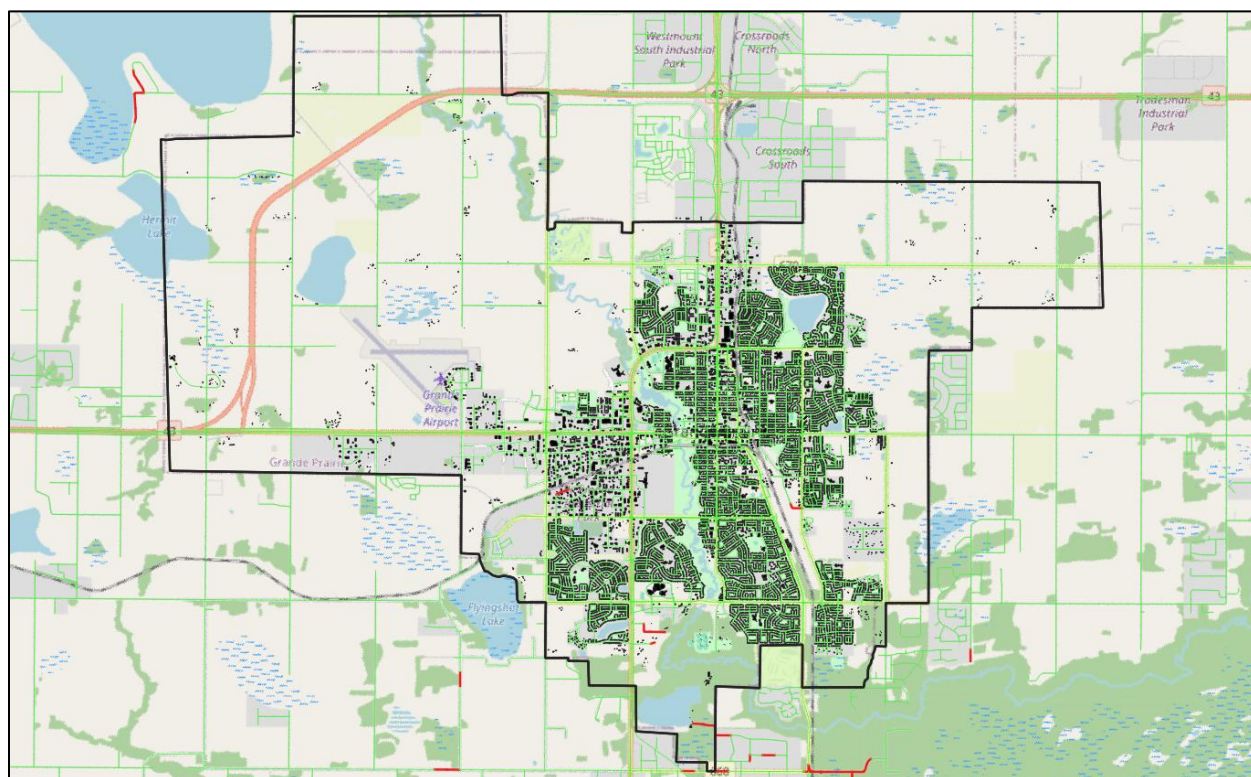


Figure 2 – CRTC National Broadband Data

<sup>16</sup> <https://open.canada.ca/data/en/dataset/00a331db-121b-445d-b119-35dbbe3eedd9>

### CIRA Performance Data

Canadian Internet Registration Authority (“CIRA”) Performance Data<sup>17</sup> confirmed at a high-level, based on available data, that many test samples in the City of Grande Prairie exceed the CRTC Universal Service Objective. In Figure 2, the Red-Orange-Yellow markers indicate up to 25Mbps download of service, various shades of blue indicate greater than 25Mbps (with darkest blue being above 50Mbps).

We note that the CIRA data demonstrates there are services available across the City that exceed the USO and that some of the lower speed test results could be a result of the subscriber’s package. There are limited test results in the northwest section of the City and, based on density, it is most likely wireless service primarily in this segment. In the more densely populated areas, there are test results exceeding expectations. This CIRA data is largely consistent with the National Broadband Data.

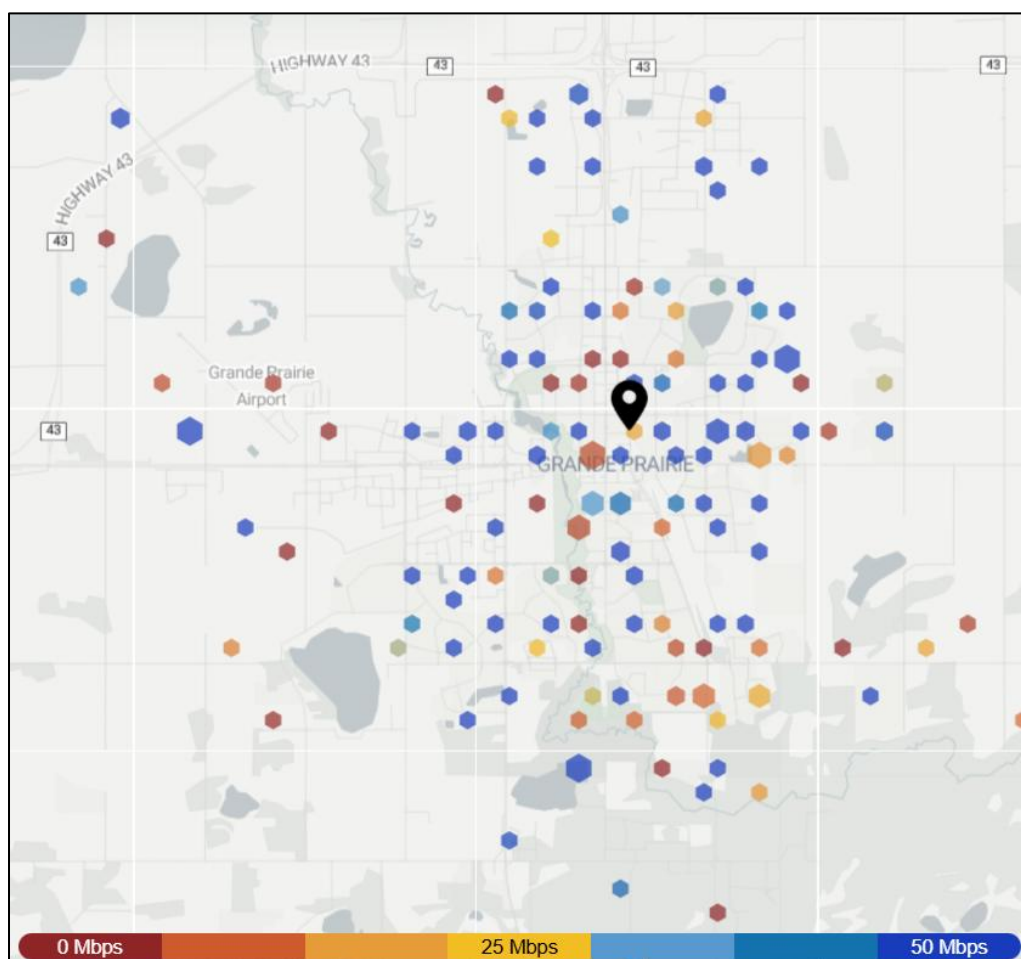


Figure 3 – CIRA Performance Data

<sup>17</sup> <http://performance.cira.ca>



### ISED Spectrum Management Data

The Spectrum Management System (SMS) provides online public access to a wide range of services provided by ISED's spectrum management program including access to authorization data collected and managed by the Spectrum Program and spectrum used for communications and broadcasting by area, frequency, or other parameters. The ISED Spectrum Management Data<sup>18</sup> was used to gather public information of all licensed towers near the City. The following figure shows towers:

- Blue representing Bell;
- Red representing Rogers;
- Green representing Telus;
- Orange representing Eastlink;
- Pink representing Xplore;
- Black representing the Railway Company;
- And pale blue representing City-owned towers.

This data may not contain very recent smaller tower/antenna deployments for smaller ISPs who may not report to ISED or are using unlicensed transmitters off building tops.

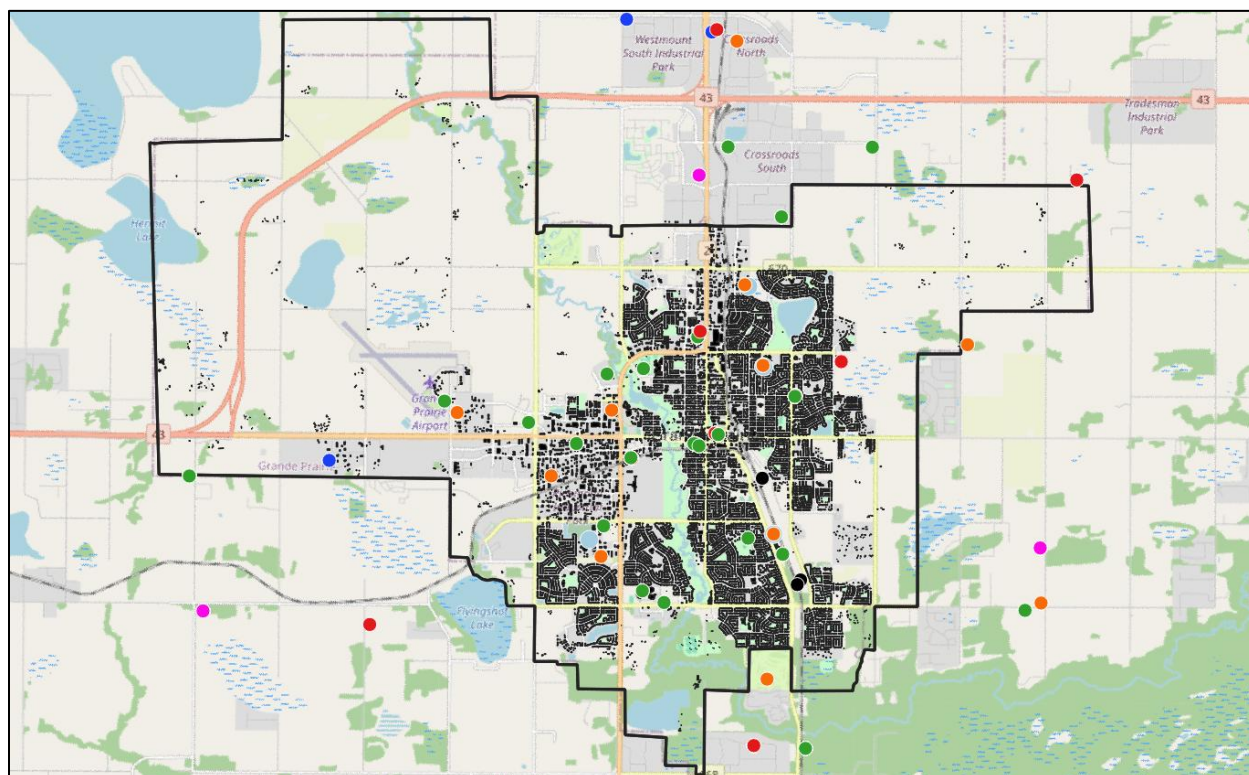


Figure 4 – Cellular Towers/Radios

<sup>18</sup> [https://sms-sgs.ic.gc.ca/eic/site/sms-sgs-prod.nsf/eng/h\\_00010.html](https://sms-sgs.ic.gc.ca/eic/site/sms-sgs-prod.nsf/eng/h_00010.html)

## 3. Current Landscape

### 3.1 Demographics

The most recent Statistics Canada data from the 2021 census for The City of Grande Prairie<sup>19</sup> includes 132.71 square kilometers and 27,551 dwellings. The Census data reported Grande Prairie to have 64,141 residents; 44,245 aged 15-64 while less than 10%, or 5,920 residents, were aged 65+ with median age of 34 (more recent updates estimate the population at 68,350 and the median age at 34.6). The 2020 Median Household Income with two or more residents was \$ 122,000, higher than the Alberta median, while the average Total Household Income was \$ 113,200. The most recent 2024 Municipal Census<sup>20</sup> enumerated 27,819 dwellings and an estimated population of 70,385 residents. Key industries in the region include agriculture, food production, chemical product manufacturing, energy, clean technology, film and TV production, forestry, manufacturing, healthcare, life science, retail, services, tourism, and transportation. Economic strengths include access to a large working-age population and a transportation network with an airport and CN rail yard. The city's overall occupancy rate is estimated at 96.3%

### 3.2 Subsidy Programs

There have been several provincial and federal programs available to subsidize the elimination of broadband gaps.

The largest program is the Universal Broadband Fund offered by the federal Ministry of Innovation, Science, and Economic Development.

In 2022, a Canada-Alberta partnership was announced to co-fund Universal Broadband Fund projects in Alberta. In October 2024, under this program, a special call for interest was launched for eligible applicants to express their interest by November 8, 2024 in connecting underserved households in the province in areas which remain without access to Internet speeds of 50 Mbps/10 Mbps as identified by the Province and shown in the map.

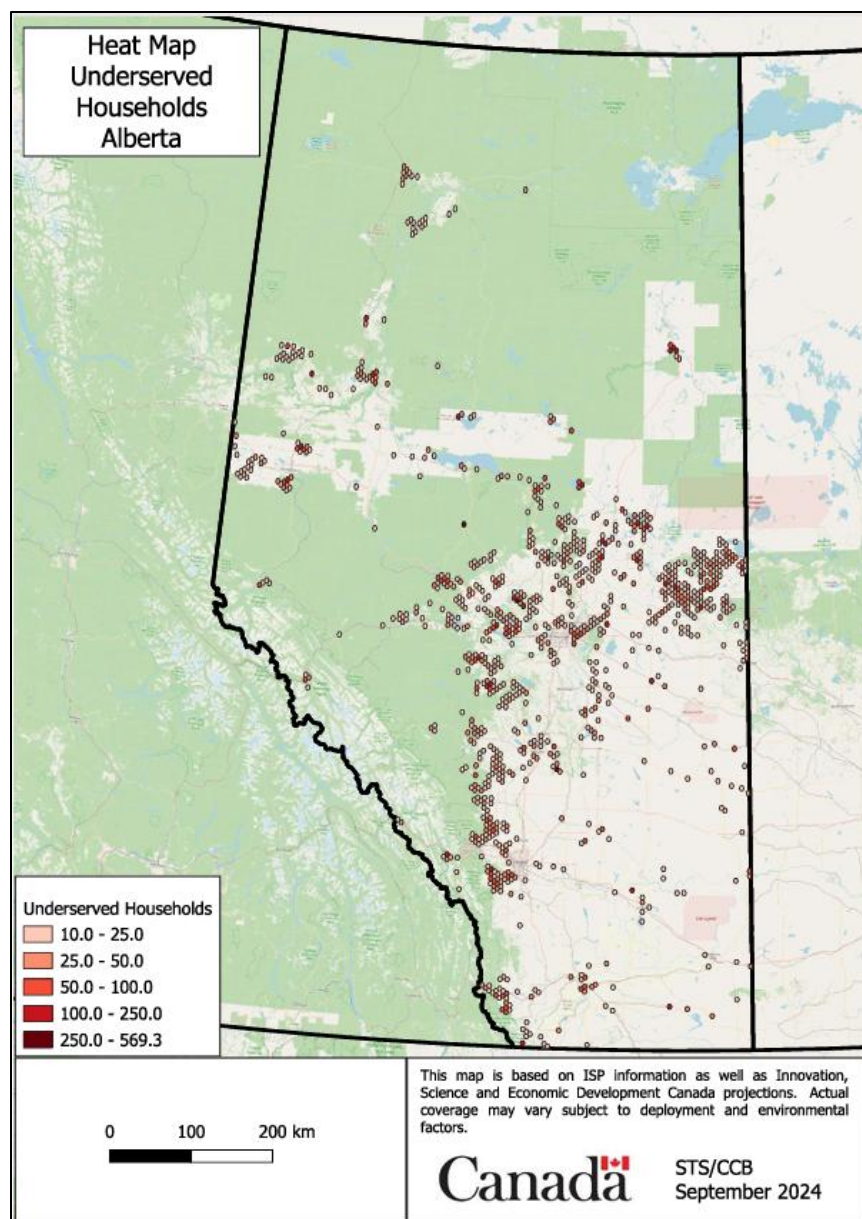
A further stream is anticipated in 2025 but will be directed at the most remote and hardest to connect households and only a limited number of remote households will be eligible to apply. Much of the new subsidies will be focused on underserved First Nations and northern communities. Notable is that in both cases the City of Grande Prairie is not eligible precisely because the NBD shows very few underserved households and the market is competitive.

---

<sup>19</sup> <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&SearchText=Grande%20Prairie&DGUIDist=2021A00054819012&GENDERlist=1,2,3&STATISTIClist=1,4&HEADERlist=0>

<sup>20</sup> <https://cityofgp.com/sites/default/files/docs/City%20of%20Grande%20Prairie%202024%20Census%20Final%20Report.pdf>



Figure 5 – Alberta Underserved Map<sup>21</sup>

The CRTC Broadband Fund is an annual allocation that began at \$125M and grows by approximately \$25M annually. To date, the CRTC Broadband Fund has issued three Calls for Applications with the last call in April 2023 and the most recent award from that call in January 2025. None of the approved projects have been located in Grande Prairie. Its most recent call for applications is focused on projects targeting remote Indigenous communities and mobile coverage enhancements.

There are no active subsidized projects in Grande Prairie.

<sup>21</sup> <https://www.alberta.ca/system/files/infra-underserved-households-in-alberta-heat-map.pdf>

### 3.3 Technologies

Service Providers serving Grande Prairie use a variety of technologies to deliver or distribute broadband across the City. The technologies currently being used in Grande Prairie include:

- Wireline
  - Fibre-to-the-Premises (FTTP), also known as Fibre-to-the-Home (FTTH)
  - Digital Subscriber Line (DSL)
  - Hybrid Fibre-Coaxial (HFC) cable modem service (DOCSIS)
- Fixed Wireless
  - LTE and 5G
  - Other Line-of-Sight Wireless (LOS)
- Cellular/Mobile using 4G, LTE, and 5G
- Low Earth Orbit Satellites (LEOs) & Geostationary Earth Orbit Satellites (GEOs)

The strengths and weaknesses for each technology are detailed in Appendix A – Technology Primer. Fibre is widely considered to be the most robust, future-proof technology but other technologies, including DOCSIS, 5G, and LOS wireless, can provide fibre-like performance today.

### 3.4 Service Providers

In preparing this analysis we contacted the providers currently serving the City. Telus and Eastlink are the primary incumbent service providers in the City however several others also have fibre, fixed wireless, and mobile services.

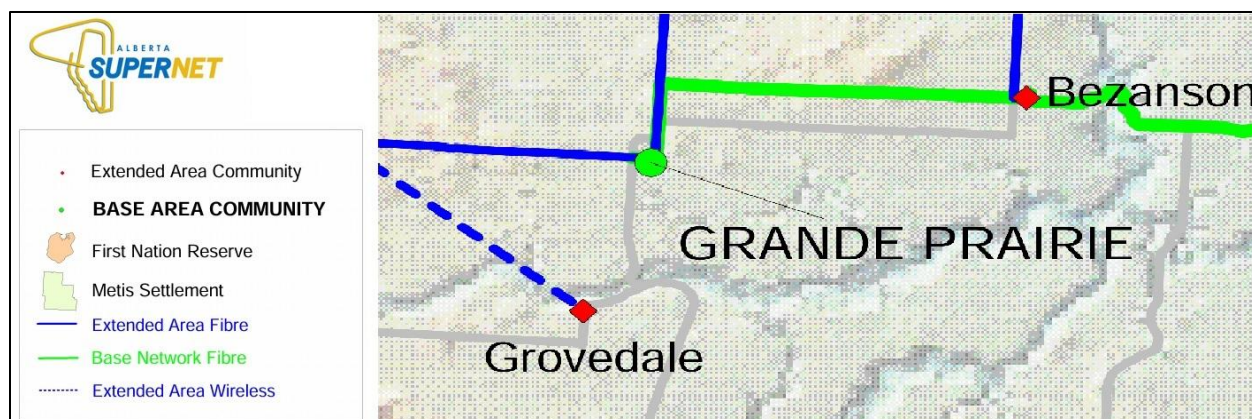
#### 3.4.1 AB Optics

AB Optics is registered as an ISP with the CRTC but is not currently active. It is owned by Peaceland Communications Ltd., a small network construction contractor based in Grande Prairie. The principal, Craig Jones, has experience building networks for both Telus and Eastlink and indicated a knowledge of available conduits.

#### 3.4.2 Bell Canada

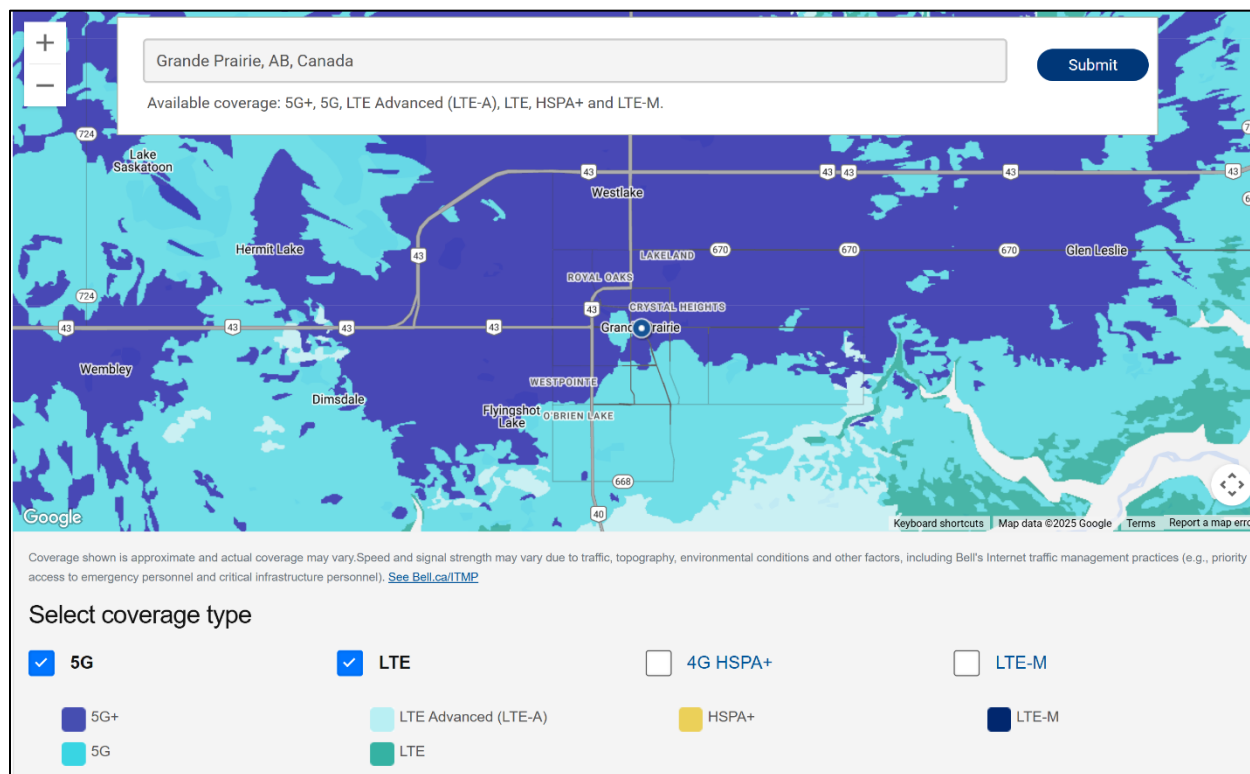
##### *Supernet*

Bell Canada is currently operating the Alberta Supernet which has a point of presence and fibre assets in Grande Prairie. Services are provided to institutional subscribers such as government offices, schools, and large enterprises but are not directly available to residential subscribers. The Supernet does provide backhaul services to other smaller ISPs. A capture of the Grande Prairie area from the province wide publicly available map can be found in the figure, fine details of the current fibre network within the city are not publicly available.

Figure 6 – Bell Supernet Map<sup>22</sup>

### Bell Mobility

Bell provides wireless cellular service offerings across the City and surrounding area. The public coverage map is included below.

Figure 7 – Bell Cellular Coverage Map<sup>23</sup>

The service offerings throughout the City are listed as 5G and 5G+. The map only shows the highest service offerings but Bell also supports the lower 4G and LTE technologies throughout

<sup>22</sup> [https://www.servicealberta.ca/pdf/lt/SuperNet\\_Online\\_Map.pdf](https://www.servicealberta.ca/pdf/lt/SuperNet_Online_Map.pdf)

<sup>23</sup> [https://www.bell.ca/Mobility/Our\\_network\\_coverage](https://www.bell.ca/Mobility/Our_network_coverage)

## Grande Prairie.

Bell and Telus have reciprocal cellular network agreements and will operate on each other's networks depending on the more dominant provider in the area. It is common for Telus to operate on the Bell network in Eastern Canada and for Bell to operate on the Telus network in Western Canada. The ISED tower data for Grande Prairie demonstrates that Bell, as expected, is predominantly operating on the Telus network in Grand Prairie as they only appear to have a single site within the city limits (southwest of the airport) and an additional two sites just north of the city boundaries.

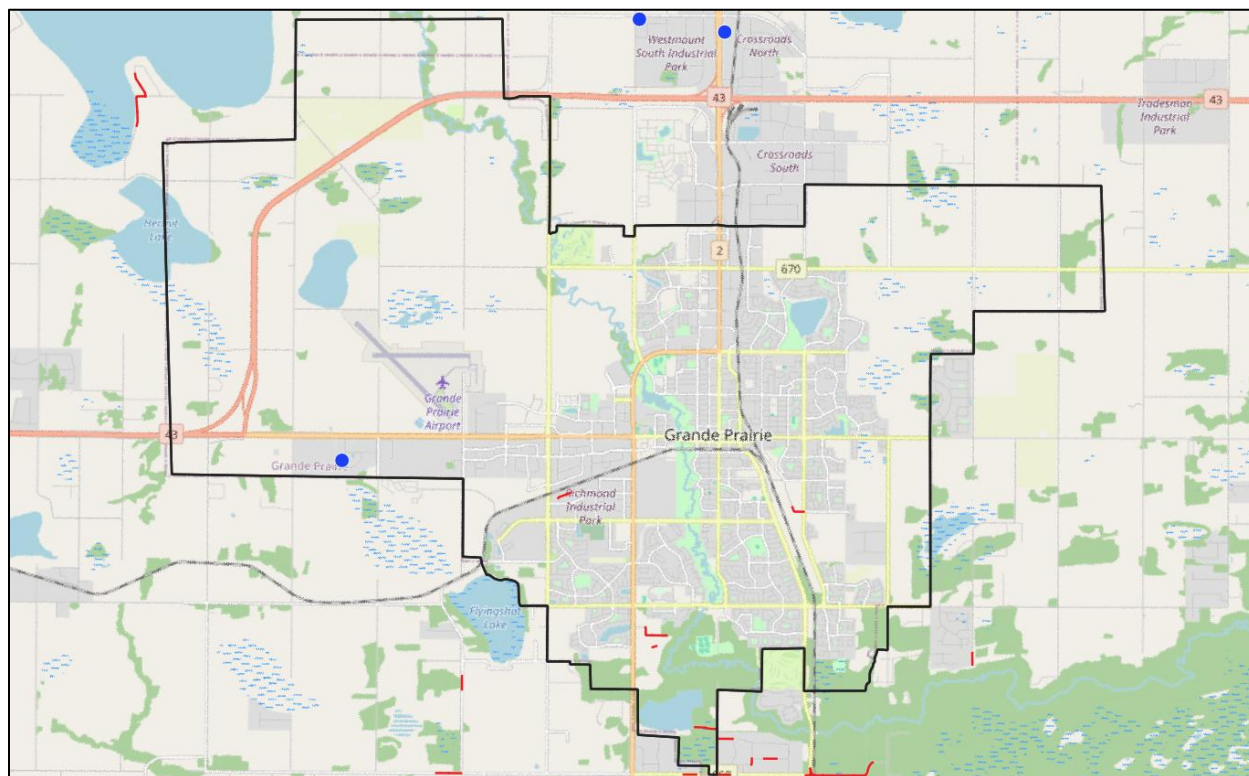


Figure 8 – Bell Tower Map

### 3.4.3 Eastlink

Eastlink is the incumbent cable provider in Grande Prairie. They provided a high-level service area map but were unwilling to provide detailed GIS layers. Their team was responsive to requests regarding service coverage areas and perceived gaps. They provided feedback on the process and challenges in Grande Prairie citing rezoning and the alignment process as specific challenges making it hard to build.

#### *Cable/FTTH*

During the discussions with Eastlink they noted they primarily had coaxial cable infrastructure throughout the city with some pockets of FTTP/FTTH in newer areas and that all new builds will be fibre. They provided a high-level image of their serving areas which is overlaid on the map



below. The service levels were confirmed via the Eastlink web portal<sup>24</sup> with a near universal 940 Mbps/15 Mbps offering throughout the City of Grande Prairie. This is considered a Gbps downstream service as 940 Mbps is the net throughput of a 1 Gbps connection. This exceeds the CRTC's USO of 50 Mbps/10 Mbps. The downstream offerings also exceeds the secondary target of 100 Mbps downstream but does fall short of the secondary upstream target of 15 Mbps. The technology used should not be limited to 15 Mbps upstream and this may be upgraded at some future point if Eastlink makes some architectural changes.

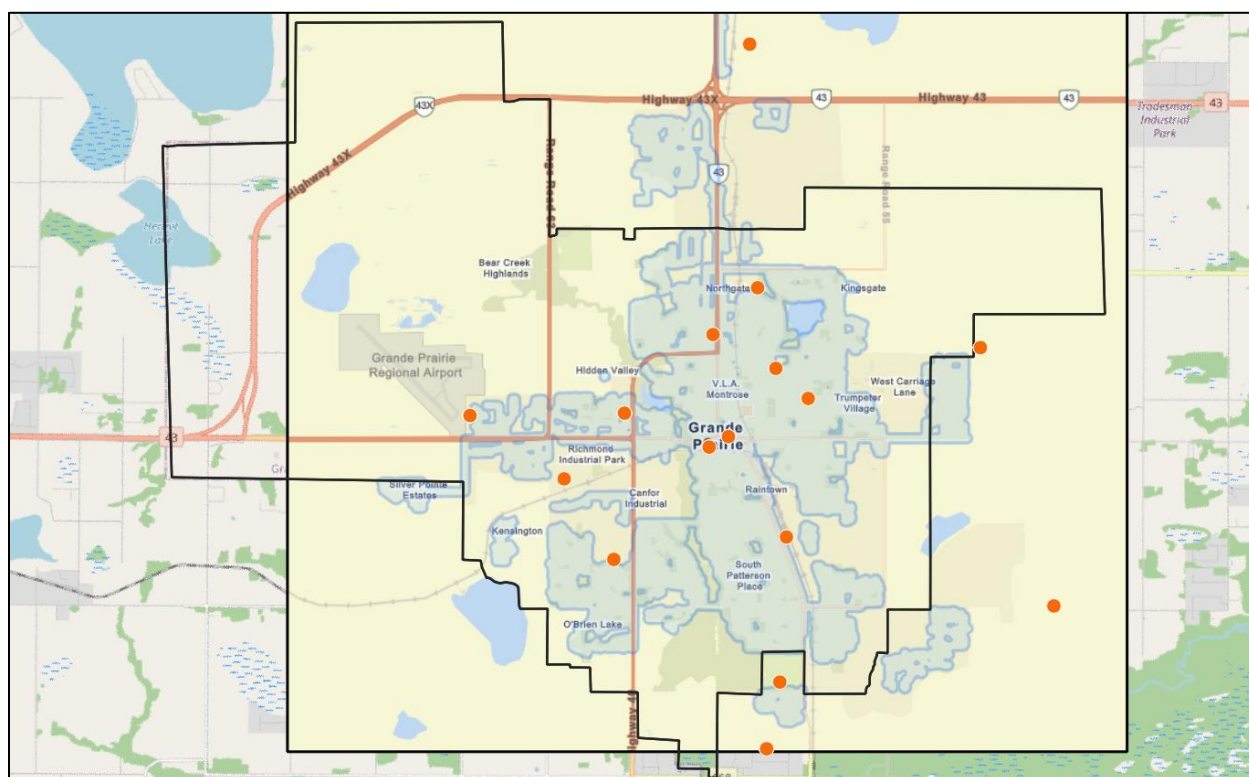


Figure 9 – Eastlink Wireline Coverage Map

Based on the product offerings Eastlink has deployed DOCSIS 3.1 in their coaxial cable network. See Appendix A – Technology Primer subsection Hybrid-Fibre Coaxial/DOCSIS for more information. In addition to the offerings presented on their website, two additional packages of 150 Mbps and 100 Mbps download are offered via the call centre.

The Eastlink residential services offered in Grande Prairie are consistent with other cities serviced by Eastlink. Many legacy cable service providers do offer much higher speeds using similar technology, as an example Rogers (former Shaw areas) offers a 2 Gbps downstream service in Lethbridge, Medicine Hat, and Red Deer. Upstream services of greater than 40 Mbps is also common.

<sup>24</sup> <https://manageaccount.eastlink.ca/buy-now>

## Mobile

Eastlink is offering LTE cellular services in Grande Prairie. They only currently have 5G deployed in Nova Scotia, New Brunswick and P.E.I. The coverage map for Grande Prairie indicates “on network” LTE coverage within the more urban parts of the City and “Extended Coverage” (assumed to be off network and roaming) outside of this area.

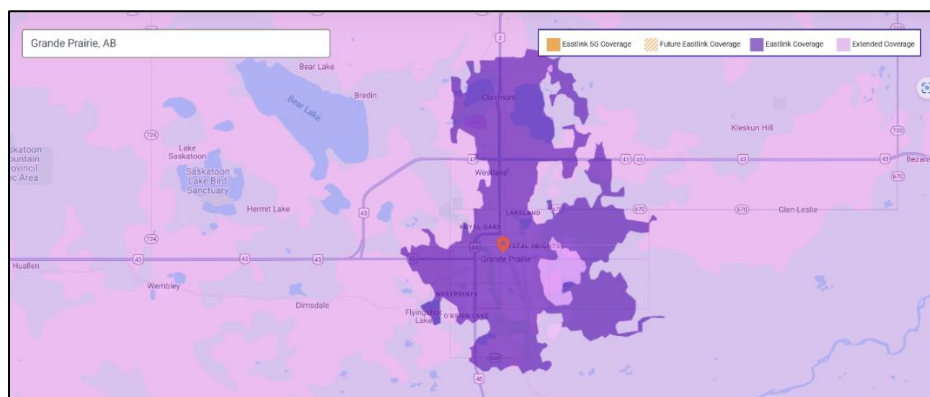


Figure 10 – Eastlink Cellular Coverage Map<sup>25</sup>

The ISD tower data for Eastlink shows multiple sites throughout the City providing coverage that will make the future transition to 5G easier.

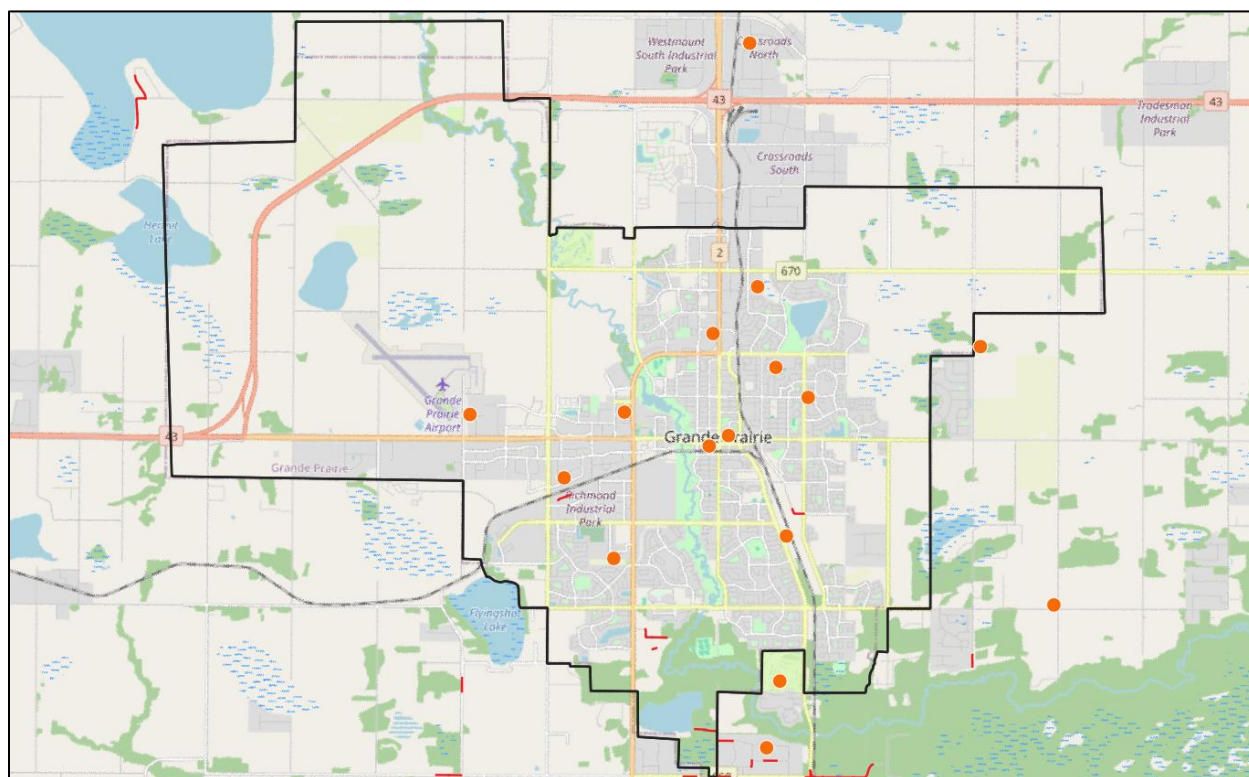


Figure 11 – Eastlink Tower Map

<sup>25</sup> <https://www.eastlink.ca/mobile/mobile-network>



### 3.4.4 Freedom Mobile

Freedom, owned by Videotron, offers mobile services in Grande Prairie. The Freedom mobile public coverage data indicates what they classify as Nationwide coverage. This is 4G/LTE coverage outside of their in-house network which is roaming on one of the other carriers. The ISED data for Grande Prairie shows no cell sites within the city or surrounding area.

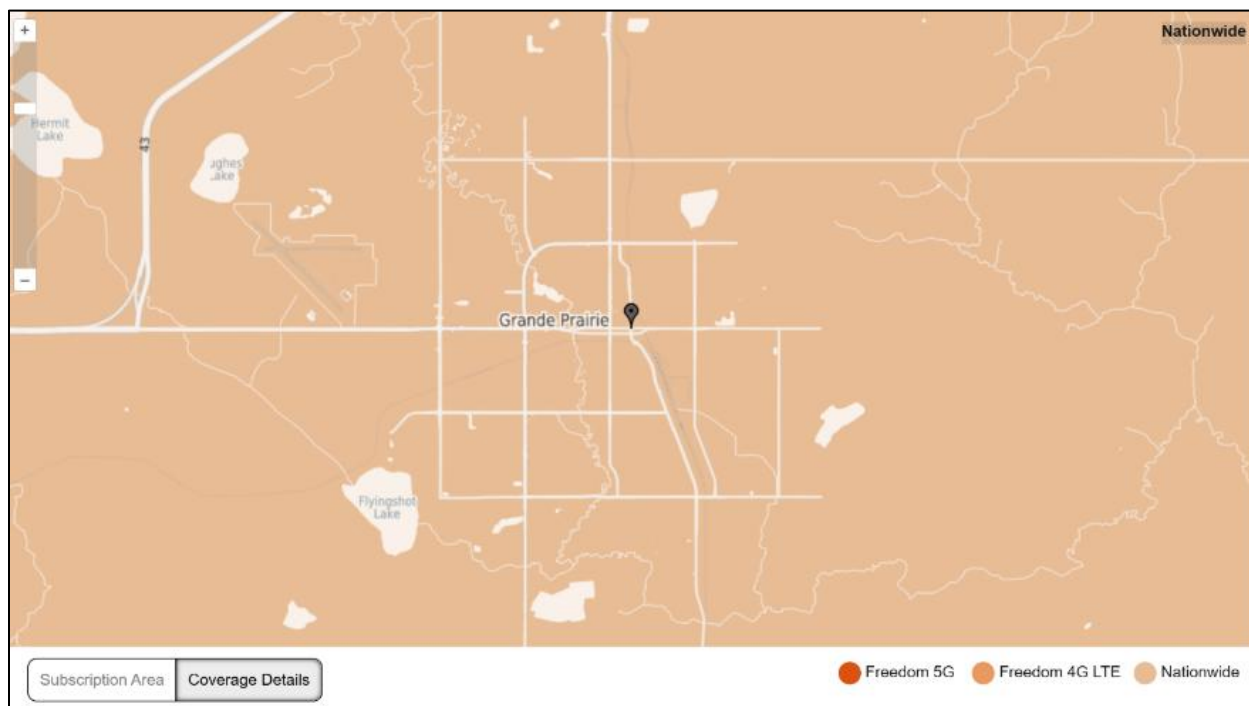
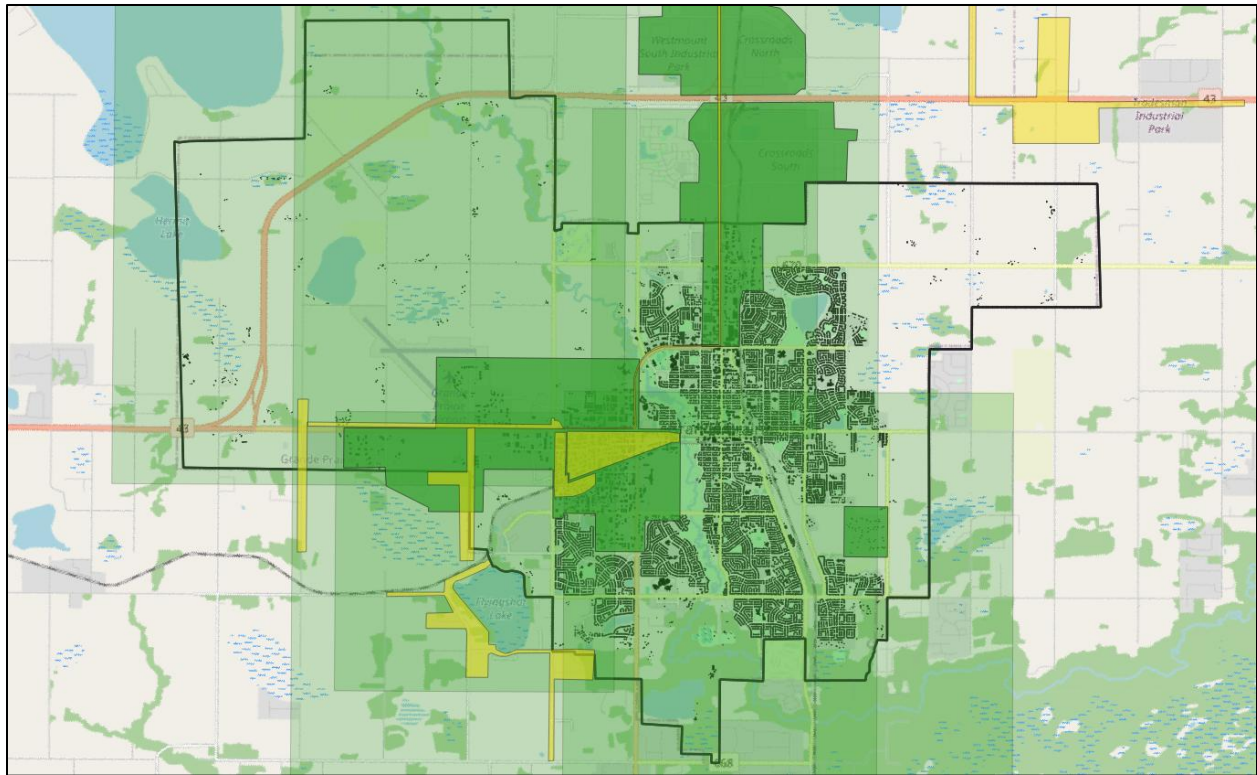


Figure 12 – Freedom Cellular Coverage Map<sup>26</sup>

### 3.4.5 GP Networks

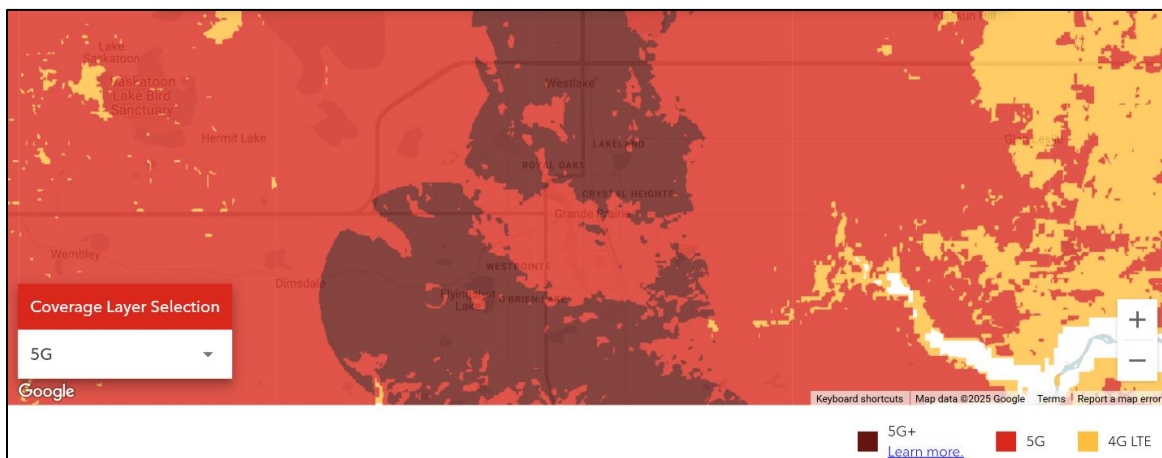
GP Networks is locally owned and operated with an office in the City. They only service businesses within the City but claim to be the largest local residential and business fibre provider in the County. They have few fibre assets in the City. They use unlicensed fixed wireless and most of it is point to point that they reach using rooftops. As for building fibre in the City, they were significantly deterred by the costs and processes citing specifically the drawing requirements for an alignment permit. They can provide fixed wireless across the City today and can often do it within days of a call. The map below, provided by GP Networks, shows an approximation of their coverage with dark green as advanced fixed wireless, light green basic fixed wireless, and yellow fibre services. All packages exceed 100Mbps and go up to 1.5Gbps in some areas.

<sup>26</sup> <https://www.freedommobile.ca/en-CA/network-coverage>

Figure 13 – Rogers Cellular Coverage Map<sup>27</sup>

### 3.4.6 Rogers Communications

Rogers has limited assets in Grande Prairie but provides wireless service throughout the City, the public coverage map is shown below. The online public data from Rogers shows 5G coverage throughout Grande Prairie, they also offer 4G/LTE throughout the area, but it is hidden on the displayed map under the higher technology in the area.

Figure 14 – Rogers Cellular Coverage Map<sup>28</sup>

<sup>27</sup> <https://www.rogers.com/mobility/network-coverage-map>

<sup>28</sup> <https://www.rogers.com/mobility/network-coverage-map>

Rogers operates cellular towers throughout the City of Grande Prairie and the surrounding area that are connected to the Rogers backbone over a small deployment of backhaul fibre through the community. The ISED data for the Rogers cellular sites is shown below. These towers are all capable of fixed wireless residential access but it is not currently offered.

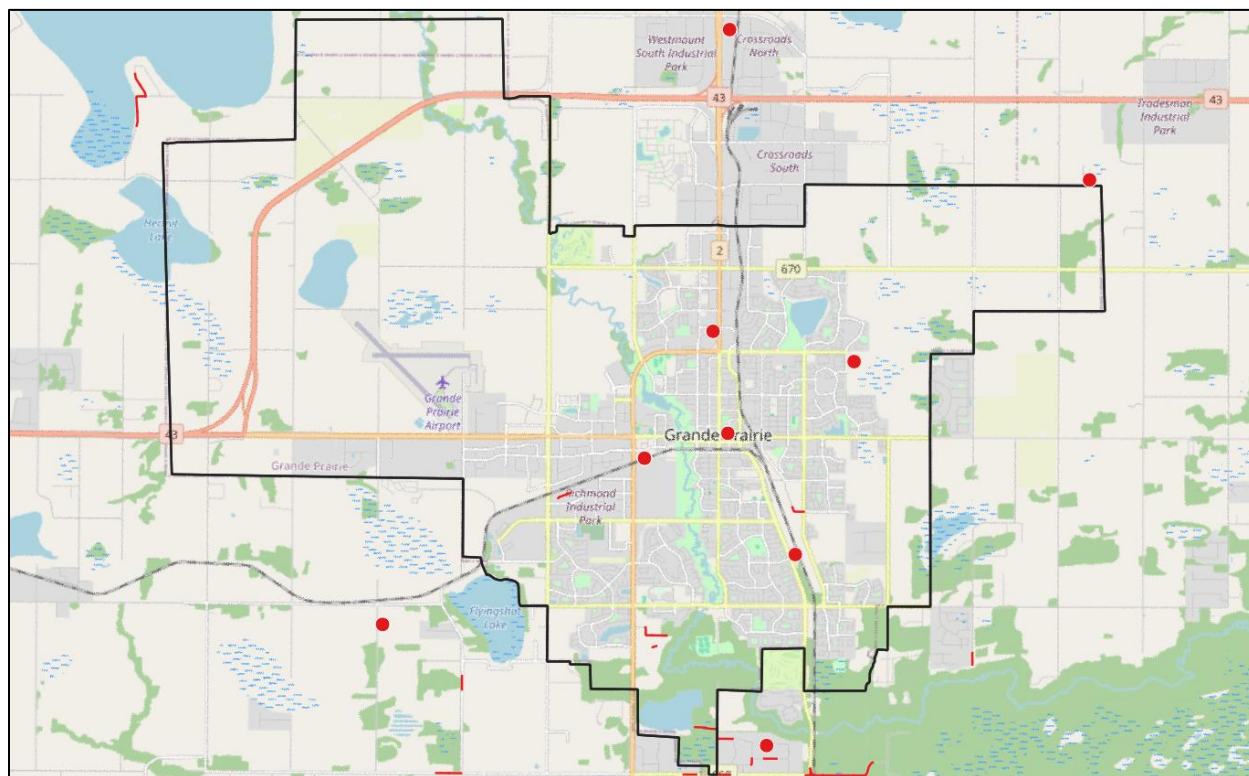
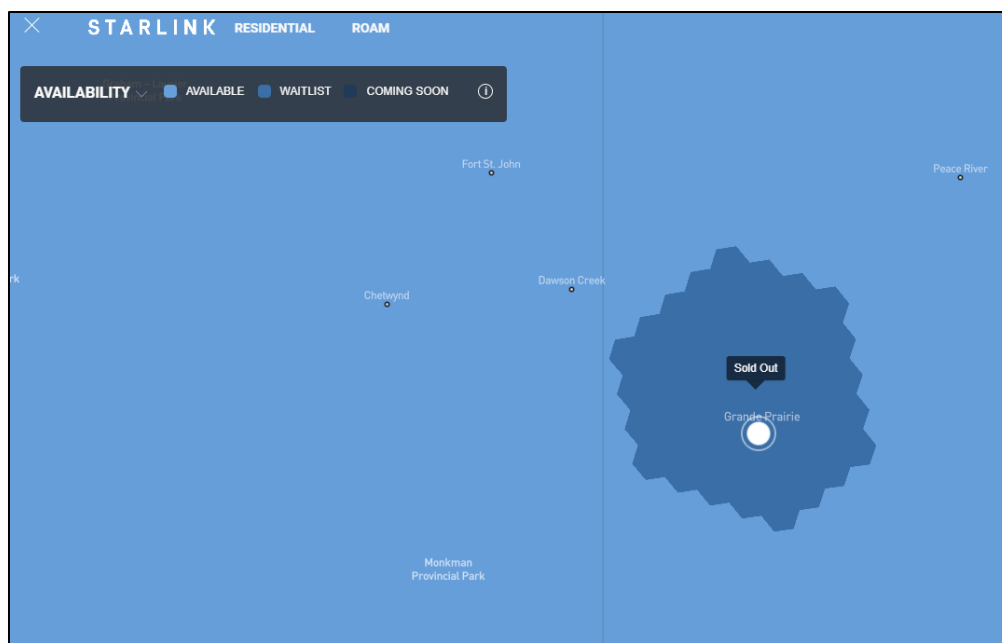


Figure 15 – Rogers Tower Map

### 3.4.7 Starlink

Starlink is a Low Earth Orbit (“LEO”) satellite system owned by Elon Musk. It has been very successful delivering reliable broadband service to rural and remote areas that meets or exceeds the USO. It is generally considered a last resort for those with few options but at least one service provider in Grande Prairie cited Starlink as taking away several customers in the recent past. Starlink indicates that its service is currently unavailable across the City of Grande Prairie as shown in Figure 16. This likely means that the number of current subscribers in Grande Prairie has reached the capacity of the system in the area and the service is sold out until additional satellites are deployed.

Figure 16 – Starlink LEO Coverage Map<sup>29</sup>

### 3.4.8 Telus

Telus is the incumbent telephone company in Grande Prairie, serving the City predominantly with DSL but pockets of FTTH/FTTP were observed using the Telus web portal<sup>30</sup>, this is also consistent with the Telus discussions during this project and information provided directly by Telus to the City. Telus was unwilling to provide detailed networking information noting that the City has details on utility alignment and anything further was considered competitively confidential but did hold a separate meeting with City staff to provide updates. There is no near-term investment in Grande Prairie unless there are new developments and even then they are working on changes to their investment strategy.

The observed DSL product offerings ranged from a low of 25 Mbps downstream and 5 Mbps upstream (25 Mbps/5 Mbps) which is below the current CRTC broadband USO to a high of 150 Mbps/30 Mbps in areas with that likely have very short loop lengths and bonded pairs are available. Throughout the city the maximum DSL speeds offered were one of the following options:

- 25 Mbps/5 Mbps
- 50 Mbps/10 Mbps
- 75 Mbps/15 Mbps
- 100 Mbps/20 Mbps
- 150 Mbps/30 Mbps

<sup>29</sup> <https://www.starlink.com/map>

<sup>30</sup> <https://www.telus.com/en/shop/home-services/bundle/build-your-own>



As outlined in Appendix A – Technology Primer subsection Digital Subscriber Line (DSL) the length and condition of the copper infrastructure will determine the maximum speed that can be delivered to an area or a specific address. It is also considered an older technology. In areas where Telus can offer at least 50 Mbps/10 Mbps they meet the current CRTC's USO, where they can offer 100 Mbps/20 Mbps or more they meet the secondary target. The DSL offering represents the limitations of the technology and they are consistent with legacy telephone providers across the country.

In addition to DSL the Telus online portal showed small pockets of FTTN/FTTH. Areas noted in the research for this document showed offerings of 1.5/940 and, in some cases, a symmetrical 3 Gbps/3 Gbps service. Pinnacle West for example appeared to have new home builds, and homes near the new homes, serviced by FTTH, but older homes or those further from the new builds still serviced with DSL. Areas noted that have at least some limited FTTN/FTTH are Signature Falls, Montrose, Pinnacle West, Lakeland and Westgate.

### Cellular

Telus offers 5G throughout Grande Prairie, the public coverage map can be found in the figure below. Telus also offers older 4G/LTE support, the map shows the highest technology level for the area masking the 4G/LTE coverage. Telus has a reciprocal cellular network agreement with Bell and in the case of Grande Prairie Bell appears to be predominantly using the Telus network.

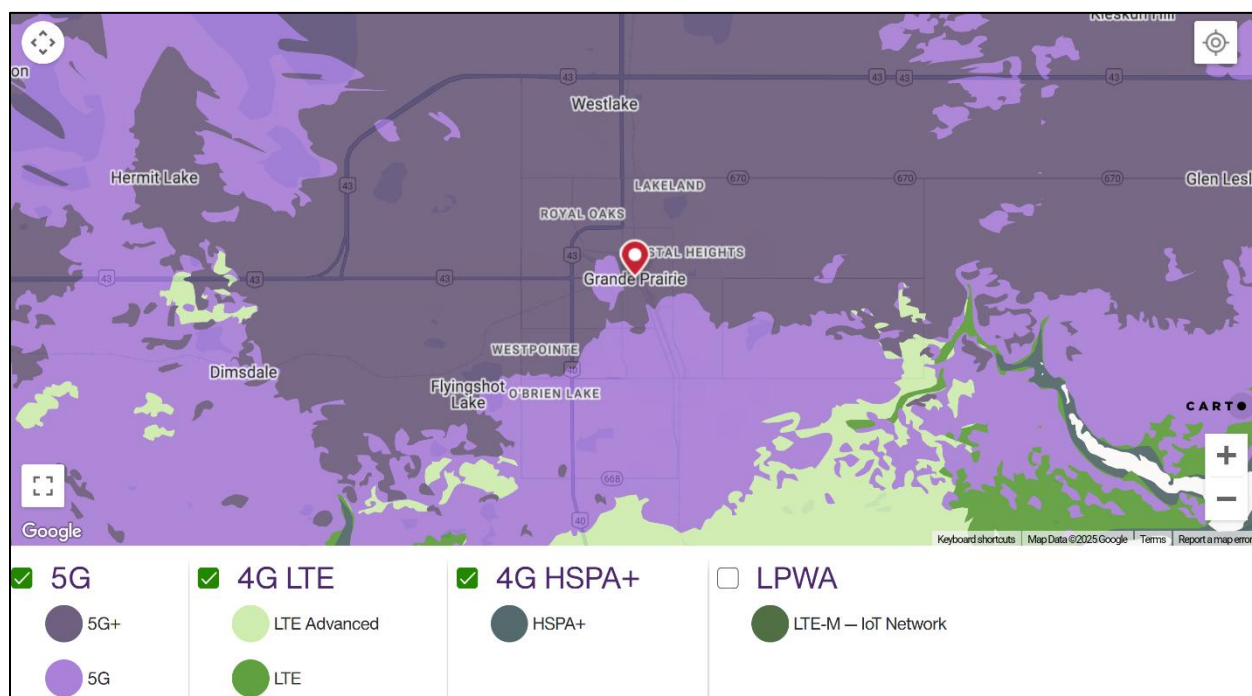


Figure 17 – Telus Cellular Coverage Map<sup>31</sup>

<sup>31</sup> <https://www.telus.com/en/mobility/network/coverage-map>



Telus operates a significant number of cellular sites within the City and Grande Prairie and the immediate surrounding area. This appears to be a combination of macro sites and smaller cell sites in the core of the city. The ISED cell site locations can be found in the figure below.

In other markets, Telus offers a cellular-based home Wi-Fi solution called Telus Smart Hub providing fixed high-speed internet access for wireless households powered by the Telus 5G and LTE Network. This service does not appear to be launched in Grande Prairie.

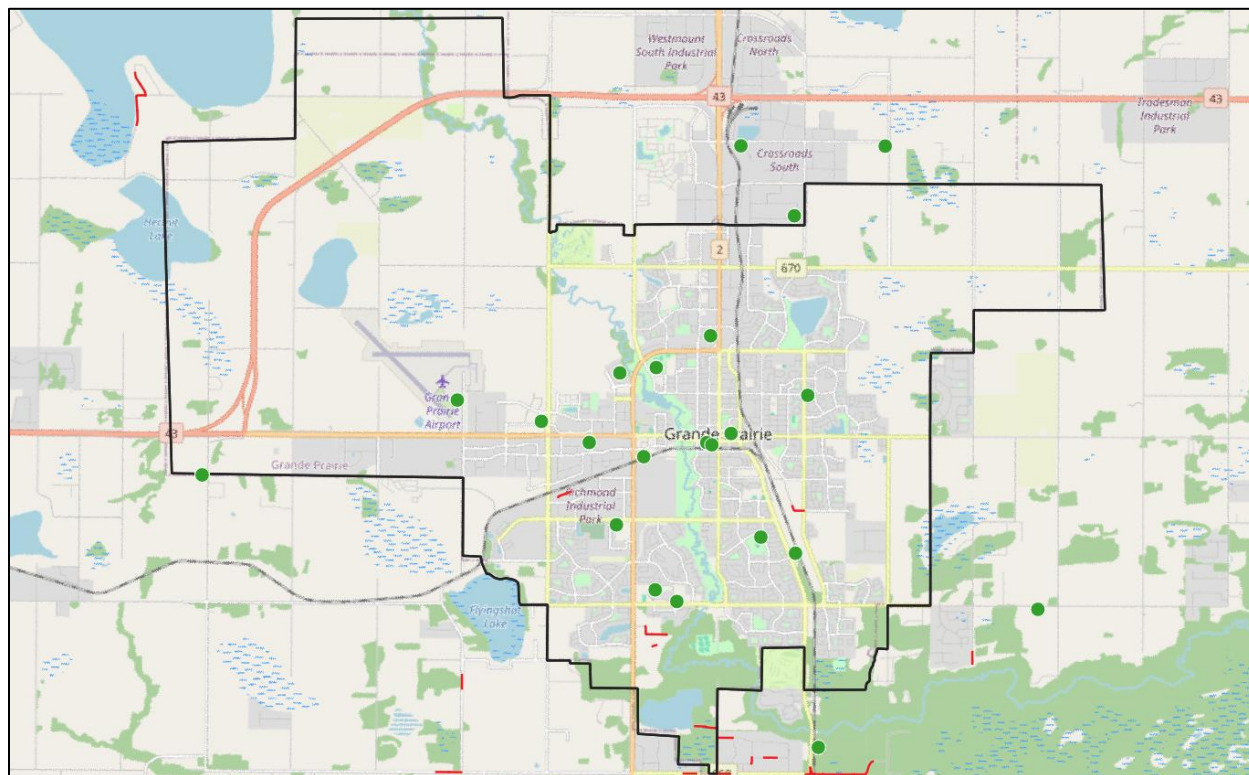


Figure 18 – Telus Tower Map

### 3.4.9 Vincent Communications

Local resident Scott Vincent operates this Grande Prairie telecommunications construction company that specializes in the design and implementation of communication systems for industrial applications primarily in oil and gas. They employ 50 people locally and operate rural fixed wireless Internet services mostly outside the City. They have their own fibre splicing crew that works for other carriers but they also own a fibre network that is primarily for their own purposes. They have a backhaul to Calgary that terminates in the Park Property Management building formerly known as 214 Place. They provide a combination of licensed and unlicensed wireless services and have actively considered investing in providing more services within the City including Richmond Industrial Park. Scott has committed to providing his coverage map to the City but it was still unavailable at the time of writing. The City should pursue Scott in follow up to this project.

### 3.4.10 Xplore

Xplore offers fixed wireless services throughout Grande Prairie using a combination of LTE and 5G technology. The service offerings were investigated using their online portal<sup>32</sup>. They offer a highest tier package of 100 Mbps/10 Mbps on both technologies. Most of the city is serviced by LTE with newer 5G service noted in Scenic Ridge, Country Side South, Signature Falls, Crystal Heights, Crystal Lake Estates, Lakeland, and South Avondale. Services in Grande Prairie are currently delivered from three tower sites.

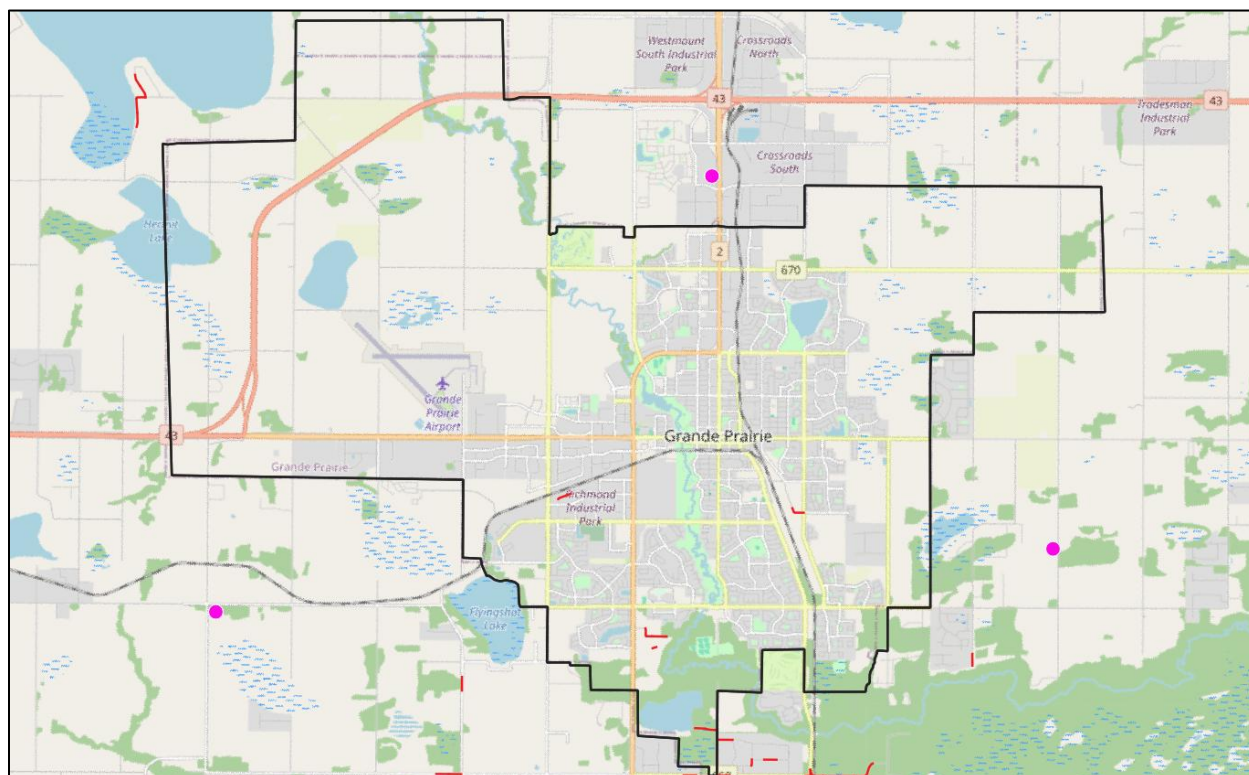


Figure 19 – Xplore Tower Map

Xplore has also used traditional Geostationary Earth Orbit (“GEO”) satellites for many years to supplement its fixed wireless network to deliver broadband to rural and remote areas. Unfortunately, in great measure because they orbit as much as 36,000km above the earth, GEO satellites do not lend themselves to high-speed data transmission because they experience significant signal loss, lag, and jitter.

Xplore’s Senior Manager of Government Relations, Melissa Greco, responded to requests for their coverage map but indicated that they prefer to defer the discussion until they finalize their most recent investment decisions. The City should follow up with Melissa to continue the discussion.

<sup>32</sup> <https://www.xplore.ca/network/>

### 3.4.11 Canadian Fiber Optics

Canadian Fiber Optics is an established fibre-based ISP serving 22 communities in Alberta and owned by Grande Prairie residents Jodi and Arjen Bloomer-Kaput. They are a new entrant to Grande Prairie working on a small deployment of backbone through the City with a new alignment request in process. They recently joined the utility coordination process and would submit plant details to the City. Future investment in the City is possible but they also provided feedback with concerns about the Municipal Access Agreement, the Alignment Process, and related costs.

### 3.4.12 Moby

Moby is a new entrant to Grande Prairie based out of Calgary. They will launch services in April 2025 using unlicensed fixed wireless off rooftops and leveraging a fibre backhaul they have leased from Calgary. They will build fibre where it makes sense to them but have not attempted to do so in Grande Prairie. Their target customers are largely multi-dwelling units, real estate investment trusts, institutions, and large enterprise. They are investment forward and anticipate growing their services in the City. They expressed no concerns, were willing to share data under non-disclosure agreements, and are looking for partnership opportunities. They provided a non-disclosure agreement for releasing coverage information to the City.

## 3.5 Residential Fixed Broadband Service Costs

The publicly advertised service costs for residential services in Grande Prairie were reviewed as part of this project. Rates per package were recorded for each service provider, the month-by-month full price rate with no discounts and where available the discounted rates advertised on their websites (that include some fine print). The discounted rates on the websites usually include a discount for a multiyear commitment and in some cases also for advance payment.

Most service providers also offer bundled and special one-time promotions, these are variable, constantly changing, and are not included in the following comparison, but they can be significant. Bundling can include discounts for bundling television packages, landline voice, and/or cellular services. Also excluded here are grandfathered packages the providers may be offering to existing customers that they no longer sell to new customers. Providers may also offer deeply discounted services as part of the Canadian Government Connecting Families Initiative; this is covered later in this section as these rates are not available to all subscribers.

The rates for Eastlink can be found below. They currently advertise online their 940/15 Mbps package and the 350/10 Mbps package.

Internet Package	Full Price	Website Posted Price
940/15 Mbps	\$100	\$90
350/10 Mbps	\$95	\$85

Figure 20 – Eastlink Residential Rates

The Eastlink packages and rates appear to be consistent across the country, including where they offer service in Nova Scotia and Ontario. The above packages are offered ubiquitously across the city where Eastlink has service. Comparing Rogers (which uses similar technology) to Eastlink the rates in Grande Prairie are roughly \$20 cheaper for Gbps services but as noted special discounts and bundling may shrink this difference.

Telus offers a greater mix of packages as the services are dependant on the technology available and/or the condition of the copper network to individual addresses. Not all packages are offered to all households. The fibre to the home (FTTH) services are only offered in limited areas. Most of Grande Prairie is serviced by DSL with the highest available DSL package for an address listed as \$105 (no discounts) with a lower tier also offered at \$90 or \$75 with the website posted rates being cheaper. The rates were also sometimes inconsistent, with slightly different DSL website rates for different addresses within Grande Prairie. The general rates are listed below.

Internet Package	Full Price	Website Posted Price
3/3 Gbps (Fibre)	\$155	\$125
1.5/1 Gbps (Fibre)	\$145	\$115
940/940 Mbps (Fibre)	\$135	\$105
500/500 Mbps (Fibre)	\$125	\$95
250/250 Mbps (Fibre)	\$115	\$85
150/30 Mbps (DSL)	\$105	\$80
100/20 Mbps (DSL)	\$105	\$60
75/15 Mbps (DSL)	\$105	\$80
50/10 Mbps (DSL)	\$90	\$65
25/5 Mbps (DSL)	\$75	\$65

Figure 21 – Telus Residential Rates

Telus also offers similar discounts including bundling and longer term contracts. The Telus rates are comparable to their offerings in BC and in other Alberta cities. Comparing to Bell Canada which uses similar FTTH and DSL technologies in Eastern Canada the Telus FTTH rates are roughly \$15 a month higher than comparable Bell packages elsewhere in Canada and the full price DSL rates are significantly higher than the Bell DSL rates (\$30) and the website rates are \$10 more expensive than the typical Bell website rates.

Xplore offers fixed wireless services throughout Grande Prairie with a mix of LTE and 5G services. Regardless of the technology used their rates are consistent throughout the city, and in other places served with fixed wireless in Canada.

Internet Package	Full Price	Website Posted Price
100/10 Mbps	\$119.99	\$89.95
50/10 Mbps	\$109.99	\$74.99
25/5 Mbps	\$99.99	\$59.99

Figure 22 – Xplore Residential Rates

GP Networks offers a wide range of packages with services dependant on the technology available. Not all packages are offered to all households. Most of Grande Prairie is serviced by fixed wireless. The general residential rates, offered mostly outside the City, are listed below.

Internet Package	Web Posted Price	Notes
300/300 Mbps (Fibre)	\$125	1000GB data cap
100/100 Mbps (Fibre)	\$95.00	750GB data cap
75/75 Mbps (Fibre)	\$85.00	500GB data cap
50/50 Mbps (Fibre)	\$75.00	400GB data cap
25/25 Mbps (Fibre)	\$65.00	200GB data cap
400/100 Mbps (FWA)	\$125	Limited locations, promo
60/60 Mbps (FWA)	\$125	Unlimited data
40/40 Mbps (FWA)	\$95	Unlimited data
20/20 Mbps (FWA)	\$75	500GB data cap

Figure 23 – GP Networks Residential Rates

Overall, residential fixed broadband rates are largely consistent with national advertised service rates and just marginally higher than that reported in the CRTC's Telecommunications Market Report 2025<sup>33</sup> with September 2024 prices at ~\$60 for 50/10 Mbps and ~\$72 for Gbps service.

### 3.5.1 Connecting Families Initiative

In 2022 the Canadian Government in partnership with Canadian ISPs started the Connecting Families Initiative, Telus is a founding member. The intention is to offer basic low cost, lower speed Internet services to qualifying low-income households (receiving the maximum Canada Child Benefit/CCB) and to qualifying seniors (receiving the maximum Guaranteed Income Supplement/GIS)<sup>34,35</sup>. The program and qualification is administered by ISED.

There are two Connecting Families plans/options listed on ISED<sup>36</sup>:

- Plan 1 (\$10/month): 10/1 Mbps, 100 GB data/month.
- Plan 2 (\$20/month): 50/10 Mbps, 200 GB data/month.

The individual service providers can offer higher tier packages at their discretion, Telus offers their 25 Mbps package with a 300 GB data cap in place of Plan 1 and for Plan 2 they offer their 50 Mbps package with unlimited data. They also offer a third tier where available at 150 Mbps with unlimited data for \$35 per month<sup>37</sup>.

<sup>33</sup> <https://crtc.gc.ca/eng/publications/reports/PolicyMonitoring/2025/ctmr.htm#4.3>

<sup>34</sup> <https://www.canada.ca/en/innovation-science-economic-development/news/2022/04/government-of-canada-announces-affordable-high-speed-internet-to-help-connect-low-income-families-and-seniors.html>

<sup>35</sup> <https://ised-isde.canada.ca/site/connecting-families/en>

<sup>36</sup> <https://ised-isde.canada.ca/site/connecting-families/en/low-cost-plans>

<sup>37</sup> <https://www.telus.com/en/social-impact/connecting-canada/connecting-for-good-programs/connecting-families-offer>



## 3.6 Coverage Assessment

The City of Grande Prairie has a robust and competitive broadband market anchored by two national wireline/cellular carriers, the Alberta Supernet, two active locally owned fibre/wireless service providers, one national fixed wireless operator, a new locally owned fibre entrant, and an additional new entrant. Together, the local providers span the entire community.

The National Broadband Data (NBD) indicates that only 2.02 km of roads in the City of Grande Prairie limits are considered underserved. Underserved is defined as an area where broadband service does not provide a minimum 50 Mbps/10 Mbps connection. The NBD is an approximation that may underestimate the number of underserved households as some individual subscribers may not perceive that service level at all times. However, with such a wide range of wireline, fixed wireless, and cellular services available, subscribers are well served.

### 3.6.1 Wireline Coverage

The wireline coverage in Grande Prairie was analyzed by reviewing the ISED data, the public service offering data as provided by the service providers online portals, and, where provided, the network coverage maps from the service providers themselves. In the analysis FTTP/FTTH, DSL and HFC/DOCSIS are considered wireline services as the subscriber premises are physically connected to the network through a wired connection. For residential services in the City of Grande Prairie these services are offered by both Telus and Eastlink using a combination of technologies.

For the service providers portal data individual addresses were checked throughout the city to determine the speeds offered in various neighborhoods. This data was then compared to the known technologies used by both Eastlink and Telus to determine the technology they have deployed and if they meet or exceed the CRTC's 50 Mbps/10 Mbps USO and the secondary target outlined in this document of 100 Mbps/20 Mbps. There are pockets of FTTP/FTTH from both service providers offering Gbps or higher speeds.

The wireline coverage throughout the city aligns with the ISED data with most civic addresses within the City limits purporting to meet the CRTC's USO of 50 Mbps/10 Mbps. This service level is available throughout the urban residential footprint. In some cases, Telus may fall short with a DSL offering of 25 Mbps/5 Mbps but these addresses are also serviced by Eastlink with a Gbps downstream service, so the overlap ensures an option is available. By extending the analysis to fit a 100/20 service profile, we see that the current offering by Eastlink falls slightly short at 15 Mbps upstream and further discussion should be undertaken with them to consider raising the upstream slightly because the technology is capable of it.

Coupling the near ubiquitous incumbent access with the presence of the Supernet for larger enterprises and institutions, and the emergence of two smaller market entrants bodes well for competitive wireless access services in Grande Prairie.

### 3.6.2 Fixed Wireless Coverage

Three providers, GP Networks, Vincent Communications, and Xplore all offer a variety of fixed wireless services across the City. Historically, fixed wireless has been considered lower speed services subject to radio interference, however modern wireless equipment has developed to easily offer gigabit speeds with reasonable design and engineering. Modern systems employ more and smaller towers (or rooftops) to achieve high quality density. Now that fixed wireless systems can be viewed as cost-effective and competitive alternatives to more expensive fibre infrastructure, the City can anticipate a growing need for tower infrastructure. Today, the current local providers have almost the entire City covered with options that meet the service level requirements.

### 3.6.3 Cellular Coverage

Telus and Eastlink are also cellular providers that have coverage maps available online that detail their claims of coverage across Canada. Cellular services are also provided by Rogers, Bell Mobility, and Freedom Mobile.

The licensed tower infrastructure from Telus and Eastlink is significant. As a result, there is the possibility that current mobile services could provide USO broadband access or more to phones and tablets. Neither Telus, or Eastlink, or Rogers, however, offer cellular-based fixed wireless access in the area yet, but it is technically possible even though no one offered insight into a future upgrade.

In addition to the above there are sub brands or roaming partners that generally use the incumbent providers' infrastructure (coverage details for these providers are included in the incumbent providers' coverage), these include:

- Virgin Mobile (Bell Canada)
- Fido (Rogers Communications)
- Koodo (Telus)
- Freedom Mobile (Videotron)

Given the range of competitive options, the degree of cellular coverage, and carrier interest in deploying more towers in Grande Prairie, we conclude mobile subscribers are well serviced.

### 3.6.4 Gaps in Broadband

The underserved road segments identified by the NBD were verified with the Eastlink as not serviced and are sufficiently distant that we anticipate Telus DSL would not be inadequate. These segments are indeed underserved from a perspective of wireline services but certainly have fixed wireless and mobile options.

The road segments near the south end of the city across the highway from O'Brien Lake are a combination of farms and rural properties where we expect these to have GP Networks and

Xplore access. The underserved road segments further south are waste management site(s) and the two segments at roughly midway on either side of the city are industrial areas directly along the rail.

Two development plan units of concern are Northeast and Northern Lights. In Northeast, the buildings in are covered by Eastlink and the rest of the area is empty. In Northern Lights, there are 84 buildings and are shown on the NBD as being serviced but they are not covered by the Eastlink or GP Networks. Telus service verification fails for addresses in this section, but Xplore shows 5G fixed wireless services available. This plan unit shows a total of 84 buildings. Should further development occur in either area, then network expansion would be required.

There is a wireline gap, verified with Eastlink, but not identified by the NBD in the lower Richmond Industrial Park south of the rail line.

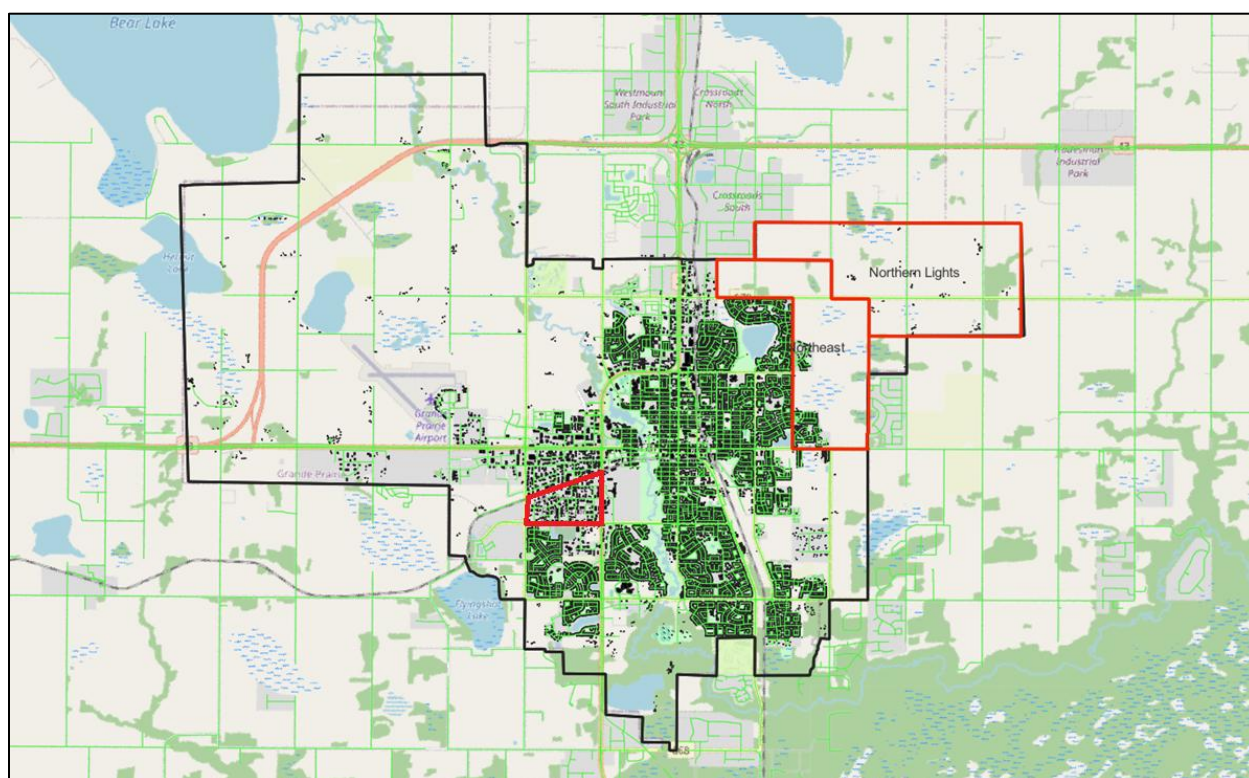


Figure 24 – Broadband Gaps

Both GP Networks and Vincent Communications indicated that they already cover this area with wireless today and there is interest in fibre expansion. GP Networks has fibre nearby.

Spot checking Telus service availability revealed that many had DSL options of up to 50 Mbps/10 Mbps, but also many did not have any service availability. Moreover, several buildings appear in the 2019 satellite imagery with wireless Internet antennae on their roofs.



Figure 25 – Observed Wireless Antennae in Richmond

There are no other significant gaps within the city when it comes to the CTRC USO as areas are covered by Telus or Eastlink and any minor gaps should be covered by GP Networks, Vincent Communications, or Xplore fixed wireless. There are likely to be case-by-case premises that are passed but not connected to Eastlink and are sufficiently far from the Telus central office for adequate DSL. We do not expect this to be a significant number.

## 4. Infrastructure Policies

The City of Grande Prairie has detailed requirements for utility installations and well-established procedures for the installation of new infrastructure. The City of Grande Prairie aims for utility coordination and has a defined permitting process, standard guidelines for the design and development of municipal improvements outlined in the Design Manual<sup>38</sup>, and standard specifications for the construction of municipal improvements in the Construction Manual<sup>39</sup>. This section provides industry-based commentary of the various components relevant to telecommunications.

### 4.1 Municipal Access Agreement

Municipalities set the requirements on telecommunications companies proposing to install equipment within its jurisdiction. The standard approach is to enter into a formal Municipal Access Agreement (“MAA”).

To be effective, a MAA should incorporate what could be termed “carrier friendly” provisions as well as protections for the municipality. Sample agreements include the CRTC-approved Model MAA<sup>40</sup> that is intended to serve as a model for use by municipalities and carriers and the recommendations of the Federation of Canadian Municipalities in document “Telecommunications and rights-of-way: A handbook for Municipalities”<sup>41</sup>.

The City of Grande Prairie does not currently have a finalized standard MAA template but is in the process of building a draft version. The current draft MAA (v3.4) is generally consistent with common industry practices. It shares key provisions found in other model agreements and handbooks, such as municipal consent, Right-of-Way usage, permitting processes, construction and maintenance standards, dispute resolution, and adherence to municipal bylaws. Furthermore, it includes non-exclusivity clauses, provisions for relocation costs, regulatory changes, and the requirement for both parties to act reasonably. While specific details may vary, the draft MAA aligns with the overall framework and principles commonly found in other agreements, showing its consistency with established industry practices. The draft does contain additional obligations which go beyond the recommended template for the protection of the municipality, and these may present barriers to smaller service providers. The review of the draft MAA yielded some minor concerns that are documented in this section. These comments are not intended to replace the review of legal counsel and are provided as insight into common industry practices.

---

<sup>38</sup> [https://cityofgp.com/sites/default/files/docs/engineering/city\\_of\\_gp\\_-\\_2022\\_design\\_manual.pdf](https://cityofgp.com/sites/default/files/docs/engineering/city_of_gp_-_2022_design_manual.pdf)

<sup>39</sup> [https://cityofgp.com/sites/default/files/docs/engineering/cityofgp\\_2022\\_construction\\_manual\\_-\\_final.pdf](https://cityofgp.com/sites/default/files/docs/engineering/cityofgp_2022_construction_manual_-_final.pdf)

<sup>40</sup> <https://crtc.gc.ca/cisc/eng/cisf4kd.htm>

<sup>41</sup> <https://fcm.ca/en/resources/telecommunications-and-rights-way-handbook>



#### 4.1.1 Alignments and Municipal Consent

The draft MAA refers to "Alignment Permits", defining them as "Utility Line Assignment Permits". However, the Telecommunications Act does not use this term nor does it describe this process. The Act only requires "municipal consent". While the MAA's permit process is not inherently contradictory to the Telecommunications Act, the MAA should more explicitly articulate that the "Alignment Permit" is how the municipality is exercising its right of consent.

#### 4.1.2 Compliance with Municipal Guidelines

The draft MAA requires compliance with Municipal Guidelines. While not contradictory to the Telecommunications Act, the draft MAA does not specifically define or provide detail about these guidelines, nor how and when the guidelines can be changed, potentially leading to uncertainty for the company. It does refer to "Contract Specifications" which are defined as including the Design and Construction Manual documents without providing the link. The MAA should include some reference to where these guidelines can be found, specify how they will be made available to the company, and provide details on how and when they may change.

#### 4.1.3 Fees

While the draft MAA mentions fees, it does not yet specify the actual amounts even though the fees are documented elsewhere in the City's Fees, Rates and Charges Bylaw C-1395<sup>42</sup>. According to the FCM handbook, and compared to other jurisdictions, all fees and permits should be included in the MAA. The agreement should specify how fees are determined and applied, including references to applicable City bylaws. Furthermore, the costs of the Alignment Permits and Engineering Permits were raised by more than one service provider. It is understood the fees associated with the permits are intended to recover the costs to the municipality, but careful consideration should be given to aligning closely specifically with the costs to the City so as not to unintentionally deter investments with high fees. A variable cost model based on length is not used universally in Canada but it is generally accepted by industry, however at \$3 per metre the City is on par some of the higher cost jurisdictions. Given that some of the service providers were specifically concerned about these fees, the Fibre Optics Fee Rebate<sup>43</sup> program publicly announced on March 11, 2025 should assist with promoting broadband expansion and digital infrastructure investment.

Regarding costs during emergencies, the draft MAA states that the company will pay the municipality's costs that are directly attributable to the work or the presence of the equipment in the ROWs. It does not address situations where the municipality is at fault. If the emergency is caused by an act or negligence of the municipality, the municipality should be responsible for

---

<sup>42</sup> [https://cityofgp.com/sites/default/files/2025-01/bc1395%20Office%20Consolidation-%20Effective%202025.01.01\\_0.pdf](https://cityofgp.com/sites/default/files/2025-01/bc1395%20Office%20Consolidation-%20Effective%202025.01.01_0.pdf)

<sup>43</sup> <https://cityofgp.com/culture-community/news-events/news/economic-development/city-grande-prairie-expands-development>

all costs, including those that are directly attributable to the Work or the presence of the Equipment in the ROWs.

Lastly, there needs to be a mechanism for disputed charges in the Fees section.

#### 4.1.4 Relocation Costs

The draft MAA includes the sample relocation cost table taken from the CRTC model MAA. The template recognizes that companies are generally entitled to recover all, or a portion, of their relocation costs caused by the construction or activities of the municipality. There is no prescribed single mechanism governing the allocation of relocation costs, but the parties should negotiate a suitable allocation, and this is often a contentious issue. Moreover, tracking cost recovery based on time, as proposed by the CRTC default, may introduce complexities in accounting as timing for each individual alignment in complex builds may be difficult on scale leading to downstream complications and disputes. Furthermore, during the service provider interviews, two small companies specifically cited that they do not expect to pay any relocation costs within the first 10 years as that would break their business case. They expect that the municipality should be able to anticipate significant changes in the permitting process. This view is not shared by all providers, in fact larger companies may be more likely to suggest a simplified cost sharing mechanism on all relocations that was suitable to both parties. The relocation costs should be considered for negotiation with each provider on a case-by-case basis in alignment with the City's objectives for promoting infrastructure development.

#### 4.1.5 Amendments

The draft MAA indicates that the City may request amendments to plans, or even refuse to issue a permit, if the plans do not meet the City's requirements, or if there is a conflict with a Municipal Purpose. Without clarity as to what circumstance might require amendment or refusal, this position will act as a deterrent to undertaking projects in the City.

#### 4.1.6 Term of Agreement

The draft MAA sets out a proposed term of agreement of five years with two successive automatic renewals, unless cancelled with ninety days notice of five additional years each. Since these agreements are negotiated and pertain to equipment that is intended to remain in place well over a decade, it would be more appealing to service providers to have an initial ten year term and then the subsequent renewals.

### 4.2 Approval Process

The processes<sup>44</sup> associated with approvals for deploying communications utilities in Grande Prairie may be slightly more challenging and complex than other jurisdictions, especially for

---

<sup>44</sup> <https://cityofgp.com/business-development/land-development/servicing-installation/utility-alignment-application>

smaller telecommunications companies, as it involves multiple steps and stakeholders. Two of the smaller providers and one larger provider directly cited the Alignment Process as too complex. The process begins with obtaining a Utility Alignment Permit for new infrastructure. This requires submitting detailed drawings, a letter to the City's Engineering Services department, and paying the prescribed fee. The company must then coordinate with various utility companies for their respective approvals of the proposed alignments. The City also requires adherence to its Design Manual and Construction Manual<sup>45</sup>, necessitating compliance with detailed standards and specifications. Furthermore, companies must obtain an Engineering Permit<sup>46</sup> for work on City property, and comply with other requirements, such as restoration of the work site. This process highlights a high level of coordination, detailed planning, and adherence to specific regulations and standards, which can make the deployment of communications utilities a complex undertaking. During the service provider interviews, two of the smaller companies specifically raised the approval process as too demanding for them to comply. At the time of writing the City was developing an online application for utility alignments to streamline information collection and ensure all required details are gathered consistently. This online process will be key to simplifying the process for all parties.

#### 4.2.1 Drawing Requirements

The City of Grande Prairie has drawing requirements that are largely consistent with large urban deployment of telecommunications. The initial alignment permit submission requires that drawings include a north arrow, drawing scale, right-of-way limits, legal property lines, proposed boring locations, street names, proposed structures, the location and dimensions of the proposed alignment, match lines and work limits, the size, material, length and depth of each section of proposed installation, all existing utilities within 10m, and a sight line analysis for certain above-ground structures. Beyond the initial alignment permit drawing, the City also requires detailed engineering drawings, shallow utility plans, and as-built drawings. Each of these drawing types has specific requirements. These requirements are extensive and necessitate a high level of precision and detail. One small provider cited this as a reason for not investing in the community and a second cited it as a deterrent for investment. Furthermore, the City requires the submission of digital drawings, with specific requirements for layers, formats, and coordinate systems. The detailed requirements for multiple drawings could be particularly burdensome for smaller companies or those undertaking minor projects. The time and resources required to meet the drawing standards may make it difficult for smaller companies to compete. The level of detail required and the need for specialized expertise to produce these drawings, coupled with potential delays and revision costs, can create a barrier to entry and increase the overall expense of infrastructure projects in the city. While this level

---

<sup>45</sup> <https://cityofgp.com/business-development/land-development/planning-publications/specifications-standards-and-guidelines>

<sup>46</sup> <https://cityofgp.com/city-services/permits-licenses-forms/engineering-services/engineering-services-permit-request>

of detail is important to the City, to assist with minimizing costs, a pre-consultation without this detail would encourage service providers to discuss potential expansion plans and find viable alternatives without the significant investment in engineering.

#### 4.2.2 Cost Implications

The City charges alignment permit fees, which are intended to recover the costs of reviewing plans, issuing permits, and conducting as-built drawing compliance reviews. These fees add to the direct costs incurred by the carrier. While cost recovery by municipalities is generally accepted, and the Telecommunications Act does not specifically prohibit fees, it is important that the fees be reasonable and not act as a barrier to entry. Permit fees vary arbitrarily by municipality and there is no single nationally accepted standard. A comparison of sample fees found in other jurisdictions is included in Figure 22. This table is not intended to capture all the potential variations across the country, but provides a high-level example of the range for a 1000m alignment. The underlying rates are included in Appendix D.

Municipality	Population	Area	1000m Alignment Fee
Township of Severn, ON <sup>47</sup>	~14,500	~523km <sup>2</sup>	\$0
City of Brandon, MB <sup>48</sup>	~51,000	~465km <sup>2</sup>	\$250
Town of Newmarket, ON <sup>49</sup>	~88,000	~38.5km <sup>2</sup>	\$740.85
City of Lethbridge, AB <sup>50</sup>	~111,000	~122km <sup>2</sup>	\$1,000.00
City of Ottawa, ON <sup>51</sup>	~1.02M	~2,760km <sup>2</sup>	\$1,047.00
City of Hamilton, ON <sup>52</sup>	~600,000	~1,138km <sup>2</sup>	\$1,384.75
City of Calgary, AB <sup>53</sup>	~1.3M	~826km <sup>2</sup>	\$1,425.00
<b>City of Grande Prairie<sup>54</sup></b>	<b>~64,000</b>	<b>~133km<sup>2</sup></b>	<b>\$2,200.00</b>
City of Edmonton, AB <sup>55</sup>	~1.3M	~768km <sup>2</sup>	\$4,230.31

Figure 26 – Sample Alignment Fees

Municipalities also present the fees in different manners. In the examples, Severn, Brandon, and Newmarket use fixed fees regardless of distance, Hamilton uses fixed fees with two levels for short and long alignments, whereas Lethbridge, Ottawa, Calgary, and Edmonton use variable fees with a per metre cost. Variable fees are generally accepted by the industry. Fees are often also negotiated in the Municipal Access Agreement. Maintaining alignment permit or municipal consent fees at a cost recovery level is essential to encourage investment and

<sup>47</sup> <https://www.severn.ca/our-community/roads-and-parking/road-applications-and-permits/>

<sup>48</sup> [https://brandon.ca/images/pdf/Bylaws/2025\\_Fee\\_Schedule.pdf](https://brandon.ca/images/pdf/Bylaws/2025_Fee_Schedule.pdf)

<sup>49</sup> <https://www.newmarket.ca/municipalconsent>

<sup>50</sup> <https://www.lethbridge.ca/media/k34nqmul/utility-location-assignment-guidelines-2024.pdf>

<sup>51</sup> <https://ottawa.ca/en/planning-development-and-construction/construction-right-way#>

<sup>52</sup> <https://www.hamilton.ca/sites/default/files/2025-02/25-023.pdf>

<sup>53</sup> <https://www.calgary.ca/content/dam/www/cs/iis/documents/utility-line-assignments/rowbylawguidelines2018.pdf>

<sup>54</sup> <https://cityofgp.com/sites/default/files/2024-01/bc1395%20Office%20Consolidation-%20Effective%202024.01.01.pdf>

<sup>55</sup> [https://www.edmonton.ca/sites/default/files/public-files/Utility\\_Line\\_Assignment\\_Fees.pdf?cb=1743452438](https://www.edmonton.ca/sites/default/files/public-files/Utility_Line_Assignment_Fees.pdf?cb=1743452438)

programs such as the Fibre Optics Fee Rebate program will most certainly help promote investment.

#### 4.2.3 Utility Coordination

The City of Grande Prairie requires that companies participate in a utility coordination committee. The coordination of work is intended to minimize road cuts and optimize the placement of equipment. The frequency of these meetings and the participation of City engineers is essential to assist new providers in being successful. Our understanding is that this process is managed externally to the City and may not necessarily align with City priorities for broadband investment. Increasing the frequency and City involvement is essential to promoting broadband expansion. Moreover, if broadband deployment is a priority for the City, then more frequent engagement directly by the City with the incumbent and potential service providers is warranted.

### 4.3 Antenna Structures Siting Policy

Traditional wireless broadband and cellular service require tall towers to reach customers. Wireless broadband often also requires the construction of a smaller tower at the customer's location to receive the broadband signal. As with most communities, the issue of towers is volatile and controversial amongst residents. Tall "broadcast" towers, known as macro cells, are especially controversial. With several fixed wireless service providers and cellular service providers, Grande Prairie will see an increase in tower requirements over the next decade.

The Grande Prairie policy for antenna structures siting is captured in Section 54 of the Land Use Bylaw C-1260<sup>56</sup> and sets out the requirements and process for acquiring concurrence or non-concurrence from the municipality in accordance with ISED's formal approval under the CPC-2-0-03 — Radiocommunication and Broadcasting Antenna Systems<sup>57</sup> policy. The Section expresses the municipality's preferences for type, location, set back, and design. It includes application submission requirements, public consultation requirements, and the processing of the request (without timelines).

By comparison, the Federation of Canadian Municipalities in collaboration with the Canadian Wireless Telecommunications Association issued in 2014 a Joint Protocol Template<sup>58</sup> that includes a wide range of additional provisions consistent with Industry Canada rules on Antenna System consultations, with the intention of producing consistent and predictable Antenna System siting protocols. Notably the Bylaw does not include a statement about requirement to

---

<sup>56</sup> <https://cityofgp.com/sites/default/files/2025-01/bc1260%20Land%20Use%20Bylaw%20Office%20Consolidation%202025.01.14.pdf>

<sup>57</sup> <https://ised-isde.canada.ca/site/spectrum-management-telecommunications/en/learn-more/key-documents/procedures/client-procedures-circulars-cpc/cpc-2-0-03-radiocommunication-and-broadcasting-antenna-systems>

<sup>58</sup> <https://fcm.ca/en/resources/antenna-system-siting-protocol-template>



comply with Safety Code 6, NAV Canada, Transport Canada and Canadian Environmental Assessment Act obligations. More importantly, it is common for an Antenna Structures Siting Policy to include a pre-consultation process as that represents the best opportunity to influence the siting decision before a proponent has undertaken significant cost. Lastly, the Bylaw does not prescribe timelines for the process, duration of a concurrence, or the rules around transfer of concurrence. Further work is necessary to refine the policy and process.

The issue of an Antenna Structures Siting Policy is becoming increasingly important for municipalities as cellular carriers continue to expand the speed, density, and reliability of their services. This is evidenced by Grande Prairie council's recent discussions and struggles regarding tower approvals<sup>59</sup>.

Wireless service providers are also expanding the deployment of small, low-powered access nodes (small cells) in order to address range and density requirements of modern mobile networks. The expansion necessitates the proliferation of attachments to poles, buildings, and other infrastructure. The Bylaw is silent on the exclusions in ISED's policies which currently allows for the exclusion of non-tower structures (antennas on buildings, water towers, lamp posts, etc.). As small cells become more pervasive, expansion of the City's Development Guidelines to address small cells may be required.

The Small Cell Forum's (SCF) 2018 white paper Small Cell Siting Challenges and Recommendations<sup>60</sup> notes that "the more cells that need to be rolled out, the more it will be economically non-viable to negotiate a different set of approvals, fees and processes for every site." The SCF paper sets out proposed guidelines, designed to help cities adopt common streamlined approaches to Small Cell Policy. The policy should require applications to include detailed drawings and specifications of the proposed equipment, characterization of the coverage provided by the installation, powering requirements, and adherence to local aesthetic standards and environmental regulations.

Furthermore, the support and promotion of small cell technology may potentially have implications on future land use provisions as tools to promote better implementation options. Examples might include adapting bylaws for requirements on medium/high density apartments or multi-level commercial to include roof-top accommodations for antennae and setting design guidelines for neighbourhoods that include mobile services accommodations.

The City of Grande Prairie will be faced with more applications for towers and may opt to develop a standalone Antenna Tower Siting Policy consistent with industry practices.

---

<sup>59</sup> <https://www.mygrandeprairienow.com/117399/featured/grande-prairie-city-council-chooses-not-to-support-a-new-telecommunications-tower/>

<sup>60</sup> <https://scf.io/en/documents/195-Small-cell-siting-challenges-and-recommendations.php>

## 4.4 Municipal Assets

The City of Grande Prairie has a network of municipally-owned conduit, fibre, and tower assets. Making these assets available in some capacity would help offset deployment costs for service providers and potentially provide a source of revenue for the City. Several service providers expressed interest in availability of City infrastructure. The figure below demonstrates the municipal assets in place today that may be useful to promoting service provider broadband expansion.

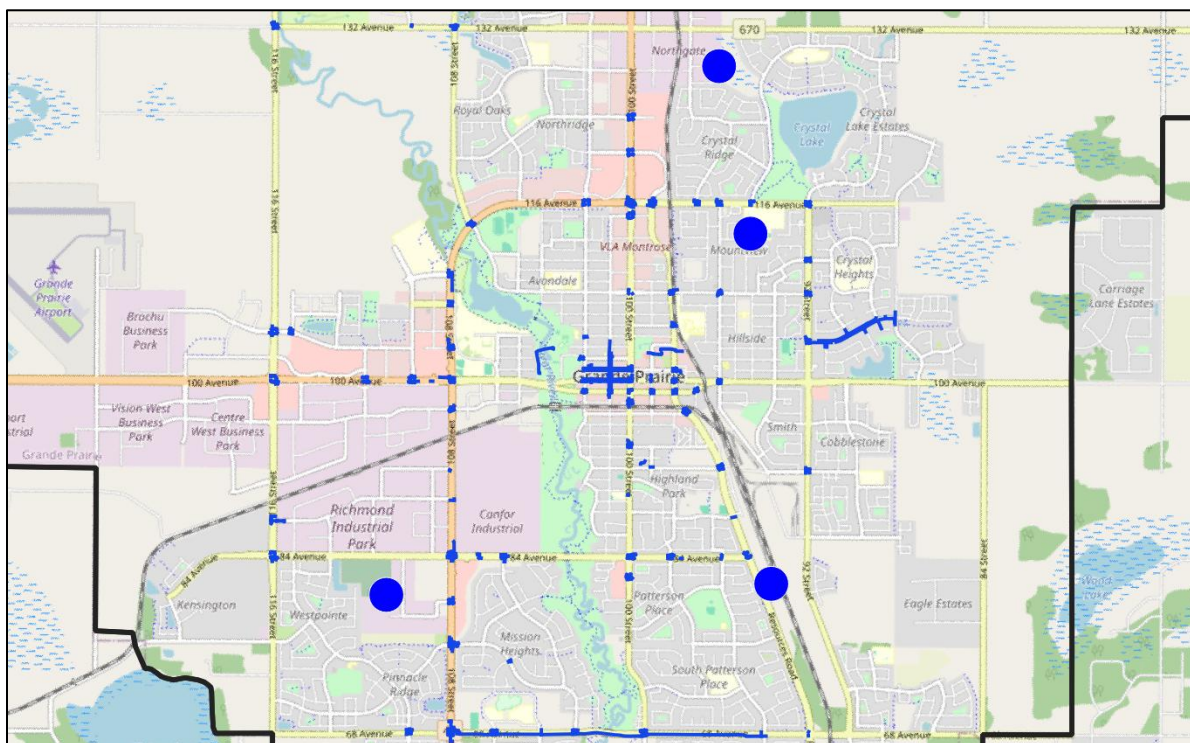


Figure 27 – Municipal Assets

### 4.4.1 Future Proactive Conduit Placement

In recent years, many municipalities have worked toward proactive policies to minimize road disruption from the placement of utilities. These policies can be as simple as coordinating all utilities for common placement of infrastructure during construction or can be the default placement by the municipality of conduit for future use during road reconstruction. Some jurisdictions, particularly in urban centers where real estate is limited, have had success with this approach. The challenges with these approaches however are that they attempt to anticipate service providers' needs but may actually fall short of service provider requirements and potentially add cost to the service provider.

The costs for installing conduit depends largely on installation method, size of the conduit, type of soil, location, and depth. Simple advanced placement of conduit without coordination with a future tenant offers no certainty that the design of the conduit placement will meet the needs

of the service provider's network design. In this case, the conduit would need to terminate in strategic locations so the service provider can access it, but without service provider input the municipality does not know where the future service providers will want to break out connections. Retrofitting the installed conduit would be complicated. Moreover, a single conduit will be unlikely to be serviceable for more than one provider, so the practice requires anticipating the needs of additional service providers and multiple conduits.

Proactive conduit placement may be attractive in theory, but in practice they often ultimately increase the costs to the service providers. For this reason, proactive conduit placement is not expected to yield significant benefits for the City.

#### 4.5 Technology Innovations

New technologies have emerged for fibre installation such as micro-trenching whereby a thin ribbon of fibre is placed in a shallow saw cut or plowing fibre into the road shoulder. In micro-trenching, a groove between 70-300mm deep is sawn into the pavement and special cables or ducts are placed in the groove. The groove is refilled with special non-contracting filling agents making for a simple, neat installation. In plowing, the fibre is where the cable is put directly in the ground by specialized machinery. It is faster and more cost-effective than trenching or directional boring.

Both options allow for less streetscape disruption and lower costs to service providers. Most municipalities do not permit these technologies because micro-trenching may compromise the long term maintenance of the pavement and plowing may interfere with road maintenance and future road widening projects. Arguably, these options are not ideal for widespread deployment because of the long term impacts to road maintenance, but they should be considerations for specific applications and hard to service areas.

The techniques for deployment of digital infrastructure will continue to innovate, and the City will always need to consider new alternatives as such advancements will lead to lower disruption of residents and public space, lower cost to deploy, and restore. Acknowledging the complications and risks, allowing fibre in the road shoulder would greatly reduce the cost to build on the most rural roads and should be considered as a potential option to encourage further deployment.

## 5. Recommendations

This section captures and summarizes the discussion of the previous sections, highlights the important findings of the analysis the current state of broadband services and infrastructure serving the City of Grande Prairie, and provides recommendations ensure sufficient modern broadband access for residents and businesses.

### 5.1 Broadband Definition

Adopt a future looking broadband definition of 100 Mbps download and 20 Mbps upload (100 Mbps/20 Mbps) consistent with the current and updated definition by the FCC in the United States and the predictions of Deloitte.

We recommend that the City should:

1. Adopt 100 Mbps/20 Mbps as the broadband target for the City.

### 5.2 Investment and Subsidies

We do not believe that a direct financial investment in broadband infrastructure by the City or further proactive deployment of conduit would be useful or required as there is a robust and competitive service provider market with both national and local operators and new entrants. Many service providers expressed interest in continuing to invest in the community and any municipal investment may offset the expected private sector investments.

Based on the discussions with the service providers, and our experience elsewhere, we anticipate that the current cost to acquire Alignment Permits will deter investment from smaller providers. Offering cost offsets or rebates will provide an opportunity for the City to work with providers to encourage them to invest.

We recommend that the City should:

2. Proceed with implementing the Fibre Optics Fee Rebate program.

### 5.3 Policies and Process

In most communities the Municipal Access Agreement (“MAA”) works hand-in-glove with the issuing of Municipal Consents (“MC”) and Road Occupancy Permits (“ROP”) which in Grande Prairie are called “Alignment Permits” and “Engineering Permits”. We acknowledge and commend the City on the recent development of a draft MAA and encourage the City to share it for feedback with all local service providers. Further, we recommend addressing some minor issues in the draft MAA, continue to seek legal council, and proceed with the proposed online portal to streamline the application process.

We recommend Grande Prairie should:

3. Address Minor Issues in MAA Draft
  - a. Clarify the Purpose of Alignment Permits: The MAA should clarify that the "Alignment Permit" process is how the municipality is exercising its right to grant consent under the Telecommunications Act.
  - b. Ensure Reasonable Fees: The City should ensure that the fees associated with Alignment Permits are reasonable, transparent, and directly related to the costs of administering the permit process.
  - c. Address Relocation Costs: The MAA should include specific provisions regarding the allocation of relocation costs based on the principles established in CRTC decisions.
  - d. Define "Municipal Guidelines": The MAA should define and clarify how municipal guidelines are made available to the company, and what process is followed to change the guidelines.
4. Continue to seek legal counsel to ensure the MAA complies with all applicable laws and regulations.
5. Deploy the anticipated Online Portal for permit applications.

## 5.4 Tower Policy

As the demand for more tower infrastructure grows, and national carriers begin to proliferate small cell technology, the City can anticipate additional demand for tower application processing. The current policies found in Section 54 of the Land Use Bylaw C-1260 contain the basic elements by articulating the municipality's preferences for type, location, set back, and design and including application submission public consultation, and processing requirements. However, the current policies lack some of the current industry standards.

We recommend the City:

6. Consider enhancing Section 54 of the Land Use Bylaw C-1260 or creating a separate Antenna Tower Siting Policy consistent in with current industry guidelines.

## 5.5 Single Point of Contact/Pre-Consultation

Several of the service providers cited the complex and costly processes for Alignment and Engineering Permits. Moreover, starting the process with the complete drawing requirements creates a barrier to investment. Clearly defining a single point of contact to serve as a resource to service providers for pre-consultation would help better align the service providers to meet the City's requirements and minimize costs. This role would assist service providers and new



entrants with navigating processes and approvals while acting as the primary point of contact for telecom project applications including execution of MAAs as well as approval of Alignment Permits, Engineering Permits, and Tower Siting applications.

The single point of contact could also track and respond to broadband-related inquiries from service providers, investors, local businesses, industry, community groups, and the general public while working with various City departments to ensure timely and consistent feedback or approvals throughout the implementation process.

We recommend the City:

7. Appoint a single point of contact to deal with service providers.
8. Add a pre-consultation phase to the Alignment Permit and Tower Siting processes.

## 5.6 Utility Coordination and Municipal Assets

Increasing the frequency and scope of utility coordination meetings should help providers be more responsive to municipal needs. At least one meeting should be held in late winter, while there is still frost in the ground, to discuss the upcoming summer construction season. A second should be scheduled during the summer construction season to assess the status of ongoing projects. Furthermore, the City should consider the use of municipal assets such as fibre, conduit, towers, or buildings for permanent installation of telecom equipment.

We recommend the City:

9. Organize at least two utility coordination meetings each year.
10. Consider access to Municipal Assets and buildings but not proactively build conduit or fibre without an internal use or external tenant.

## 5.7 Economic Opportunity

The City of Grande Prairie should actively market the advantages of operating in Grande Prairie to attract and support investment by service providers. This includes highlighting the City's growing population and potential customer base, promoting the city's economic development and business-friendly environment, and showcasing the municipal assets that can reduce the cost of deployment. It is important to ensure the City is known as a municipality that works collaboratively with businesses to achieve connectivity goals.

We recommend the City:

11. Actively market the advantages of operating in Grande Prairie.

## Appendix A – Technology Primer

The technology deployed by service providers is constantly evolving and being updated. The selection of technologies is also becoming more and more agnostic between service providers within the wireline providers and separately within the wireless providers.

Historically for wireline broadband services there were two types of providers, legacy telephone companies and legacy cable companies. The initial, and on some cases ongoing, technologies deployed were based on the physical infrastructure already “in the ground”.

Legacy telephone providers ordinarily deployed a copper twisted pair infrastructure to support voice/telephone services (aka POTS, Plain Old Telephone Service). These deployments had a pair (or in some cases two pair) of copper wires dedicated between the central office and the individual subscribers. In the early days of Internet/data services the telephone industry created technology to leverage this infrastructure to provide broadband services over copper twisted pair. The capability of the network was historically improved by both new technologies and more importantly by reducing the length of the copper network by pushing fibre deeper (closer to the subscriber) into the network.

Legacy cable providers built their initial infrastructure much later and historically deployed a higher bandwidth coaxial network that was a shared connection between multiple subscribers. The industry developed technology to leverage this type of infrastructure using cable modems. They have continually increased capabilities and capacity by reducing the size of the shared service areas by pushing fibre deeper into their network.

The legacy telephone providers were the some of the first broadband providers to embrace FTTP/FTTH to address the limitations of their older copper networks. The technology is now also embraced by legacy cable providers but their coaxial networks when updated appropriately can achieve throughput performance that is comparable to fibre deployments, specially in the downstream direction.

Wireless cellular services were originally deployed to service only mobile voice. Other wireless providers later deployed technology that provided data services to fixed locations. Historically this was separated into mobile wireless (cell) and fixed wireless (data) and they used similar but different wireless technology. With the advent of newer cellular services (specifications) that were capable of highspeed Internet the technology used by the providers has also blurred with fixed wireless providers embracing the latest cellular specifications used by the mobile providers. Wireless services today are capable of meeting the CRTC USO specification and higher.

In all cases, wireless and wireline as throughput and capacity needs have grown the deployed network technology must continually get closer to the end subscriber to reduce the service area size. The need to push fibre optics closer and closer to the subscriber is a constant regardless of the service provider type.

## Digital Subscriber Line (DSL)

Copper twisted pair and DSL are the common technology used by legacy telephone service providers like Telus to provide wireline Broadband Internet services. The various DSL (Digital Subscriber Line) standards were developed by the ITU (International Telecommunications Union). The maximum Internet speeds that can be achieved with copper twisted pair and DSL decreases as the distance between the DSLAM (Digital Subscriber Line Access Multiplexer) (DSLAM) and the DSL modem increases. The overall condition of the copper wires will also impact the broadband speeds that DSL can accomplish.

The relationship between loop length and performance (speed) is a major limiting factor for DSL deployments, and it becomes a bigger challenge in rural areas where it is not practical to move the DSLAM close enough to the subscribers to achieve competitive speeds. Older DSL technologies can typically provide speeds up to 50 Mbps and in some cases higher speeds can be accomplished with very short copper loop lengths and/or by bonding two pairs together—if extra copper pairs are available (effectively doubling the capabilities).

The DSLAM was historically located inside the telcos central office. This caused an excessive loop length for higher speeds as often there was only a few central offices located in throughout large communities; it was common to have DSL speeds of 5 Mbps in these deployments. Telcos have shortened the copper loop lengths by moving the DSLAM closer to the subscribers by locating it in a pedestal or mounting it on a pole in individual neighbourhoods. The DSLAM is then connected back to the legacy central offices via a fibre optic connection.

Later DSL based standards known as G.fast and G.fastv2 can increase speeds to 500 Mbps or even 1 Gbps but the distance between the central office equipment and the subscriber modem will need to be as short as 100m. In Canada the major (large) legacy telephone service providers have generally skipped this newer DSL technology in favour of jumping to a Fibre to the Premise/Fibre to the Home technology.

Digital Subscriber Line deployments provide a dedicated individual connection between the subscriber back to the DSLAM. The connection is then shared between the DSLAM and the greater telco network. The deployments are usually asymmetrical based on the time allocated in each direction with the downstream being favoured. Deployments of 50 Mbps/10 Mbps are common as less time on the wires is allocated in the upstream direction.

## Hybrid Fibre-Coaxial/DOCSIS

Hybrid Fibre Coax (HFC) networks are commonly deployed by cable companies (for example Eastlink, and Rogers/Shaw). The capabilities of these networks will depend on the bandwidth (number of RF channels) and how the channels are allocated (how much is given to each service). The bandwidth is split between legacy digital video services (with spectrum dedicated to video) and broadband/data services (spectrum dedicated to data).

Data services use cable modems that use a portion of the cable TV spectrum to provide data service. These technologies were originally proprietary and did not support interoperability between vendors (examples were LANcity, Teryon and Motorola). In the late 1990s the industry through CableLabs created standards known as DOCSIS (Data Over Cable System Interface Specification) to permit interoperability. The DOCSIS specification has evolved from DOCSIS 1.0, 1.1, 2.0, 3.0, 3.1, 3.1+ with the newest specification DOCSIS 4.0.

Early DOCSIS 1.0/1.1 deployments supported services with subscriber downstream speeds of 5 Mbps to 10 Mbps and an individual service area (node) as large as 5,000 homes passed. As DOCSIS evolved to DOCSIS 3.1 service providers could provide services in excess of 1 Gbps downstream. The latest technology being deployed is DOCSIS 3.1+ which allows providers to provide downstream speeds of 2 Gbps or more. The next generation specification—which is not yet widely deployed—is DOCSIS 4.0 which will allow service providers to potentially reach downstream speeds of 10 Gbps.

The DOCSIS specifications are asymmetrical with higher downstream speed capabilities than upstream. A much smaller portion of the spectrum is dedicated to the upstream, so it is not uncommon to see speeds advertised as 1 Gbps/20 Mbps with only 20 Mbps offered in the upstream direction to the subscriber.

Unlike DSL, DOCSIS services do not significantly degrade with distance (the maximum distance limitation is 160 km) but these deployments are a shared pipe with all subscribers in a service area/node sharing the bandwidth. As more subscribers are added to the network the legacy cable service providers made the service areas smaller by moving the nodes closer to the subscriber. The physical node is in a pedestal or on a pole in the neighbourhoods and are fed by fibre optics back to the central office (known as a Headend in the cable world). Service areas of 100 to 200 homes passed are common today.

## Fibre to the Premises/Fibre to the Home

Fibre to the Premise (FTTP) and Fibre to the Home (FTTH) are quickly becoming the main wired/wireline access network technology. Most operators (both legacy telephone and legacy cable) are deploying FTTP/FTTH in green field (new) deployments and in some cases overbuilding their legacy infrastructure. These deployments extend the fibre network directly to the customer's home. Service providers are upgrading brown field plant in areas with very old copper plant or in areas where the competition is expected to be significant. For example, Telus is currently overbuilding its copper with fibre in many areas in Canada.

Fibre (FTTP/FTTH) has many advantages over legacy copper and HFC network technologies. There are four main FTTP technologies being deployed today. These are Active Ethernet (AE), Gigabit Passive Optical Network ("GPON") from the ITU, Ethernet Passive Optical Network ("EPON") from the IEEE, and XGS Passive Optical Network ("XGS-PON") from the ITU.

It is uncommon for AE to be deployed for residential services as it requires a fibre (or two) per subscriber back to the central office and is therefore very fibre intensive. It is commonly used only for commercial service.

For residential and many commercial services GPON, EPON, and XGS-PON are the preferred technologies. These are shared fibre technologies where one fibre is used to deliver the service to an area, this fibre is then split to feed the pocket of subscribers (typically 64 homes or less, with 32 being the most common). Although there is a distance limitation (about 20 to 30 km depending on the deployment and technology chosen) this is significantly higher than DSL. The distance limitation can also be stretched further by installing remote equipment known as the Optical Line Terminal (OLT) closer to the subscribers in a pedestal or on a pole.

The older GPON and EPON technologies are capable of downstream subscriber speeds in the 500 Mbps to 1.5 Gbps. The newer XGS-PON deployments can extend the downstream speeds to 5 Gbps or more. Future technologies will extend this to 10 Gbps.

These deployments separate the downstream and upstream by optical wavelength over the single fibre. In some cases they are capable of offering symmetrical speeds but offerings are usually asymmetrical with examples being 2 Gbps/500 Mbps.

Finally, FTTP/FTTH is an example of a convergence of technology between legacy telephone and legacy cable providers with both deploying the same (or very similar) technology.

## Fixed Wireless

These technologies “broadcast” wireless signals from a tower located at a central location via either RF or microwave to a receiver at the customer’s “receiver” location (usually located on a rooftop, a small tower, or a subscriber device). The RF or microwave spectrum can be licensed or unlicensed depending on the application. The two points are typically fixed in location (tower and subscriber location).

In a Fixed Wireless deployment, point to multipoint implementations use a “broadcast” tower location within the service area (typically at the central location) with multiple multipoint sectors (each feeding in a different direction). The bandwidth in each sector will be shared between all the subscribers in that sector. Due to the shared bandwidth, most of these systems are usually limited to 10 Mbps to 25 Mbps service packages but service providers are beginning to launch newer technology that can deliver the CRTC specified universal basic service of 50 Mbps/10 Mbps or more (example 100 Mpps/10 Mbps).

Fixed wireless speeds are influenced by distance from a “broadcast” tower. The technology can typically reach many kilometres, depending on design, but longer distances from the tower yield lower speeds. Depending on the desired minimum speeds, the frequency and base technology these systems



Systems with lower frequencies will typically have a longer reach. These systems operate in either licensed or unlicensed spectrum in the range of 700 MHz to 5 GHz.

The technology used can be proprietary for the specific system or can be based on other technologies like cellular 4G/LTE and 5G.

### Cellular Services (Mobile Wireless)

The International Telecommunication Union (ITU) has set a series of cellular/mobile wireless service specifications. These standards define the technology specifications for both the cellular network and for the handheld devices, allowing interoperability between equipment from multiple equipment manufacturers. The standards have progressed over time to improve the services that can be offered over the platforms. These are commonly referred to as the “G” or cellular generation standards. The standards themselves do not typically include support for reverse compatibility between generations, but a handset will usually be capable of at least two or three generations allowing network providers to build out the next generation network while phasing out previous ones.

Each new standard also included new and larger frequency bands, this allowed for greater capabilities. The frequency bands used by each new technology overlap the previous one with higher frequencies and larger channel widths added. While the frequency ranges overlap the lack of built-in reverse compatibility in the specifications means that spectrum allocated by a service provider for an older generation cannot be reused until it is shutdown. As an example, the 5G specification can use the same frequency range (and more) as 3G and 4G but a service provider with an active 3G deployment cannot reuse the licensed 3G spectrum for 5G until the 3G services are shutdown and removed.

Initially in the 1980s the first standard (retroactively known as 1G/first generation) was released that used analog technology to offer voice only services. Later in early 1990s the second-generation specification (2G) was launched that now included digital technology and very limited data service capabilities like SMS (Short Message Service) text messaging. In the early 2000s the third generation 3G specification was released followed 4G/LTE in the early 2010s and now 5G in the 2020s.

For cellular, like all wireless technologies, there are deployment considerations regarding frequency, distance, and capacity. Early deployments were all primarily macro sights with RAN (Radio Access Network) equipment located on large/tall towers. The height of the large tower and relatively lower frequencies allowed for large coverage areas (this approach is still used for modern standards in areas where broad coverage is needed but capacity requirements are low). These towers typically cover an area with a 2km to 4km (sometimes more) in radius.

In urban areas or areas where additional capacity is required small cells are becoming more common. The coverage is usually limited to 100m to 300m. The RAN equipment is located much lower on light poles or low buildings and the network takes advantage of the higher

frequencies in the newer specification (which also have a shorter reach). This approach also increases the capacity available to each subscriber.

The connection between the towers or cell sites can be fibre optic links but many providers will also deploy a point-to-point microwave interconnect.

#### *LTE/4G*

Long Term Evolution/Fourth Generation (LTE/4G) wireless technology is currently being still supported by most large service providers and in many cases it may be the highest deployed technology in a given area. The 4G specifications became widely deployable in the early 2010s. As with the previous specifications/standards the capability of the cellular service was improved. The frequency range allowed for up to 6 GHz but in North America most deployments were in the 700 MHz to 3 GHz range. The channel width was limited to 20 MHz and in some cases (due to licensed spectrum) lower channel width may be deployed.

The specification was theoretically capable of download speeds of up to 1 Gbps and upload speeds up to 500 Mbps but in practice real world speeds of 50 Mbps were typical. This is due to the available channel width and that each cellular sector is shared between multiple users.

#### *5G/5G+*

Fifth Generation or 5G is the latest generation of advanced wireless systems. Globally 5G deployments started to ramp up in 2020. The deployment of 5G is broken down into two frequency ranges. The first range (Frequency Range 1/FR1) operates below 7 GHz (roughly the same range as 4G/LTE). The second frequency range (Frequency Range 2/FR2) operates in the mmWave band above 20 GHz. The 5G standards also increase the data throughput capability by increasing channel width to 100 MHz (compared to 20 MHz for 4G).

The current deployments used for cellular service use the FR1 frequency range. With the larger potential channel widths higher throughputs are possible but the medium is still shared so this will depend on how many users are in the area. Actual download speeds of 100 Mbps or more are practical. Small cell sites help reduce the coverage area and therefore the number of subscribers. Cellular standards are not reverse compatible and FR1 uses frequencies in potentially overlapping range similar to 3G and 4G, this limits some deployments as the operators need to phase out older standards to make room for full capability deployments of the newer ones (in this case 5G).

Operators will advertise services as 5G+. This is not a fully defined standalone specification but it is used as a marketing term to differentiate potential higher performance services using a larger RF frequency bandwidth.

The wide scale deployment of FR2 is not common as the technology is not mature or widely available. The higher frequencies (greater than 20 GHz aka mmWave) significantly decrease the overall reach (higher frequencies travel shorter distances), requiring very small (aka micro cell) sights as compared to today. The potential advantage to FR2 is the spectrum is not heavily

occupied opening up future full capability deployments (and regulatory licensing opportunities) and speeds theoretically rivalling fibre deployments. The higher frequencies are also the main source for 5G worries, but as noted today's deployments are based on the lower band that is similar to the previous standards.

## 6G

The ITU and cellular industry in general is currently in the early stages of developing the next standard, known as 6G. It is anticipated it will be deployable in the early 2030s. As with the previous standards it is not expected to be reverse compatible with the previous standards, but it will provide a significant improvement over 5G. As it is in the early stages, specifics are not yet widely known.

## GEO and LEO Satellite

Older traditional communications satellites, known as Geostationary Earth Orbit satellites (GEOs), are large (often the size of a school bus), on average take 5 years to design and build, are expensive to build averaging \$500m and expensive to launch, again averaging \$500m. GEO satellites typically orbit the earth at an average height of 36,000 km directly above the equator which allows them to maintain a fixed orbit with respect to the earth's rotation allowing a fixed link between the satellite dish and the satellite.

Low Earth Orbit satellites (LEOs) are quite different from GEOs. LEOs are small (typically less than 100Kg), can be designed, built, and launched in months as opposed to years, and are relatively inexpensive to build and launch. LEOs orbit relatively close to Earth's surface at altitudes ranging from as low as 160 km above the earth to 1000 km above Earth. The lower orbit allows them to use higher radio frequencies, but it also means they move in relationship to the earth.

At an average orbit height of 36,000km, compared to an average height of 600km for LEOs, GEO satellites do not lend themselves to high-speed data transmission because they experience significant signal loss, lag, and jitter. As the satellites are stationary the earth antennae or dishes are fixed to a single position.

LEO satellites typically work as part of a combination of multiple satellites, known as a constellation, to allow them to provide unimpeded coverage to the ground while also moving in respect to the ground. A constellation of LEO satellites essentially creates a 'net' around the earth, and this allows them to cover large areas by working together. The satellite antenna on the ground must have the ability to shift its transmission and reception between moving satellites, this is accomplished by using technologies such phase array antennas.

Starlink was the first commercial LEO satellite system and is owned by Elon Musk. It has been very successful delivering reliable broadband service to rural and remote areas that meets or exceeds the USO but the technology is limited in denser urban areas. Amazon owned by Jeff

Bezos and Canada's Telesat both have competitive offerings preparing to launch but Starlink is the most widely deployed provider today.

Several organizations in the US, including the Fibre Broadband Association, position that Starlink (and LEO constellations in general) will be unable to deliver consistent service that meets the CRTC and US Federal Communications Commission (FCC) service objectives at the scale and density necessary. Both GEO and LEO satellite services are a shared medium. As more subscribers use the network the service will become congested. In remote areas there will be a much smaller group of users competing for bandwidth. In urban areas these types of service will have difficulty growing as adding capacity will require a much denser deployment than practical. Capacity is increased by deploying more satellites.

## Appendix B – Evolution of Broadband

Early Internet deployments used dial-up services over telephone lines with a maximum speed of 56 kbps or less, these services were time based, and the user typically paid based on how long they were online, not how much they used. These slower speeds limited what could be done on the Internet and today even the most basic uses of the Internet require higher speeds than can be provide by dial-up.

The Internet dramatically changed with the advent of Broadband Internet in the last half of the 1990s. The characterization of broadband at the time was defined not by the speeds offered (or a USO), instead it was defined based on it using broadband RF technology. This included widespread deployments of DSL based technologies by legacy telephone companies over copper twisted pair or by cable modem technologies used by the legacy cable television companies over coax. Overall, the performance (speeds or throughput) was significantly higher than the previous dial-up technologies. The services offered by the ISPs switched from time based to usage based (how much data was consumed) or more commonly unlimited always-on services. Today, like dial-up these early broadband technologies and deployments are insufficient for most subscribers.

These base technologies (see Appendix A – Technology Primer) continued to improve with new specifications and equipment over time. These all impacted the services that could be offered by Internet service providers.

At the same time Internet access has become more and more a necessity for day to day living and access to broadband has become an equality issue like access to electricity and clean water. The definition of broadband has also evolved over time. In 2016 the CRTC defined it through a USO of (minimum) 50 Mbps downstream and 10 Mbps upstream. In the US they have a new threshold (2024) of 100 Mbps downstream and 20 Mbps upstream. Both of these minimums far exceed the early capabilities of broadband technologies.

To demonstrate how broadband has changed over the years Figure 28 (Coaxial/DOCSIS), Figure 29 (Copper/DSL), Figure 30 (Fibre/PON) display the typical residential packages (downstream speeds), and the technologies used to deliver broadband Internet since the earliest deployments in the late 1990s. Two values are shown for each year, one is the highest sales volume package offered (what most costumers purchase) and the other is the highest tier offered (the most expensive package). The values shown are typical for Canadian service providers and the actual deployed speeds can vary from provider to provider—they are not specific to the packages offered in Grande Prairie.

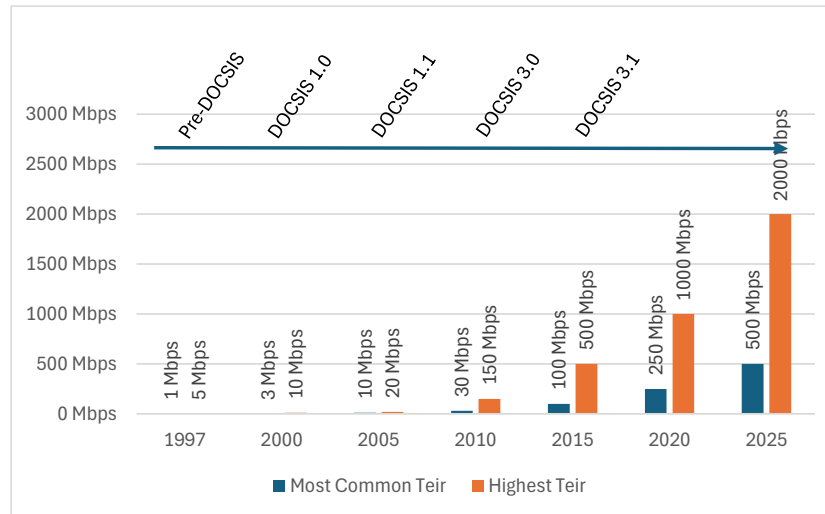


Figure 28 – Evolution of Coaxial Based (Legacy Cable) Broadband Speeds

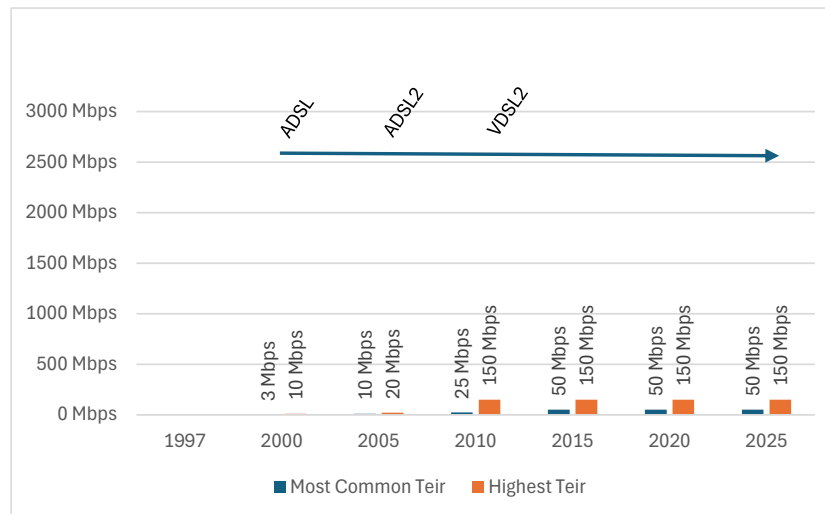


Figure 29 – Evolution of Copper/DSL (Legacy Telephone) Broadband Speeds

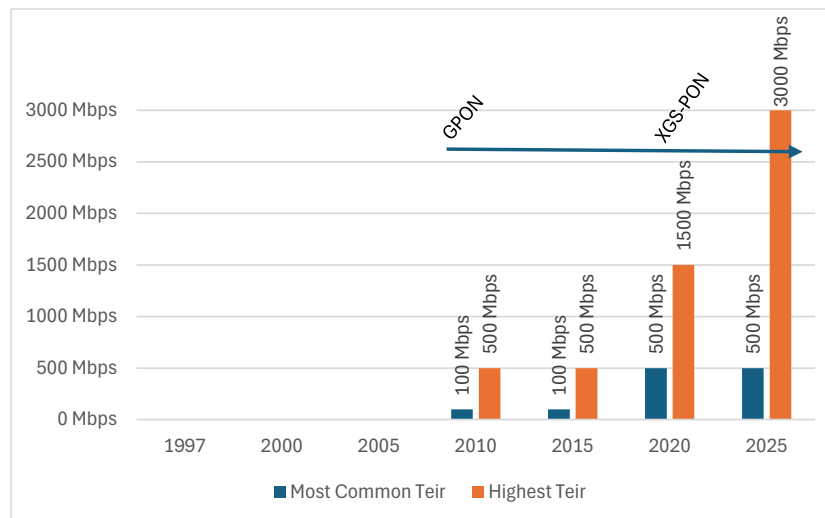


Figure 30 – Evolution of Fibre/PON Broadband Speeds



Over the last thirty years the downstream speeds have continued to increase and based on the technologies used continue to do so. In 2000 the highest tier packages offered by both the legacy telephone and legacy cable providers was 10 Mbps and the most commonly sold package was in the range of 3 Mbps. As both technologies improved over time these continued to rise and starting in roughly 2010 the downstream speeds defined in both the CRTC USO (50 Mbps downstream) and the secondary 100 Mbps target in this document were possible and, in many cases, common.

The large Canadian legacy telephone companies do not typically deploy the latest DSL G.fast technologies (so they are not shown in Figure 29). Over copper twisted pair these operators are typically limited to VDSL2 speeds. Both USO thresholds can be met with VDSL2 depending on conditions of the copper plant. The approach of the legacy telephone providers in Canada is to phase in fibre deployments and upgrades.

The Canadian legacy cable companies are also deploying fibre optics in new build areas and in some areas as a network upgrade. They also continue to deploy DOCSIS upgrades on their coaxial plant.

There is a contrast between what is defined as the USO today and what service providers can deliver. As can be seen in Figure 28 through Figure 30 the technologies can in most cases be capable of speeds significantly higher than the defined USOs. This raises the question of how much is enough for a typical user?

With the introduction of broadband in the late 1990s changed how the Internet was used. Initially broadband Internet was used for web browsing only, eventually peer-to-peer file sharing became a major growth area. Today most downstream traffic by volume is downstream streaming video from various over the top (OTT) video providers such as Netflix, Disney+, YouTube, Amazon Prime, etc. This continues to grow in volume but also in bit rates required for higher definition video.

The ongoing increase in OTT 4K UHD (Ultra High Definition) streaming services is one of the largest expected drivers. From a customer needs perspective, at 60 frames per second (fps) each 4K content stream will require roughly 30 Mbps using the H.265 High Efficiency Video Codec (HEVC), at 30 fps the typical required BW is 15 Mbps. If the bandwidth is not available to the subscriber, the picture quality will drop to a lower bit rate resolution such as 1080p, 720p or 480p. This lower resolution results in a degraded picture quality for the end user. Streaming content in 4K is available today but the deployed TV base (number of 4K TVs in the home) and variety of content is still growing. In the next five years both the number of TVs and the content is expected to significantly increase. For reference some representative OTT video bit rates can be found in Figure 31, the bit rates will vary depending on the rate of compression, and the type of program—typical values are shown.

ITU-T Specification	MPEG4 ACV/H.264	HEVC/H.265
480p	2 Mbps	1 Mbps
720p	6 Mbps	3 Mbps
1080p	10 Mbps	5 Mbps
4K UHD (30 fps)	--	15 Mbps
4K UHD (60 fps)	--	30 Mbps

Figure 31 – Typical OTT Video Rates

Home viewership is also significantly changing. In the past a family sat around one TV in the home to watch a single TV program at a time. With OTT IPTV services becoming more widely deployed and with the ability to watch these services on multiple types of devices (Smart TV, Tablet, Smart Phone, and Computer) the number of content streams per home are dramatically increasing. Some of these devices tend to stream lower definition content (lower bit rate) but as screen resolutions on smaller devices increases and the proliferation of 4K TVs and content increases it is expected this will become a significant driver of usage.

Netflix, Disney+, and Amazon Prime continue to dominate the streaming market along with several competitors including Apple TV+, Crave TV, Paramount+, etc. Generally, the 4K streams for these providers have been compressed to roughly 15 Mbps on average per stream. Depending on the viewing behaviour in each subscriber home there could be multiple 4K streams being viewed at one time creating sustained traffic for a significant period.

While OTT TV content tends to account for majority of bandwidth and usage on the Internet today other technologies and service with noted typical bandwidth requirements such as video calling (2 Mbps), streaming music (300 kbps), gaming (5 to 10 Mbps) are also prevalent and in some cases are not only downstream bandwidth intensive but also upstream.

Many service providers offer downstream speeds of multiple Gbps but very few users actually need this level of performance. In a typical multiple user household real time throughput of 50 Mbps is rarely exceeded today (the CRTC USO) but in the coming future this threshold may be commonly exceeded with multiple 4K stream in the home while other users are video calling or gaming. The threshold of 100 Mbps will allow for two or more 4K streams with a mix of other traffic.

Internet services are bidirectional, and the majority of the considerations noted above are downstream focussed. Most traffic on the Internet is also currently downstream focussed. The upstream direction is used for content uploading, real-time upstream services and finally it also impacts the performance of the downstream services.

For most users today the upstream demand is much lower than the downstream. The technologies (and service offerings) take advantage of this, and they are typically asymmetrical with much lower upstream speeds leaving more resources for the downstream. For a typical

user real time upstream needs are below 10 Mbps (the current CRTC USO) as they are limited to gaming, video calling, etc. Soon this will likely increase to 20 Mbps.

There is an exception for a (currently) small number of users that create video content. Content uploading is a factor for users that place content on the Internet such as YouTube content creators. A typical five-minute video at 4K can be 5 GB in content. At today's CRTC USO of 10 Mbps it will take just over 60 minutes to upload the video, 30 minutes at the 20 Mbps threshold outlined in this document. Most users are not social media contributors that are uploading 4K content, and uploading in this context does not need to be real-time but this could be an area that is expanding and should be monitored by both regulators and service providers.

When considering thresholds for a minimum USO standard the minimum capability of the technology must be considered but more importantly how the Internet is really used and how much is enough as a basic standard. As noted, the wireline technologies could achieve today's USO thresholds as far back as 2010 but in most cases can far exceed these thresholds today. Even many wireless technologies can exceed the USO thresholds today. Even though the technologies deployed today can in some cases exceed Gbps performance various government funding models are based on the USO and it is not financially practical to fund Gbps services everywhere, specially in rural areas.

## Appendix C – Providers Consulted

List of service providers consulted and primary contacts:

- AB Optics – Craig Jones, Principal, [craigjones@peacelandcomm.ca](mailto:craigjones@peacelandcomm.ca)
- Bell Canada – Andrew Compton, Senior Manager, [Andrew.Compton@bell.ca](mailto:Andrew.Compton@bell.ca)
- Canadian Fibre Optics – Jodi Bloomer, President, [jodi@canadianfiberoptics.ca](mailto:jodi@canadianfiberoptics.ca)
- Eastlink – Louigi Salvati, Director Sales and Marketing, [louigi.salvati@corp.eastlink.ca](mailto:louigi.salvati@corp.eastlink.ca)
- GP Networks – Tanya Legace, General Manager, [tanya@gpnetworks.ca](mailto:tanya@gpnetworks.ca)
- Moby – Nick Brewer, Founder, [nick@getmoby.com](mailto:nick@getmoby.com)
- Telus – Erin Mirth, General Manager Customer Solutions, [erin.mirth@telus.com](mailto:erin.mirth@telus.com)
- Vincent Communications – Scott Vincent, Owner, [scott.vincent@vincentcommunications.ca](mailto:scott.vincent@vincentcommunications.ca)
- Xplore – Melissa Greco, Government Relations, [melissa.greco@xplore.ca](mailto:melissa.greco@xplore.ca)

## Appendix D – Alignment Permit Fees Comparables

### **Township of Severn, ON, Population 14,500, 523km<sup>2</sup> – Municipal Consent**

\$0

<https://www.severn.ca/our-community/roads-and-parking/road-applications-and-permits/>

### **City of Brandon, MB, Population 51,000, 465km<sup>2</sup> - Utility Installation Permit**

\$250.00

[https://brandon.ca/images/pdf/Bylaws/2025\\_Fee\\_Schedule.pdf](https://brandon.ca/images/pdf/Bylaws/2025_Fee_Schedule.pdf)

### **Town of Newmarket, ON, Population 88,000, 38.5km<sup>2</sup> – Municipal Consent**

\$740.85

<https://www.newmarket.ca/municipalconsent>

<https://www.newmarket.ca/TownGovernment/Documents/2025%20Fees%20and%20Charges/Town%20of%20Newmarket%202025%20User%20Fees%20e2%80%93%20Public%20Works%20and%20Parks.pdf>

### **City of Lethbridge, AB Population 111,000, 122 km<sup>2</sup> - Utility Location Assignment Permit**

Non-refundable \$150 with application to be credited to permit cost.

<= 30m = \$300.00

30m < x <= 300m = \$600.00

300m < x <= 1000m = \$1000.00

If over 1000m, a separate price schedule will be discussed

<https://www.lethbridge.ca/media/k34nqmul/utility-location-assignment-guidelines-2024.pdf>

### **City of Hamilton, ON, Population 600,000, 1138km<sup>2</sup> – Municipal Consent**

Short Stream (<25 poles, or 100m) \$692.50, Long Stream (>25 pole, or 100m) \$1,384.75

<https://www.hamilton.ca/sites/default/files/2025-02/25-023.pdf>

<https://www.hamilton.ca/sites/default/files/2022-11/pedpolicies-right-of-way-manual-Oct2022.pdf>

**City of Ottawa, ON, Population 1.02M, 2,790km<sup>2</sup> - Municipal Consent**

Application Fee: \$278.00

Circulation Fee: \$359.00

Per Meter Rate: \$0.41/m

<https://ottawa.ca/en/planning-development-and-construction/construction-right-way#>**City of Edmonton, AB, Population 1.3M, 768 km<sup>2</sup>, AB - Utility Line Assignment**

No Circulation \$356.64

Circulation &lt;20m 570.63

Circulation &gt;20m \$1560.31 + \$2.67/m

[https://www.edmonton.ca/business\\_economy/utility-line-assignment-permit](https://www.edmonton.ca/business_economy/utility-line-assignment-permit)[https://www.edmonton.ca/sites/default/files/public-files/Utility\\_Line\\_Assignment\\_Fees.pdf?cb=1743452438](https://www.edmonton.ca/sites/default/files/public-files/Utility_Line_Assignment_Fees.pdf?cb=1743452438)**City of Calgary, AB, Population 1.3M, 826km<sup>2</sup> - Utility Alignment Permit**

\$200 non-refundable per submission

&lt;= 20m = \$350.00 + \$10/m

&gt;20m = \$725 + \$7/m

<https://www.calgary.ca/content/dam/www/cs/iis/documents/utility-line-assignments/rowbylawguidelines2018.pdf>**Grande Prairie, AB, Population 64k 133km<sup>2</sup>**

&lt;50m with limited circulation \$700.00

&lt;50m with full circulation \$1,400.00

&gt;50 m = \$1,900 + \$3/m

<https://cityofgp.com/sites/default/files/2024-01/bc1395%20Office%20Consolidation-%20Effective%202024.01.01.pdf>



## Glossary

**Access Network:** The term for the network technology and equipment that delivers signals and services from the service providers main equipment to the end subscribers. The access network can be wireline or wireless. See also Last Mile.

**Broadband Internet:** Modern Internet services using technologies such as DSL, DOCSIS, Fibre or Wireless.

**Cellular Provider:** Service providers that provide mobile wireless services including both voice and data service.

**Central Office:** The main central equipment location for legacy telephone providers.

**CRTC:** The Canadian Radio-television and Telecommunications Commission is an independent public authority in charge of regulating and supervising Canadian broadcasting and telecommunications.

**Download:** Internet traffic that is directed from the service provider towards (aka downstream) to the subscriber.

**Drop:** The individual wired connection to each subscriber's home.

**DSL:** Digital Subscriber Line, the ITU standards for delivering data services over copper twisted pair used by legacy telephone providers.

**Fibre Backhaul:** The fibre connection between the cellular sites (and RAN) back to the service provider's main network.

**Fixed Wireless (FW):** Wireless providers that provide primarily data services between a tower and a fixed end point.

**FTTP/FTTH Fibre-to-the-Premises/Fibre-to-the-Home:** Describes a fibre optic line being delivered directly to a household or business. The terms FTTP and FTTH refer to the same technology and are interchangeable.

**Geographic Information System (GIS):** A system for storing and manipulating geographical information on computer.

**Gbps / Gigabits-per-second:** a measure of internet speed. One gigabit is equal to one thousand megabits.

**HFC:** Hybrid Fibre Coax network used by legacy cable TV operators. Fibre optics are used to deliver signals to a small area with a coaxial network used to deliver the signals to the subscribers over the "last mile".

**ISED:** Innovation, Science and Economic Development Canada, is the department of the Government of Canada with a mandate of fostering a growing, competitive, and knowledge-based Canadian economy.

**ISP:** An Internet Service Provider connects subscribers over an access network technology to the backbone Internet.

**ITU:** International Telecommunication Union (originally International Telegraph Union). Among other initiatives the ITU develops specification/standards used by cellular (examples include 3G, 4G, and 5G) and legacy telephone wireline providers (examples include GPON, DSL and G.fast).

**kHz:** Kilo Hertz, radio frequencies above 1 thousand Hz.

**LOS:** Line of sight is the level of obstruction on the path between two points determining visibility from one point to another and the quality of signal reception for wireless transmissions.

**LTE “Long Term Evolution”:** A standard for mobile broadband communications, part of the fourth generation of mobile telecommunications technology (4G).

**Mbps:** Megabits per second. A standard measure of internet speed. One megabyte is equivalent to 1,024 Kilobytes.

**Municipal Access Agreement (“MAA”):** A MAA details the requirements on any telecommunications companies proposing to install equipment within a municipality’s jurisdiction.

**Underserved:** Defined as an area where broadband service does not provide a minimum 50 Mbps/10 Mbps connection.

**Universal Broadband Fund (“UBF”):** Federal broadband funding program. Administered through department of Industry Science and Economic Development. Funds up to 75% of eligible expenses in broadband projects. Has been combined, in Ontario, with the ICON program into the \$4 Billion AHSIP subsidy program.

**Universal Service Objective (“USO”):** The CRTC's Universal Service Objective for fixed Internet access service is that all Canadians have access to speeds of at least 50 megabits per second (Mbps) download and 10 Mbps upload, with the option of an unlimited data allowance.

**Upload:** Data traffic originating for the subscriber going upstream towards the service provider.



**MINUTES OF THE CITY OF GRANDE PRAIRIE  
FINANCIAL & ADMINISTRATIVE SERVICES COMMITTEE**

**June 24, 2025, 9:45 A.M.  
Council Chambers, City Hall**

MEMBERS PRESENT	G. Berg	Committee Chair
	C. Thiessen	Councillor
	D. Bressey	Councillor
	J. Clayton	Mayor
ALSO PRESENT	M. O'Connor	Councillor
	W. Pilat	Councillor
	S. Bourke	City Manager
	D. Whiteway	Chief Financial Officer
	B. Glavin	Chief Operating Officer
	S. Cajolais	Chief Public & Protective Services Officer, Acting
	P. Bailey	Chief Strategy Officer
	A. Van Beekveld	Council Committee Coordinator

---

**1. CALL TO ORDER**

The meeting was called to order at 10:43 a.m.

**2. ADOPTION OF AGENDA**

**MOVED by C. Thiessen**  
Committee adopt the agenda as presented.

**CARRIED (4 to 0)**

**3. DELEGATIONS**

**4. REPORTS**

**4.1 Service Area Update**

D. Whiteway, Chief Financial Officer, presented Committee with an update on the current and projected activities planned throughout the service area:

- Financial Management - Forecasting and variance reporting are underway for the month of May. Administration continues to work with departments on budget activities to review and compile operating, staffing and capital requirements for the coming years.
- Taxation & Assessment - The tax due date of June 30 is quickly approaching; City Hall will be open until 6:00 p.m. on June 26, 27 and 30 to allow an opportunity for residents who cannot make it to City Hall during regular business hours. Accounts with an outstanding balance on July 1 will be subject to a penalty. Residents are

reminded that if payments are made using online banking, it takes 2 to 3 business days for the City to receive it.

- Procurement & Supply Chain Management - The following bids are currently open: 2025 Minor Resurfacing Program; Health & Safety Management Systems; Paving Stone Remediation; Street Traffic Signal Work; Asset Management Software; Road Rehabilitation Program; Copperwood Ditch Work; and HVAC Maintenance and Repair.
- Geographical & Information Technology Services - The publishing of historical imagery has been ongoing; 1985, 1991, and 1998 imagery is now available on the City's Property Viewer. Administration continues preparations for the Integrated Emergency Communication Centre.

#### 4.2 Municipal Financial Comparisons

D. Whiteway, Chief Financial Officer, presented Committee with comparative financial information from various Albertan municipalities.

**MOVED by D. Bressey**

Committee receive this report for information.

**CARRIED (4 to 0)**

#### 5. **CORRESPONDENCE**

#### 6. **OTHER BUSINESS**

#### 7. **BYLAW & POLICY REVIEW**

#### 8. **OUTSTANDING ITEMS LIST**

The Committee reviewed the Financial & Administrative Services Committee Outstanding Items List for June 24, 2025.

**MOVED by C. Thiessen**

Committee receive the June 24 Outstanding Items List, as amended, for information.

**CARRIED (4 to 0)**

#### 9. **ADJOURN**

The meeting ended at 10:55 a.m.

---

Chair

---

Council Committee Coordinator



**MINUTES OF THE CITY OF GRANDE PRAIRIE  
PUBLIC & PROTECTIVE SERVICES COMMITTEE**

**June 24, 2025, 10:00 A.M.  
Council Chambers, City Hall**

MEMBERS PRESENT	C. Thiessen	Committee Chair
	G. Blackmore	Councillor
	G. Berg	Councillor
	J. Clayton	Mayor
ALSO PRESENT	D. Bressey	Councillor
	M. O'Connor	Councillor
	K. O'Toole	Councillor
	W. Pilat	Councillor
	S. Bourke	City Manager
	S. Cajolais	Chief Public & Protective Services Officer, Acting
	D. Whiteway	Chief Financial Officer
	B. Glavin	Chief Operating Officer
	P. Bailey	Chief Strategy Officer
	A. Van Beekveld	Council Committee Coordinator
	T. Wentzell	Director of Housing & Community Development
	H. Napier	Managing Director of Enforcement Services

---

**1. CALL TO ORDER**

The meeting was called to order at 10:58 a.m.

**2. ADOPTION OF AGENDA**

**MOVED by G. Berg**

Committee adopt the agenda as presented.

**CARRIED (4 to 0)**

**3. DELEGATIONS**

**4. REPORTS**

**4.1 Service Area Update**

S. Cajolais, Acting Chief Public & Protective Services Officer, presented Committee with an update on the current and projected activities planned throughout the service area:

- Enforcement Services - Seasonal bike patrols are now underway in the City's green spaces and trail systems. Peace Officers assisted in the recent wildfire response by supporting access control in County evacuation zones, helping to safeguard residents and property, and supporting regional emergency operations. Properties with recurring foxtail growth continue to be monitored. While foxtail is not

classified as a noxious weed, it can pose a risk to animals once it reaches the seeding stage. As a preventative measure, notices have been sent to property owners who experienced challenges with foxtail control last year, encouraging early removal before it goes to seed. Additionally, proactive patrols in previously affected neighbourhoods began last week, and enforcement action will follow if necessary. In partnership with the Communications department, a public education campaign on the impacts of feeding feral rabbits will launch later this week.

- Mobile Outreach - In May 2025, a total of 285 unique individuals were supported. Of these, 52 were new to outreach services, with 26 individuals actively engaged in Case Work services during this period.
- Recreation - The Westfraser Fieldhouse reopened as scheduled this week featuring a refurbished floor, updated sport lines, and improved netting infrastructure to support multi-sport use. The squash courts also received new back wall panels and additional maintenance to further enhance the facility's overall amenities.
- Events & Programming - Residents are invited to celebrate Canada Day with a full day of festivities: the parade will begin at 2:00 p.m.; activities begin at 3:30 p.m. featuring carnival rides, food trucks, and community booths; live entertainment at 3:30 p.m. including TJ Ruckus, Hey! Driver, Brad Sims, and Aaron Goodvin; and fireworks at 11:30 p.m. presented by Pomeroy Hotel and Conference Centre. To support a more inclusive experience, a new Accessibility Pass has been introduced this year to help individuals with physical or cognitive disabilities reduce wait times for carnival rides. The annual Grande Prairie Triathlon is returning on July 6 at the Eastlink Centre. Summer Camps officially begin on July 2 and are 75% full. To help bridge the gap after school ends on June 25, Single Day Camps have been added for June 26, 27, and 30. A new "Seniors Walk and Talk" group has launched for the summer, running Wednesdays from 10:00-11:30 a.m. at Muskoseepi Park. Each session begins at the Ernie Radbourne Pavilion and features a walking route that changes weekly. Curriculum-Based Programs wrap up today, with a total of 210 programs being delivered since May.
- Housing & Community Development - The Youth Advisory Council wrapped up their 2024–25 term with a year-end celebration at Muskoseepi Park. Thank you to all members for their active participation and meaningful contributions and congratulations to the nine graduating seniors. Applications for the 2025–26 term are open until October 15 for youth aged 14 to 24.

#### 4.2 Recreation Access Program and Transit Access Program for Seniors

T. Wentzell, Director of Housing & Community Development, presented Committee with information regarding recreation and transit access programs for seniors.

**MOVED** by G. Blackmore

Committee direct Administration to develop a Fair Access Policy and Procedure to improve clarity, consistency, and equitable access to the City's affordability programs, including:

- Recreation Access Program (RAP);
- Transit Access Program (TAP);
- AISH Card Program; and
- Explore GP Pilot.

**CARRIED (4 to 0)**



4.3 Traffic Bylaw Amendment C-1166M

H. Napier, Managing Director of Enforcement Services, presented Committee with proposed amendments to the Traffic Bylaw.

**MOVED by G. Berg**

Committee recommend Council give three readings to Bylaw C-1166M, being an amendment to the Traffic Bylaw.

**CARRIED (4 to 0)**

**5. CORRESPONDENCE**

**6. OTHER BUSINESS**

**7. BYLAW & POLICY REVIEW**

**8. OUTSTANDING ITEMS LIST**

The Committee reviewed the Public & Protective Services Committee Outstanding Items List for June 24, 2025.

**MOVED by G. Blackmore**

Committee receive the June 24 Outstanding Items List, as amended, for information.

**CARRIED (4 to 0)**

**9. ADJOURN**

The meeting ended at 11:19 a.m.

---

Chair

---

Council Committee Coordinator

## ADMINISTRATIVE REPORT

<b>TO:</b> Shane Bourke, City Manager	<b>DATE:</b> June 24, 2025
<b>FROM:</b> Dan Lemieux, Chief Public & Protective Services Officer	<b>MEETING:</b> Public & Protective Services Committee
<b>REPORT WRITER:</b> Helen Napier, Managing Director, Enforcement Services, Mobile Outreach & Policing Support Services	
<b>SUBJECT:</b> Amendment to Traffic Bylaw C-1166 to Address City-Owned Lots Leased to Third Party Operators	

### RECOMMENDATIONS

That the Public and Protective Services Committee recommend that Council give three readings to Bylaw C-1166M (the “Proposed Bylaw”), being an amendment to the Traffic Bylaw, which would address City-owned lots leased to third party operators.

### PREVIOUS COUNCIL / COMMITTEE DIRECTIONS

There have been no previous Council or Committee directions on this specific matter.

### BACKGROUND

The City of Grande Prairie leases one or more City-owned parking lots to third party lessees who operate the parking lots. At present, the Traffic Bylaw does not have adequate provisions addressing these circumstances.

### ANALYSIS

The Proposed Bylaw includes a specific change to Section 34, to clarify that the section applies not only to privately owned parking lots but also to City-owned parking lots leased to a third party operator. This change will provide clarity to lessees, and members of the public, that Section 34 governs the activity of parking in those City-owned leased lots.

#### **Relationship to City Council's Areas of Focus / Strategic Priorities**

This initiative aligns with Council's Strategic Priority of **Innovative Efficiencies & Economic Readiness**. By providing a mechanism for parking enforcement, the City is supporting the management of leased parking lots by lessees.

#### **Environmental Impact**

There are no identified environmental impacts associated with this report.

**Economic Impact**

The Proposed Bylaw will enable ticketing of vehicles parked in City-owned parking lots leased to third parties and the collection of ticket fees in relation to same.

**Social Impact**

There are no identified social impacts associated with this report.

**Relevant Statutes / Master Plans / City Documents**

Traffic Bylaw C-1166

**Risk**

There are no identified risks associated with this report.

**Alternatives (Optional)**

Council could choose not to amend the Traffic Bylaw and maintain the current system where City-owned parking lots leased to third parties do not have a clear ticketing provision under the Traffic Bylaw. Doing so could lead lessees to enforce parking requirements within such lots by other means, potentially including mechanical / robotic arms and credit card payments, towing, or a combination thereof.

<b>STAKEHOLDER ENGAGEMENT</b>
-------------------------------

Discussions have been held with internal departments, including Enforcement Services and City Solicitor.

<b>BUDGET / FINANCIAL IMPLICATIONS</b>
--

There are no direct budgetary implications for the City associated with this report.

<b>SUMMARY / CONCLUSION</b>
-----------------------------

The Proposed Bylaw will expand the regulations related to parking within privately owned lots under Section 34 of the Traffic Bylaw to also include City-owned lots leased to third parties, thereby providing a clear ticketing provision under the Traffic Bylaw for City-owned parking lots leased to a third party operator.

<b>ATTACHMENTS</b>
--------------------

Traffic Bylaw Amendment C-1166M – Draft  
Traffic Bylaw C-1166 - Markup

**CITY OF GRANDE PRAIRIE****BYLAW C-1166M****A Bylaw to amend Bylaw C-1166****being the Traffic Bylaw****THE MUNICIPAL COUNCIL OF THE CITY OF GRANDE PRAIRIE, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:**

1. Bylaw C-1166 is hereby amended as follows:
  - 1.1 In Section 2, delete the definition for "City Parking Lot" in its entirety and replace it with the following definition:

**"City Parking Lot"** means a parking lot owned and operated by the City.
  - 1.2 In Section 15.1, delete the phrase "on private property or on public property".
  - 1.3 In Section 34, delete the heading "PRIVATE PROPERTY" and replace it with the following heading:

**"PRIVATE PROPERTY AND CITY PROPERTY LEASED TO A THIRD-PARTY OPERATOR"**
  - 1.4 Delete Sections 34.1, 34.2 and 34.3 in their entirety and replace them with the following:
    - 34.1 A person shall not park a vehicle or trailer on private property, or property owned by the City and leased to a third-party operator, which has been clearly marked as such by a sign containing the words "Private Property No Unauthorized Parking", or similar wording, unless the person has obtained the permission of the owner or person in charge or control of the private property, or the permission of the third-party operator in the case of or property owned by the City and leased to a third-party operator.
    - 34.2 Where a parking lot is provided on private property, or property owned by the City and leased to a third-party operator, for which the public has access for vehicle parking as a customer or patron, a person who is not an immediate customer or patron shall not park his vehicle in the designated parking lot.
    - 34.3 Where a parking lot is provided on private property, or property owned by the City and leased to a third-party operator, a person shall not park his vehicle contrary to any sign posted by the owner or person in charge or control of the private property."

**EFFECTIVE DATE**

2. This Bylaw shall come into force and effect when it receives third reading and is duly signed.

**READ** a first time this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

**READ** a second time this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

**READ** a third time and finally passed this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

## CITY OF GRANDE PRAIRIE

## OFFICE CONSOLIDATION

## BYLAW C-1166

**A Bylaw of the City of Grande Prairie  
For the Use of Highways and Regulation of Traffic  
Within the City of Grande Prairie**

**(As Amended by Bylaw C-1166A, C-1166C, C-1166D,  
C-1166E, C-1166F, C-1166G, C-1166H, C-1166I, C-1166J, and C-1166L)**

**WHEREAS** the Municipal Council of the City of Grande Prairie, in the Province of Alberta deems it necessary to govern the use of highways and regulate traffic within the corporate limits of the City.

**NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF GRANDE PRAIRIE, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:**

Table of Contents

Part 1	Rules for Operation of Vehicles
Part 2	Parking
Part 3	Pedestrians
Part 4	Snow/Ice Clearing
Part 5	Bicycles
Part 6	Deleted by Bylaw C-1166L
Part 7	Off-Highway Vehicles
Part 8	Parking Meters
Part 9	Dangerous Goods
Part 10	General Provisions
Part 11	Offences and Powers of Peace Officers

**SHORT TITLE**

1. This Bylaw may be cited as the "Traffic Bylaw".

**DEFINITIONS**

2. All terms and definitions shall be those which are described in the Traffic Safety Act (Alberta), Regulations and subsequent amendments, the Municipal Government Act (Alberta) and subsequent amendments, the Dangerous Goods Transportation and Handling Act (Alberta), Regulations and subsequent amendments, the City Transportation Act (Alberta), and subsequent amendments, and those in this Bylaw.

**(Bylaw C-1166A – June 27, 2011)**

In this Bylaw:

**"Carrier"** means any person transporting dangerous goods in, into, through or out of the City by vehicle and includes the registered owner of such vehicle.

**"Central District"** means that portion of the City between Resources Road and 106 Street, and between 97 Avenue and 103 Avenue.

**"City"** means the municipal corporation of the City of Grande Prairie.



**"City Manager"** means the Chief Administrative Officer of the City or his designate.

**"City Parking Lot"** means a parking lots owned by, or under the direction, control and management of and operated by the City.

**"Commercial Waste Container"** means a container constructed so that it can be emptied mechanically into or loaded onto a vehicle and has the capacity to hold at least 0.75 cubic metres of waste.

**"Curb"** means the actual curb if there is one, and if there is no curb in existence shall mean the division of a highway between the roadway and the sidewalk or boulevard.

**"Dangerous Goods"** means dangerous goods for which placards are required by the Dangerous Goods Transportation and Handling Act, RSA 2000, chapter D-4, and subsequent amendments.

**"Dangerous Goods Route"** means those highways located within the City and identified as a Dangerous Goods Route on Schedule 2 of this Bylaw.

**"Dangerous Goods Route Signs"** means signs erected pursuant to Section 55 of this Bylaw.

**"Decorative Street Light Pole"** means an ornamental street light pole with a shape, style, and colour different from a standard street light pole.

**"Emergency Services Personnel"** means an on-duty Fire Fighter, Peace Officer, Ambulance Services member, or St. John Ambulance Brigade member.

**"Interfere"** means to interpose or intervene in a way that hinders or impedes, or an act that is intended to intimidate, distract, embarrass, or induce discomfort.

**"Maximum Gross Weight"** means the maximum weight specified in the Certificate of Registration for the motor vehicle issued under the Traffic Safety Act, RSA 2000 chapter T-6 and subsequent amendments.

**"Metered Space"** means a space or section of highway in a metered zone:

- (a) between two adjacent parking meters; or
- (b) as otherwise indicated on the parking meter for the parking of a single vehicle at which space or section a parking meter has been installed.

**"Metered Zone"** refers to a portion of highway within the City where parking meters are now or may hereafter be located.

**"Municipal Tag"** means a tag whereby the person alleged to have committed a breach of a provision of this Bylaw is given the opportunity to pay a voluntary penalty to the City in lieu of prosecution for an offence.

**"Obstruct"** means to hinder, impede, fetter, delay, hamper, or distract from enforcement activities.

**"Obstruction"** means an encroachment, excavation, structure or other obstacle which interferes with, or prevents the vision, passage, maintenance or use of any public property by vehicles or pedestrians.

**"Occupant"** means a person who is in physical possession of a property, or a person who has responsibility for, and control over, the condition of a property, the activities conducted on that property, and the persons allowed to enter that property.

**"Outdoor Event"** means an 'Outdoor Event' as defined in [Bylaw C-1487](#), the Outdoor Event Permit Bylaw.

(Bylaw C-1166L – May 5, 2025)

**"Outdoor Event Permit"** means a 'Outdoor Event Permit' as defined in [Bylaw C-1487](#), the Outdoor Event Permit Bylaw.

(Bylaw C-1166L – May 5, 2025)

**"Owner"** means in the case of land, any person who is registered under the Land Titles Act RSA 2000, chapter L-4, and subsequent amendments, as the owner of the land.

**"Parking Meter" or "Meter"** means a mechanical or electronic device designed for the purpose of indicating the time during which a vehicle may park in a metered space.

**"Parking Space"** means a space marked with parking guidelines visible on the roadway requiring a person to park a vehicle with the vehicle's sides between and parallel to any two (2) of the guidelines.

**"Parkland"** means any land used as a playground, park and recreation area, sports field, cemetery, trail, public utility lot, natural area, or school ground, to which the public does not have or is not permitted to have vehicle access.

**"Peace Officer"** means a sworn member of the Grande Prairie Police Service, a sworn member of the Royal Canadian Mounted Police, a Bylaw Enforcement Officer of the City, or a Community Peace Officer of the City.

(Bylaw C-1166L – May 5, 2025)

**"Permitted Storage Location"** means an area designated on a dangerous goods route, as specified in Schedule 2, or at a location as may be approved by Senior Management.

**"Person"** includes an individual, a corporation, heirs, executors, administrators, and assigns.

**"Poster"** means a printed or inscribed placard, advertisement or notice without its own support structure, put up on public property.

**"Public Property"** means any school ground, highway, public bridge, roadway, lane, footway, alley or passage, whether a thoroughfare or not, and includes open space or publicly owned or leased property, to which the public reasonably has or is permitted to have access, whether on payment or otherwise, within the municipal limits of the City.

**"Recreation Vehicle"** means a vehicle that is designed, constructed and equipped, as a temporary dwelling place, living abode or sleeping place, and includes a detached travel trailer.

**"Residential District"** means any district designated for residential use in the City's [Land Use Bylaw](#) and subsequent amendments.

**"Roadway"** means that part of a highway intended for use by vehicular traffic.

**"Rural Service Area"** means the areas within the corporate limits of the City of Grande Prairie identified as such by Schedule 2 of this Bylaw.

**"Senior Management"** means the corporate leader or designate responsible for the planning, organization, development, implementation and administration of the assigned service area of the City.

**"Street Furniture"** includes every pole, waste receptacle, bench, bus bench, bus enclosure, vegetation and planting, and any other property authorized for placement on a public property by the City.

**"Track"** means to allow, cause or permit any substance or material of any nature or kind whatsoever, to become loose or detached or blow, drop, spill, or fall from any vehicle, appurtenances, or tires onto any highway.

**"Traffic Control Device"** means any sign, signal, marking or device placed, marked or erected under the authority of this Bylaw for the purpose of regulating, warning or guiding traffic.

**"Travel Trailer"** means a trailer intended to provide accommodation for vacation use and licensed and equipped to travel on a highway.

**"Truck Route"** means those highways located within the City and identified as a Truck Route on Schedule 3 of this Bylaw.

(Bylaw C-1166J - August 21, 2023)

## **PART 1 - RULES FOR OPERATION OF VEHICLES**

### **VEHICLE WITH METAL LUGS**

3. A person shall not operate a vehicle having metal spikes, lugs, tracks, cleats, skids, or bands projecting from the surface of the wheel or tire of the vehicle, upon a highway, unless a permit to do so has been issued by Senior Management. This does not apply to the use of studded tires or tires with chains.

(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)

### **TRACKING**

- 4.1 A person shall not drive, operate or permit to be driven or operated, any vehicle of any nature or kind in such a manner as to track upon a highway.
- 4.2 Any person who tracks upon a highway shall, in addition to the penalty, be liable to clean up or remove the substance or material tracked upon the highway, in default of which the City may clean up or remove such substance or material at the expense of the person tracking.
- 4.3 If the person responsible for the tracked material cannot be determined, the owner of the property where the vehicle causing the tracking originated is deemed to be the person who tracked the material unless such owner proves to the satisfaction of the Court that the person tracking did not have consent, express or implied, to be on the property.

**USE OF TARPAULINS AND SECURING LOADS**

- 5.1 A person shall not drive a vehicle with or without a load, or pull onto a highway, without properly cleaning off any loose material from the top and outside of the vehicle body, vehicle box, hitch and trailer box.
- 5.2 All loads of earth, sand, gravel, snow, or other loose material shall be at least 75 millimetres (mm) below the top of the vehicle box, sideboards, or trailer box, or covered entirely by a tarpaulin or other covering device.

(Bylaw C-1166I - August 10, 2020)

- 5.2A Notwithstanding Subsection 5.2, loads of blower loaded snow shall be loaded in such manner that they do not exceed the vehicles highest sideboard, with respect to snow removal vehicles operating for and within the City.

(Bylaw C-1166I - August 10, 2020)

- 5.3 A person shall not drive a vehicle with a load, or pull onto a highway, unless the load has been secured to prevent the load from falling onto a highway or land adjacent thereto or shifting within the vehicle box or trailer box.
- 5.4 In the event that any part of a vehicle's load becomes loose or detached or blows, drops, spills or falls from any vehicle onto a highway, the operator shall take all reasonable precautions to safeguard traffic and to remove any materials from the highway, as soon as practicable.

**VEHICLE OBSTRUCTING TRAFFIC**

- 6.1 An operator shall not stop a vehicle or permit a vehicle to be left upon any highway in such a manner to block, obstruct, impede or hinder pedestrian or vehicle traffic or a waste container.
- (Bylaw C-1166F - March 21, 2016)
- 6.2 Notwithstanding Subsection 6.1, where the obstruction is unavoidable due to mechanical failure, the operator will not be in breach of this section provided measures are taken to remove the vehicle from the highway as soon as practicable.

**SCHOOL BUS - FLASHING LIGHTS**

7. The operator of a vehicle bearing the sign "School Bus" may activate flashing red or yellow lights or the stop arm on any highway within the City where the designated speed limit is or exceeds 80 kilometres per hour or while loading or unloading passengers on a roadway where there is no curb or gutter present on both sides of the roadway.

(Bylaw C-1166F - March 21, 2016 and C-1166I - August 10, 2020)

**PARKLAND**

8. A person shall not operate a vehicle on any parkland except where permitted by a traffic control device.

**TRUCK ROUTES**

9. The operator of any Commercial vehicle, or Commercial vehicle and trailer combination over 11,794 kilograms maximum gross weight or in excess of eight (8.0) metres in overall length shall use a Truck Route, except for loading or unloading, provided the shortest distance to and from a Truck Route is used.

(Bylaw C-1166F - March 21, 2016 and C-1166I - August 10, 2020)

- 9A.1 Notwithstanding Section 9, Senior Management may issue a special permit with respect to City-owned Snow Removal vehicles and those Snow Removal vehicles contracted to the City, when operating for and within the City.

(Bylaw C-1166H - July 1, 2019 and C-1166J - August 21, 2023)

- 9A.2 Where a special permit is issued under this Section, a record of the permit number shall be carried in the vehicle to which it is issued.

- 9A.3 An operator unable to produce a permit or permit number as required shall be guilty of an offence for violation of Subsection 9A.1.

(Bylaw C-1166D - May 13, 2013)

**LARGE VEHICLES DOWNTOWN**

- 10.1 Any vehicle, or vehicle and trailer combination, exceeding 12 metres in overall length, shall not load or unload on the following highways:

(Bylaw C-1166I - August 10, 2020)

<u>ON</u>	<u>FROM</u>	<u>TO</u>
101 Avenue	98 Street	Bear Creek
100 Avenue	97 Street	102 Street
99 Avenue	98 Street	102 Street
100 Street	97 Avenue	102 Avenue
101 Street	97 Avenue	102 Avenue
102 Street	97 Avenue	102 Avenue
99 Street	97 Avenue	102 Avenue
98 Street	97 Avenue	102 Avenue

or on any alley within the area bounded by 103 Avenue, Bear Creek, 96 Avenue and 97 Street.

- 10.2 Between the hours of 9:00 PM and 7:00 AM any such vehicle may load or unload on the highways specified in this section provided an alley is not obstructed and the vehicle or trailer does not extend into a roadway further than the existing parking lane.

- 10.3 Notwithstanding the prohibitions of this Section, a person may apply for and obtain a permit under Section 74 of this Bylaw.

(Bylaw C-1166D - May 13, 2013)

**FIRE HOSE**

11. A person shall not drive on or over a hose or similar equipment of the City's Fire Department which has been placed on a highway, without consent of the Fire Department.

**OVERWEIGHT/OVERDIMENSION VEHICLES**

- 12.1 A person shall not operate a vehicle, or permit a vehicle to be operated within the City, with a load in excess of the weight or size limits established by the Traffic Safety Act, and the Regulations there under, or any Board order issued pursuant thereto, without first obtaining a permit from Senior Management.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)
- 12.2 The permit, a facsimile of the permit, or a record of the permit number must be in possession of the operator of the vehicle and be produced to a Peace Officer upon demand.  
(Bylaw C-1166A - June 27, 2011)
- 12.3 (Deleted by Bylaw C-1166A - June 27, 2011)
- 12.4 That a fee, in accordance with [Bylaw C-1395, Schedule "A"](#) be charged to the applicants for the issuing of permits for overweight and oversize vehicles or of vehicles and the goods being carried by the vehicles to operate on highways under the direction, control and management of the City.  
(Bylaw C-1166F - March 21, 2016 and C-1166H - July 1, 2019)

**ROAD BANS**

13. Senior Management may impose road bans on any highway under the City's direction, control and management, including any bridge that forms part of that highway.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)

**SPEED LIMIT GENERAL**

14. The maximum speed limit in the City shall be fifty (50) kilometres per hour, unless otherwise provided for in Schedule 4.  
(Bylaw C-1166I - August 10, 2020)
- 14.1 The maximum speed limit in the City along Range Roads and Township Roads shall be eighty (80) kilometres per hour, unless otherwise provided for in Schedule 4.  
(Bylaw C-1166F - March 21, 2016 and C-1166I - August 10, 2020)

**PART 2 - PARKING****PARKING OF VEHICLES FOR DISABLED PERSONS**

- 15.1 A person shall not park a vehicle in a parking space, or any part thereof, ~~on private property or on public property~~ that is marked or designated with a traffic control device for the use of persons with disabilities, unless:
- (a) the vehicle displays a valid handicap placard on inside rearview mirror of the vehicle or license plate that is issued or recognized by the Solicitor General; and  
(Bylaw C-1166I - August 10, 2020)
  - (b) the vehicle is operated by or is being used to transport a disabled person.
- 15.2 A person shall not allow a vehicle displaying a handicap placard or license plate to remain parked in a parking space reserved for disabled parking in excess of two (2) hours unless a permit has been issued by Senior Management.  
(Bylaw C-1166F-March 21, 2016, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)



**ALLEYS**

- 16.1 A person shall not park a vehicle in an alley, unless a traffic control device permits parking.
- 16.2 Notwithstanding Subsection 16.1, and provided that the vehicle does not obstruct the alley so as to prevent the safe passage of other vehicles and pedestrians, an alley may be used for the loading or unloading:
- (a) of goods from a commercial vehicle for a maximum of thirty (30) minutes; or
  - (b) of goods or passengers from vehicles other than a commercial vehicle for a maximum of five (5) minutes.
- 16.3 Notwithstanding the prohibitions of this Section, a person may apply for and obtain a permit under Section 74 of this Bylaw.
- (Bylaw C-1166D - May 13, 2013)

**CONSTRUCTION/MAINTENANCE "NO PARKING" SIGNS**

- 17.1 Notwithstanding any other provision in this Bylaw, Senior Management may cause "No Parking" signs to be placed on or near a highway for maintenance or construction purposes.
- (Bylaw C-1166H - July 1, 2019 and C-1166J - August 21, 2023)
- 17.2 A person shall not park or leave a vehicle on that portion of a highway where "No Parking" signs have been placed.
- 17.3 When maintenance or construction commences, any vehicle parked on the signed highway may be removed.

**EXPIRED PLATE**

18. A person shall not park a motor vehicle or trailer on a highway with an expired license plate displayed on it.

**MARKED PARKING SPACE**

19. Where a parking space is marked on public property or on private property, a person shall park a vehicle with the vehicle's sides wholly within, and between and parallel to any two (2) of the marked guide lines.

**TAXI STAND**

20. A person shall not stop or park a vehicle in a taxi stand unless the vehicle is a licensed taxi cab.
- (Bylaw C-1166F - March 21, 2016)

**LIMITED PARKING**

- 21.1 A person shall not park a vehicle in excess of the time designated and marked on a traffic control device posted for that purpose.
- 21.2 In the event an offence ticket is issued for a vehicle for the first violation of Subsection 21.1 and the vehicle remains parked in excess of the time permitted on the sign for a further period, then a second offence shall be deemed to have occurred and a further offence ticket may be issued

for the second offence.

#### **PERMANENT SNOW ROUTES**

- 22.1 A person shall not park a vehicle or permit a vehicle to remain parked on a roadway marked as a Snow Route as identified within Policy 606, Snow Removal and Ice Control, and any subsequent amendments.
- 22.2 Snow Route parking restrictions shall remain in force upon declaration of Senior Management.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)
- 22.3 All vehicles parked on marked Snow Routes following the declaration as indicated in Subsection 22.2 are subject to a fine and/or immediate removal and impound at the expense of the registered owner of the vehicle.

#### **TEMPORARY SNOW ROUTES/STREET CLEANING**

- 23.1 A person shall not park a vehicle or permit a vehicle to remain parked on a roadway so as to interfere with the removal or clearing of snow or during roadway cleaning operations.
- 23.2 Subsection 23.1 applies to designated areas as declared by Senior Management and will be in effect for five (5) business days following the declaration and may be extended a further three (3) business days by declaration.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)
- 23.3 Subsection 23.2 applies when temporary parking restrictions for designated areas have been declared and temporary signs have been erected.
- 23.4 All vehicles parked on roadways within the designated areas are subject to a fine and/or immediate removal and impound at the expense of the registered owner of the vehicle.
- 23.5 The declaration indicated in the above subsection may be rescinded in whole or in part by Senior Management prior to the expiration of the no parking declaration.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)

#### **RESIDENTIAL PARKING PERMITS**

- 24.1 Where a traffic control device upon a highway restricts parking to permit holders, a person shall not park a vehicle at anytime, or in excess of the time designated and marked on a traffic control device, unless a permit authorized by Senior Management is displayed on inside rearview mirror of the vehicle.  
(Bylaw C-1166F-March 21, 2016, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)
- 24.2 A person shall not display a permit on a vehicle that purports to exempt the vehicle from the provisions of Subsection 24.1 unless the permit was authorized by Senior Management.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)

**ANGLE PARKING**

25. Notwithstanding Section 26, a person shall not park a vehicle at an angle to the curb unless that vehicle is parked in such a manner as not to interfere with the traffic flow or safe passage of pedestrians.

**PARALLEL PARKING**

26. A person may only park a vehicle on a highway with the sides of the vehicle parallel to the curb or edge of the roadway and with the right wheels of the vehicle not more than 500 millimetres (mm) from the right curb or edge of the roadway.

(Bylaw C-1166I - August 10, 2020)

**RECREATION VEHICLE**

- 27.1 A person may park a recreational vehicle on a highway in a residential district only in a location completely adjoining the owner's residence as shown in the records of the Motor Vehicle Registry.

(Bylaw C-1166C - September 19, 2011 and C-1166I - August 10, 2020)

- 27.2 A person may park a recreational vehicle pursuant to this section:

(Bylaw C-1166I - August 10, 2020)

- (a) for not more than twenty-four (24) consecutive hours;
- (b) after the unit has been removed to an off-highway location for at least twenty-four (24) consecutive hours, it may be parked again on a highway;
- (c) in such a manner so as not to cause or create an obstruction or prevent the safe passage of vehicles and pedestrians;
- (d) only between April 1 and October 31.

(Bylaw C-1166C - September 19, 2011)

- 27.3 From April 1 to October 31 inclusive, on a residential site with no rear lane, one large recreational vehicle may be parked on an approved driveway in the front yard or, in the case of a corner lot, in a side yard, as long as the vehicle is set back at least 1.5m from the interior edge of the sidewalk, or where no sidewalk exists, from the curb.

(Bylaw C-1166F - March 21, 2016)

- 27.4 From November 1 to March 31, on a residential site with no rear lane, one large recreational vehicle may be stored on site provided that no portion of the recreational vehicle is located within 6.0m of interior edge of the sidewalk, or where no sidewalk exists, from the curb.

(Bylaw C-1166F - March 21, 2016)

- 27.5 Recreational vehicles shall not be parked on front lawns for any longer than a twenty-four (24) hour period. They may be stored during the winter months in the rear yard.

(Bylaw C-1166F - March 21, 2016)

**DETACHED TRAILER**

28.1 A person shall not detach a trailer from a vehicle and park it on a highway. In this section, a trailer shall not include:

- (a) a trailer used for the transportation of Dangerous Goods when parked in an area designated in Schedule 2;
- (b) a recreational vehicle.

(Bylaw C-1166C - September 19, 2011 and C-1166I - August 10, 2020)

28.2 Notwithstanding Subsection 28.1, where parking the trailer is unavoidable due to mechanical failure, a person will not be in breach of this section provided he takes measures to remove the trailer from the highway as soon as practicable.

**SIZE/WEIGHT RESTRICTIONS**

29. A person shall not park a Commercial vehicle or Commercial vehicle and trailer combination, over 11,794 kilograms maximum gross weight or in excess of eight (8.0) metres in overall length on a highway other than on a Truck Route.

(Bylaw C-1166D - May 13, 2013 and C-1166I - August 10, 2020)

29.1 Notwithstanding Section 29, if any Commercial vehicle or vehicle and trailer combination is permitted to be stored or parked in accordance with the Land Use Bylaw or any other applicable Bylaw at a location other than on a Truck Route, a person may drive the vehicle or vehicle and trailer combination to and from the place where it is stored or parked using the shortest and most direct route to and from a Truck Route.

(Bylaw C-1166F - March 21, 2016)

**COMMERCIAL VEHICLE IN RESIDENTIAL DISTRICT**

30. A person may park a Commercial vehicle or Commercial vehicle and trailer combination which exceeds 11,794 kilograms maximum gross weight or eight (8.0) metres in overall length on private property in a residential district only while engaged in loading or unloading unless such private property is located in the Rural Service Area as identified in Schedule 2 of this Bylaw.

(Bylaw C-1166G - October 31, 2016 and C-1166I - August 10, 2020)

30.A A person shall not park a construction vehicle, including but not limited to, backhoes, skid steers, bulldozers, excavators, farm or forestry equipment, on private property in a residential district except when engaged in a construction activity.

30.B A person may park a construction vehicle, including but not limited to, trailers, backhoes, skid steers, on a highway in a residential district within 100m of a residential address where the vehicle or equipment is actively engaged in a construction activity, subject to the size/weight restrictions as listed in Sections 12.1 and 29.

(Bylaw C-1166I - August 10, 2020)

**CITY PARKING LOTS**

- 31.1 A person may park a vehicle in a City Parking Lot in compliance with any Traffic Control Devices. Where a Traffic Control Device restricts parking to permit holders, a person shall not park a vehicle at anytime, or in excess of the time designated and marked on a Traffic Control Device, unless a permit authorized by Senior Management is displayed on inside rearview mirror of the vehicle.

(Bylaw C-1166I - August 10, 2020 and C-1166J - August 21, 2023)

- 31.2 Only vehicles up to 5,000 kilograms maximum gross weight or up to six (6.0) metres overall length shall be permitted to park in any City Parking Lot, unless otherwise designated.

(Bylaw C-1166I - August 10, 2020)

- 31.3 A person shall not park for a period longer than twenty-four (24) hours in a City Parking Lot unless otherwise permitted.

**PROHIBITED PARKING**

32. A person shall not stop or park a vehicle at any of the following locations:

- (a) on a highway abutting any building under construction or repair, when the vehicle will impede or obstruct traffic, unless a permit has been issued by Senior Management;

(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)

- (b) (b) in any place where the vehicle will in any way interfere with the use of a doorway intended as a fire or emergency exit from any building abutting the highway;
- (c) on a sidewalk or boulevard;
- (d) so as to obstruct or encroach on a sidewalk;
- (e) within five (5.0) metres of a stop sign or yield sign;

(Bylaw C-1166I - August 10, 2020)

- (f) within five (5.0) metres of the near side of a marked crosswalk;

(Bylaw C-1166I - August 10, 2020)

- (g) within one and a half (1.5) metres of a vehicle access to a garage, public road, private road, driveway or vehicle crossway over a sidewalk;

(Bylaw C-1166I - August 10, 2020)

- (h) at any place where a traffic control device prohibits stopping or parking, during the times stopping or parking is prohibited;

- (i) on any parkland except where permitted by a traffic control device; or

- (j) in a Dangerous Goods parking area unless the vehicle contains Dangerous Goods.

(Bylaw C-1166F - March 21, 2016)

**SNOW WINDROW**

33. A person shall not park a vehicle on any highway containing snow windrows so as to obstruct snow plowing, snow loading operations, or interfere with traffic flow.

**PRIVATE PROPERTY AND CITY PROPERTY LEASED TO A THIRD-PARTY OPERATOR**

- 34.1 A person shall not park a vehicle or trailer on private property, or property owned by the City and leased to a third-party operator, which has been clearly marked as such by a sign containing the words "Private Property No Unauthorized Parking", or similar wording, unless the person has obtained the permission of the owner or person in charge or control of the private property, or the permission of the third-party operator in the case of or property owned by the City and leased to a third-party operator.
- 34.2 Where a parking lot is provided on private property, or property owned by the City and leased to a third-party operator, for which the public has access for vehicle parking as a customer or patron, a person who is not an immediate customer or patron shall not park his vehicle in the designated parking lot.
- 34.3 Where a parking lot is provided on private property, or property owned by the City and leased to a third-party operator, a person shall not park his vehicle contrary to any sign posted by the owner or person in charge or control of the private property.
- 34.4 A person shall not park a vehicle or trailer on private property so that any portion of the vehicle or trailer extends past the curb onto a roadway.  
(Bylaw C-1166F - March 21, 2016)
- 34.5 On private property in a residential district a person shall park only on those areas approved for parking of vehicles.  
(Bylaw C-1166F - March 21, 2016)

**PART 3 - PEDESTRIANS****OBSTRUCTION**

- 35.1 A person shall not stand in a group of three (3) or more persons, who are so near to each other, on any highway, in such a manner as to cause an obstruction, and shall immediately disperse when requested by a Peace Officer.
- 35.2 A person shall not conduct himself, or otherwise position himself, on a highway in such a manner as to cause an obstruction.
- 35.3 A person shall not cross at an intersection or a roadway on a bridge if a traffic control device prohibits pedestrians crossing.  
(Bylaw C-1166A - June 27, 2011)

**WATCHING AN OUTDOOR EVENT**

36. Notwithstanding Section 35 above, any number of persons may assemble along a highway for the purpose of watching an Outdoor Event authorized by an Outdoor Event Permit.  
(Bylaw C-1166L - May 5, 2025)



**PART 4 - SNOW AND ICE CLEARING****SNOW PLACED ON ROAD**

- 37.1 A person shall not place, or permit to be placed, any snow, ice or other material removed from private property onto the highway or other public property.
- 37.1A A person shall not place, or permit to be placed, any snow, ice, or other material removed from a commercial or industrial property onto the highway or other public property.  
(Bylaw C-1166F - March 21, 2016)
- 37.2 A person shall not place, or permit to be placed, any snow, ice or other material removed from a public property onto another public property or onto property other than his own.
- 37.3 Any person who contravenes either of Subsections 37.1 or 37.2 shall remove any snow, ice, or other material within twenty-four (24) hours of the time he placed the snow, ice, or other material on the public or private property.
- 37.4 Senior Management, after the expiry of the twenty-four (24) hours, or if deemed necessary at any time, may cause to remove and clear away the snow, ice or other material deposited in contravention of either of Subsections 37.1 or 37.2.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)
- 37.5 The person who has placed, caused or permitted to be placed, the snow, ice or other material, shall pay to the City on demand all costs of removal.
- 37.6 No employee or agent of the City shall be liable for contravention of either of Subsections 37.1 or 37.2 when acting in the performance of his duties.

**SIDEWALK CLEARING**

- 38.1 Every occupant, or owner, of property adjacent to a sidewalk, except as identified within Policy 606, Snow Removal and Ice Control, and any subsequent amendments, shall remove, or cause to be removed, and cleared away, any snow or ice from the adjacent sidewalk and the removal shall be completed within twenty-four (24) hours following the most recent deposit of snow or ice.
- 38.2 A person shall not remove snow or ice from a sidewalk by placing it, or causing it to be placed, on the roadway adjacent to the sidewalk, except to the extent that removal of the snow and ice to private property is impractical.
- 38.3 A person shall not cause damage to any sidewalk by striking, picking or cutting with any shovel, pick, crowbar or other metal instrument.
- 38.4 If a person fails to comply with Subsection 38.1, the City may provide for the clearing of the sidewalk, and the cost incurred by the City in so doing shall be charged against the owner or occupant of the adjacent property. The cost shall be added to the tax roll of the adjacent property, in the event of non-payment.

**SNOW ON ROOF AND EAVES**

39. An occupant, or owner, of a building within three (3.0) metres of a highway, whenever snow or ice accumulates on the roof or eaves, or from downspouts of the building so as to create a potential danger to vehicles or pedestrians, shall remove, or cause to be removed, the snow or ice hazard, and a person, while removing the snow or ice hazard shall take due care and attention for the safety of vehicles or pedestrians passing.

(Bylaw C-1166I - August 10, 2020)

**PART 5 - BICYCLES AND SKATEBOARDS****BICYCLES AND SKATEBOARDS ON SIDEWALK**

- 40.1 A person shall not:
- (a) (a) park, leave, or abandon any bicycle or skateboard on any sidewalk;
  - (b) (b) ride any bicycle or skateboard on any sidewalk in such a manner as to cause an obstruction or prevent the safe passage of pedestrians.
- 40.2 This Section shall not apply to emergency services personnel when on bicycles while in the performance of their duties.
- 40.3 Notwithstanding Subsection 40.1, any person may park any bicycle at a stand specifically designed and identified for bicycle parking.
- 40.4 Any bicycle or skateboard found parked or left abandoned on any sidewalk, except any bicycle parked under Subsection 40.3, or any bicycle that is being operated contrary to Subsection 40.1 or being operated contrary to the provisions of Alberta Regulation 122/2009 or Alberta Regulation 304/2002, may be seized by a Peace Officer and impounded for up to fourteen (14) days.
- (Bylaw C-1166F - March 21, 2016)
- 40.5 Any bicycle or skateboard impounded under Subsection 40.4 may be released to the owner after expiry of the impound period.

**PART 6 – Deleted by Bylaw C-1166L**

- 41.1 Deleted by Bylaw C-1166L – May 5, 2025

**PART 7 - OFF-HIGHWAY VEHICLES****OFF-HIGHWAY VEHICLES**

- 42.1 A person shall not operate an off-highway vehicle within the City except on land owned by that person, or on land owned by some other person with the consent of that other person, or with the written permission of Senior Management.

(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)

- 42.2 A Peace Officer, employee or agent of the City, may operate an off-highway vehicle on public property in connection with his duties.

**PART 8 - PARKING METERS****DESIGNATING PARKING METER FEES AND HOURS**

- 43.1 Deleted by Bylaw C-1166F - March 21, 2016.
- 43.2 Deleted by Bylaw C-1166F - March 21, 2016.
- 43.3 Every metered space may be used without charge on Saturdays, Sundays, and Holidays, and on any other day after 6:00 o'clock in the afternoon, and before 9:00 o'clock in the forenoon.
- 43.4 Every metered space may be used without charge when taking on or discharging passengers, which time shall not exceed two (2) minutes.
- 43.5 Deleted by Bylaw C-1166F - March 21, 2016.

**PARKING METER HOURS AND VIOLATIONS**

44. During the hours and days when a parking meter is in operation, as indicated on the parking meter, a person shall not park a vehicle or allow a vehicle to remain parked in a metered space while the violation or expired signal is indicated on the parking meter.

**PARKING METER OUT OF ORDER**

45. Section 44 shall not apply where a person, upon inserting the required coin into the parking meter, finds that the meter fails to activate, if the person places a written notice securely under the windshield wiper of the vehicle, providing notice that the parking meter is out of order.

**PARKING METER VIOLATION - SECOND OFFENCE**

46. In the event a parking ticket has been issued for a first violation of Section 44, second and further violations shall occur, as the case may be, if the violation or expired signal is indicated on a parking meter and at least thirty (30) minutes has elapsed after the time of issuance of the previous parking ticket.

(Bylaw C-1166A - June 27, 2011)

**METERED SPACE REGULATIONS**

- 47.1 A person, when parking a vehicle in a metered space, shall park the vehicle wholly within the area designated as a metered space.
- 47.2 A person shall park a vehicle in a metered space so that if the meter is situated at the front of the vehicle, then the vehicle shall be as near to the parking meter as practicable or, if the meter is situated behind the vehicle, then the vehicle shall be as near to the parking meter as practicable.
- 47.3 Notwithstanding the provisions of this Section a vehicle or the combination of a vehicle and attached trailer may be parked in two adjoining metered spaces parallel to the curb where the required fee is inserted in the parking meter for each metered space.

**INSERTING FEE**

48. The required fee shall be deposited in the parking meter by an operator of a vehicle as soon as the vehicle is parked in a metered space. Thereafter, the metered space may be lawfully occupied by the vehicle until expiry of the time shown on the parking meter. The operator may use the unexpired time remaining on the meter from a previous user without depositing a coin. The right of occupation of a metered space by a vehicle is subject to any prohibition against parking indicated on a traffic control device attached to the parking meter.

**FEES**

- 49.1 The fee for parking in any metered space shall be an hourly amount as shown on the parking meter. Where the words "quarter," "dollar," and "two dollars" appear, they shall be construed as meaning, twenty-five cents, one dollar coin and two dollar coin respectively.
- 49.2 Notwithstanding Subsection 49.1, the City may authorize the use of "tokens" as a valid fee for parking in any metered space.

**"HOODED" PARKING METERS**

- 50.1 Any person requesting any parking meter or meters to be "hooded" to temporarily discontinue the metered space or spaces for parking shall submit an application, in the form prescribed by Senior Management, at least three (3) business days prior to the date requested.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)
- 50.2 When a parking meter has been "hooded", a person shall not park a vehicle at the metered space unless authorized by Senior Management.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)
- 50.3 A person shall not "hood" a parking meter or remove the "hood" from a parking meter unless authorized by Senior Management.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)

**VETERAN'S LICENSE PLATE EXEMPTION**

51. An operator of any vehicle displaying a Veteran's license plate is exempt from payment of fees as required in Section 48.

**TAXI CAB PARKING**

52. An operator shall not park a taxi cab at a parking meter unless:
- (a) a "not for hire" sign is displayed and is clearly visible through the windshield of the taxi cab; and
  - (b) the operator is out of the taxi cab; and
  - (c) the fee for the metered space has been paid, as required by Section 48.

**MAXIMUM TIME AT METERED SPACE**

- 53.1 An operator of a vehicle shall not park a vehicle in a metered space for more than two (2) consecutive hours.

- 53.2 Notwithstanding Subsection 53.1, an operator of a vehicle shall not park a vehicle in a metered space along 99 Avenue, between 101 Street and 102 Street only, for more than three (3) consecutive hours.

## **PART 9 - DANGEROUS GOODS ROUTES**

### **DANGEROUS GOODS ROUTES SIGNS**

54. The City Manager may authorize Dangerous Goods Routes Signs and Dangerous Goods Routes Prohibitions Signs, conforming to the design standards and specifications of the Manual of Uniform Traffic Control Devices for Canada, or other traffic control devices to be erected along highways within the City to identify Dangerous Goods Routes.

### **DANGEROUS GOODS ROUTES**

55. A carrier shall not transport Dangerous Goods on a highway in the City other than on a designated Dangerous Goods Route as specified in Schedule 2.

### **PICKUP/DELIVERY**

56. Notwithstanding Section 55, a carrier shall travel on a Truck Route using the shortest and most direct route to and from a Dangerous Good Route, when delivering or picking up Dangerous Goods.

### **PARKING/STOPPING**

- 57.1 A carrier shall not park or stop a vehicle or trailer containing Dangerous Goods within fifteen (15.0) metres of an above ground electrical transmission line.

(Bylaw C-1166I - August 10, 2020)

- 57.2 A carrier shall not park or stop a vehicle or trailer containing Dangerous Goods within the City, except:
- (a) at a permitted storage location;
  - (b) to load or unload the Dangerous Goods;
  - (c) in compliance with the directions of a Peace Officer or traffic control device;
  - (d) in compliance with a valid special permit issued pursuant to this Part; or
  - (e) to refuel or carry out emergency repairs.

### **SPECIAL PERMIT**

- 58.1 Senior Management may issue a special permit on application by a carrier with respect to Dangerous Goods being transported within the City.

(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)

- 58.2 Where a special permit is issued by telephone, a record of the permit number shall be carried in the vehicle to which it is issued.
- 58.3 A carrier unable to produce a permit or permit number as required shall be guilty of an offence for violation of Subsection 58.1.

**CENTRAL DISTRICT**

- 59.1 A carrier shall not transport, load or unload Dangerous Goods within the Central District, Monday to Saturday inclusive, between the hours of:
- 7:00 AM - 9:00 AM
  - 11:30 AM - 1:30 PM
  - 4:00 PM - 6:00 PM
- 59.2 A carrier in the Central District shall transport Dangerous Goods only by a single vehicle, or by a single trailer as part of a semi-trailer unit.

**DANGEROUS GOODS SPILLS**

60. A carrier shall not dump or spill or allow or permit the dumping or spilling of any Dangerous Goods on any public property.

**EXEMPTIONS**

61. This Part does not apply to:
- (a) carriers transporting only medical oxygen;
  - (b) vehicles under 6,500 kg maximum gross weight displaying radioactive placards;
  - (c) two-axle trucks with a maximum gross weight of 12,000 kg, or less, transporting diesel fuel or gasoline in tank(s) with a total tank capacity of 1,000 litres, or less; and  
(Bylaw C-1166I - August 10, 2020)
  - (d) any of the specified items listed in the special permit issued by Senior Management pursuant to this Part.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)

**PART 10 - GENERAL PROVISIONS****AUTHORITY OF THE CITY MANAGER**

- 62.1 The City Manager is authorized to determine where Traffic Control Devices, except speed limit signs, may be located within the City and to direct a record of such locations be maintained and open to public inspection during business hours, as may be requested.
- 62.2 The City Manager is authorized to further delegate, and to authorize further delegation of any matter delegated to the City Manager by Council under the Bylaw, to any employee of the City.

**VEHICLE IDLING**

- 62A. No person shall allow a vehicle engine to remain running in a residential district or within 150 metres of a residential district for longer than twenty (20) minutes while the vehicle is not in motion.  
(Bylaw C-1166D - May 13, 2013 and C-1166I - August 10, 2020)



**CORDS OR HOSES**

- 63.1 A person may place, or permit to be placed, a cord or hose on or above the surface of any sidewalk.
- 63.2 The placement of a cord or hose shall be done in such a manner to ensure due care and attention for the safe passage of vehicles or pedestrians.

**SIDEWALK**

64. A person shall not construct, or cause to be constructed, erect, or place any installation or device which shall open over, obstruct, or in any way encroach upon a sidewalk or highway without a permit issued by Senior Management.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)

**WASH VEHICLE**

65. A person shall not wash a vehicle upon a highway or so near a highway as to result in depositing mud or creating slush or ice upon a sidewalk or highway.

**GOODS FOR SALE**

- 66.1 A person shall not sell or display goods, or place any temporary or permanent structure related to the selling or display of such goods on a public property, without first applying for and obtaining a permit from Senior Management.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)
- 66.2 Any goods or structures related to the sale of goods displayed on a public property may be removed by the City without notice and taken to a place of storage and returned to the owner upon payment of any costs for removal and storage.
- 66.3 A person unable to produce a permit as required shall be guilty of an offence for violation of Subsection 66.1.

**OBSTRUCTION ON PUBLIC PROPERTY**

- 67.1 A person shall not place, pile, or store any material or equipment on a public property without first applying for and obtaining a permit from Senior Management.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)
- 67.2 Any person placing or causing to be placed, piled, or stored any material or equipment or any such obstruction on a public property without a permit shall remove or cause the removal thereof as soon as reasonably possible and in any event no later than twenty-four (24) hours after notification to do so by Senior Management. After twenty-four (24) hours or such lesser time as specified by Senior Management, the City may remove the obstruction, perform all necessary repairs and charge the costs to the person causing the obstruction.  
(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)
- 67.3 A person unable to produce a permit as required shall be guilty of an offence for violation of Subsection 67.1.

**TRAFFIC VISIBILITY HAZARD**

- 68.1 Every Occupant or Owner shall ensure that vegetation growing on his property shall be trimmed so as not to impede visibility or the safe passage of vehicles or pedestrians.

(Bylaw C-1166F - March 21, 2016)

- 68.2 A Peace Officer may require compliance with the provisions of Subsection 68.1 by issuing to the Occupant or Owner a notice detailing the work to be done and stating a time for compliance. If the Occupant or Owner fails to comply with the notice, the Peace Officer may direct employees or agents of the City to enter upon the property to carry out the necessary work.

**VEHICLE REPAIR OR FLUIDS ON PUBLIC PROPERTY**

69. A person shall not repair a vehicle on a public property or allow any fluids in a vehicle to fall upon or flow to any public property, except in the event of a collision or emergency repair.

(Bylaw C-1166F - March 21, 2016)

**COMMERCIAL WASTE CONTAINER**

- 70.1 A person shall not place a commercial waste container on Public Property without first applying for and obtaining a permit from Senior Management.

(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)

- 70.2 A person unable to produce a permit as required shall be guilty of an offence for violation of Subsection 70.1.

**OCCUPYING RV OR TRAILER**

71. A person shall not occupy any recreation vehicle at any time while it is parked on public property except in compliance with any posted Traffic Control Device.

(Bylaw C-1166I - August 10, 2020)

**POSTERS**

- 72.1 A person may place a poster on public property or on private property, with the permission of the owner or occupier, excluding any decorative street light pole, or any item of street furniture or any traffic control device.

- 72.2 Any poster shall display the date the poster was placed.

- 72.3 A person shall not place a poster in accordance with this Part for more than twenty (21) days from the date referred to in Subsection 72.2.

- 72.4 Any poster in contravention of this or any other City Bylaw may be removed without notice by the City.

- 72.5 For the purposes of this part, the person referred to on the poster shall be presumed to be the person who placed or displayed the poster.

**HIGHWAY EXCAVATION OR DAMAGE**

- 73.1 A person shall not damage any highway or remove any earth, gravel, concrete, pavement, or other highway appurtenance or make any excavation within or under a highway without first applying for and obtaining a permit from Senior Management.

(Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)

- 73.2 A utility company may proceed with an excavation prior to obtaining a permit required by this Part, in emergency situations to restore service to the public.
- 73.3 The City may rectify unsatisfactory restoration work and the cost of such work shall be paid by the person to whom the permit was issued.
- 73.4 A person unable to produce a permit as required or failing to comply with any conditions of a permit shall be guilty of an offence for violation of Subsection 73.1.

**BARRICADE ON PUBLIC PROPERTY**

- 74.1 A person shall not place any barricade on Public Property without first applying for and obtaining a permit from Senior Management.
- (Bylaw C-1166D-May 13, 2013, C-1166H-July 1, 2019 and C-1166J-August 21, 2023)
- 74.2 A barricade placed in contravention of this section may be removed by the City without notice.
- 74.3 A person unable to produce a permit as required or failing to comply with any conditions of a permit shall be guilty of an offence for violation of Subsection 74.1.
- 74.4 This Section does not apply in emergency situations.

**PAY BY SPACE**

- 75.1 In this section:

**"Pay by Space"** means that portion of a street or off-street where parking is subject to charge and regulation in accordance with a payment terminal.

**"Payment Terminal"** means a device operated and maintained by the City for the collection of parking fees and the regulation of parking spaces.

- 75.2 A person shall not park a vehicle or allow a vehicle to remain parked in a Pay by Space in excess of the time indicated on the traffic control device or in the instructions on the Payment Terminal.
- 75.3 A person shall pay for the use of the Pay by Space in accordance with the instructions on the Payment Terminal or given by a cellular phone payment service.
- 75.4 Payment may be made at the Payment Terminal by:
- (a) the deposit of funds; or
  - (b) electronic payment by credit card; or
  - (c) the activation of an account by a cellular phone payment service.

- 75.5 A person shall not park a vehicle or allow a vehicle to remain parked in the Pay by Space in excess of the time for which payment was made.
- 75.6 Immediately after parking the vehicle in a Pay by Space, the operator shall purchase the use of the space by inputting on the Payment Terminal or the cellular phone payment service:
- (a) the parking space number in which the vehicle is parked;
  - (b) the license plate number of the vehicle parked in the parking space; and,
  - (c) deposit the payment in a form described in Subsection 75.4.
- 75.7 Subsection 75.5 shall not apply where a person, upon making the payment by inputting on the Payment Terminal or the cellular phone payment service, finds that the Payment Terminal fails to accept payment, if the person places a written notice securely under the windshield wiper of the vehicle, providing notice that the Payment Terminal is out of order.
- 75.8 In the event a parking ticket has been issued for a first violation of Subsection 75.5, second and further violations shall occur, as the case may be, if payment at the Payment Terminal has not occurred and at least thirty (30) minutes has elapsed after the time of issuance of the previous parking ticket.
- 75.9 An operator of any vehicle displaying a Veteran's license plate is exempt from payment of fees as required in this Section.

(Bylaw C-1166A - June 27, 2011)

## **PART 11 - OFFENCES AND POWERS OF PEACE OFFICERS**

### **AUTHORITY TO ENFORCE REMOVAL AND IMPOUND**

- 76.1 All Peace Officers are hereby authorized to enforce this bylaw.
- 76.2 All Peace Officers are hereby authorized to remove or cause to be removed any equipment, vehicle, trailer, or off-highway vehicle operated, parked, or placed in contravention of any provision of this bylaw, or where emergency conditions may require the removal from any public property.
- 76.3 Any equipment, vehicle, trailer, or off-highway vehicle may be removed to a place designated by a Peace Officer.
- 76.4 Any equipment, vehicle, trailer, or off-highway vehicle that has been impounded shall be released to its owner or his agent only after the impounding and removal charges have been paid.
- 76.5 The impounding and removal charges identified in Subsection 76.4 shall be in addition to any fine or penalty imposed in respect of a violation, or to any payment made in lieu of prosecution.
- 76.6 The City is not responsible for impounding, towing, or removal charges.

**SNOW REMOVAL/STREET CLEANING/ROADWAY REPAIR**

77. Notwithstanding anything herein contained, in conjunction with snow removal, street cleaning, or roadway repair operations carried out by the City, the City may tow or remove vehicles from the roadway being cleaned, cleared, or repaired and, without impounding them, may remove them to adjacent public property.

**PENALTIES**

78. Any person who contravenes any provision or requirements of this bylaw is guilty of an offence and is liable for and subject to the penalties listed in Schedule 1.

**TICKETS**

79. Where a Peace Officer has reasonable grounds to believe that a person has contravened any provision of this bylaw, he may serve a Municipal Tag or Violation Ticket upon the person.

**SERVICE**

80. Service of a Municipal Tag shall be sufficient if it is:
- (a) personally served;
  - (b) attached to the vehicle in respect of which an offence is alleged to have been committed;
  - (c) sent by ordinary mail to the address of the Registered Owner of the vehicle; or
  - (d) left for the defendant at his residence with a person who appears to be at least eighteen (18) years of age.

**ONUS OF PROOF**

81. When a vehicle is parked or left in contravention of any provision of this bylaw, the owner of the vehicle is liable for the contravention and shall pay the penalty prescribed herein unless there is evidence before the court that at the time of the contravention, the vehicle was not parked or left by him or by any other person with his consent, express or implied.

(Bylaw C-1166D – May 13, 2013)

**CHALKING**

82. In order to determine the time which a vehicle has been parked in a location where parking is restricted to a specific time, a Peace Officer may place a chalk mark on the tread face of the tire or may use electronic marking.

**OBSTRUCTION AND INTERFERENCE**

- 82.A A Person shall not:
- (a) interfere with or attempt to obstruct a Peace Officer who is engaged in enforcement activities, including a Peace Officer engaged in automated traffic enforcement activities; and
  - (b) park a vehicle within ten (10) metres of a vehicle engaged in automated traffic enforcement activities.

(Bylaw C-1166I – August 10, 2020)

**SEVERABILITY**

83. Should any provision of this bylaw be invalid, then that provision shall be severed and the remaining bylaw be maintained.

**REPEALED**

84. Bylaws C-872, C-882, C-889, C-902, C-910, and C-992 and all amendments thereto, are hereby repealed.

**EFFECTIVE DATE**

85. This bylaw shall take effect on the date of its approval by the Minister responsible for Alberta Infrastructure and Transportation or October 1, 2007, whichever is the later date.

**READ** a first time this 16 day of July, 2007.

**READ** a second time this 16 day of July, 2007.

**READ** a third time and finally passed this 16 day of July, 2007.

\_\_\_\_\_  
"W. Ayling" (signed)

MAYOR

\_\_\_\_\_  
"J. Ferguson" (signed)

CITY CLERK

**APPROVED BY THE MINISTER RESPONSIBLE FOR ALBERTA INFRASTRUCTURE AND  
TRANSPORTATION THIS 7 DAY OF September, 2007.**

\_\_\_\_\_  
"Minister" (signed)

MINISTER

## CITY OF GRANDE PRAIRIE

## BYLAW C-1166

## SCHEDULE 1

## SCHEDULE OF FINES

(Bylaw C-1166F - March 21, 2016 and Bylaw C-1166I - August 10, 2020)

<u>Section No.</u>	<u>Offence</u>	<u>Fine</u>
<b><u>Part 1 - Rules for Operation of Vehicles</u></b>		
3	Drive vehicle damaging highway.	\$500.00
4	Tracking.	\$250.00
5	Transport of unsecured load.	\$400.00
8	Drive in parkland.	\$300.00
9	Drive off truck route.	\$250.00
10	Large vehicle unload downtown.	\$250.00
11	Drive over fire hose.	\$250.00
12.1	Overweight/over dimension vehicle without permit.	\$300.00
<b><u>Part 2 - Parking</u></b>		
15.1	Park in disabled space.	\$250.00
18	Expired licence plate.	\$250.00
27	Park Recreational Vehicle in a prohibited manner.	\$100.00
28	Detached Trailer.	\$100.00
29	Park Truck off Truck Route.	\$250.00
30	Overweight/over dimension park in driveway.	\$250.00
<b><u>Part 4 - Snow/Ice Clearing</u></b>		
37.1	Removal of snow/ice from private property onto highway/public property.	\$100.00
37.1A	Removal of snow/ice from commercial or industrial property onto highway/public property.	\$1,000.00



<u>Section No.</u>	<u>Offence</u>	<u>Fine</u>
37.2	Removal of snow/ice onto another property.	\$100.00
38.1	Failure to clean sidewalk.	\$100.00
38.2	Removal of snow/ice from sidewalk onto highway.	\$100.00
38.3	Damage sidewalk.	\$100.00
39	Failure to clean snow from eaves.	\$100.00
<u>Part 6 – Deleted by C-1166L – May 5, 2025</u>		
<u>Part 7 – Off-Highway Vehicles</u>		
42	Unauthorized operation of off highway vehicle.	\$250.00
<u>Part 8 – Parking Meter</u>		
44	Overtime Parking.	\$35.00
		discount \$15.00
47	Improper park in a metered space.	\$25.00
52	Park taxi at meter.	\$25.00
<u>Part 9 – Dangerous Goods</u>		
55	Transport Dangerous Goods off Route.	\$500.00
57	Unauthorized parking of Dangerous Goods.	\$500.00
60	Dumping Dangerous Goods.	\$600.00
<u>Part 10 – General Provisions</u>		
62A	Vehicle idling.	\$250.00
64	Obstruct sidewalk without permit.	\$100.00
65	Wash vehicle on highway.	\$100.00

---

<u>Section No.</u>	<u>Offence</u>	<u>Fine</u>
66	Placing goods on highway without permit.	\$100.00
67	Public property obstruction - storing material.	\$100.00
68	Traffic visibility hazard.	\$300.00
69	Repair vehicle/fluids on public property.	\$100.00
71	Occupying RV or trailer.	\$100.00
70	Unauthorized commercial waste container.	\$100.00
72	Improper display/removal of poster.	\$100.00
73	Unauthorized highway excavation or contravene permit.	\$500.00
74	Unauthorized barricade or contravene permit.	\$250.00
75	Pay by Space - failure to pay or overtime parking	\$35.00
		discount \$15.00
	Section not specified - any other section to which a fine had not been specified.	\$78.00

**CITY OF GRANDE PRAIRIE**

**BYLAW C-1166**

**SCHEDULE 1-A**

**Deleted by**  
**(Bylaw C-1166H - July 1, 2019)**



**MINUTES OF THE CITY OF GRANDE PRAIRIE  
OPERATIONAL SERVICES COMMITTEE**

**June 24, 2025, 10:15 A.M.  
Council Chambers, City Hall**

MEMBERS PRESENT	W. Pilat	Committee Chair
	M. O'Connor	Councillor
	K. O'Toole	Councillor
	J. Clayton	Mayor
ALSO PRESENT	G. Berg	Councillor
	G. Blackmore	Councillor
	D. Bressey	Councillor
	C. Thiessen	Councillor
	S. Bourke	City Manager
	B. Glavin	Chief Operating Officer
	D. Whiteway	Chief Financial Officer
	S. Cajolais	Chief Public & Protective Services Officer, Acting
	P. Bailey	Chief Strategy Officer
	A. Van Beekveld	Council Committee Coordinator
	S. Harvard	Director of Transit Services

---

**1. CALL TO ORDER**

The meeting was called to order at 11:23 a.m.

**2. ADOPTION OF AGENDA**

**MOVED** by K. O'Toole  
Committee adopt the agenda as presented.

**CARRIED (4 to 0)**

**3. DELEGATIONS**

**4. REPORTS**

**4.1 Service Area Update**

B. Glavin, Chief Operating Officer, presented Committee with an update on the current and projected activities planned throughout the service area:

- Engineering & Transportation Services - The following have been posted: Request for Proposal Engineering Services for the 2026-2027 Road Rehabilitation Program; and Request for Tender Copperwood Ditch Work (cleaning and restoration of the drainage ditch and adjacent PUL). The following have closed: Request for Tender Accessible Playground Site Preparations (Jumpstart project in Lion's Park); and Request for Tender Minor Resurfacing Program.

- Corporate Facility Management - Administration is coordinating with PACE for the replacement of two furnaces. The Animal Shelter is undergoing a minor renovation of the intake counter area to install safer vestibule access.
- Environment & Parks - Administration is replacing several playground borders this month as part of regular asset upkeep. Canadian flags are being installed this week in preparation for Canada Day. The Boulevard Turf Trial was initiated this week to test optimal soil and seed techniques for turf establishment.

#### 4.2 Trader Ridge Neighbourhood Conventional Transit

S. Harvard, Director of Transit Services, presented Committee with information regarding conventional transit in the Trader Ridge neighbourhood.

**MOVED by K. O'Toole**

Committee receive this report for information.

**CARRIED (4 to 0)**

**MOVED by K. O'Toole**

Committee refer this matter to the fall budget deliberations.

**CARRIED (4 to 0)**

### 5. **CORRESPONDENCE**

### 6. **OTHER BUSINESS**

### 7. **BYLAW & POLICY REVIEW**

### 8. **OUTSTANDING ITEMS LIST**

The Committee reviewed the Operational Services Committee Outstanding Items List for June 24, 2025.

**MOVED by M. O'Connor**

Committee receive the June 24 Outstanding Items List, as amended, for information.

**CARRIED (4 to 0)**

### 9. **ADJOURN**

The meeting ended at 11:40 a.m.

---

Chair

---

Council Committee Coordinator



ALBERTA

Forestry and Parks

---

*Office of the Minister*  
*MLA, Central Peace - Notley*

JUN 13 2025

22667

Her Worship Jackie Clayton  
Mayor, City of Grande Prairie  
P.O. Bag 4000  
Grande Prairie AB T8V 6V3

Dear Mayor Clayton:

The Honourable Danielle Smith, Premier of Alberta forwarded me your letter regarding trade barriers and Alberta's forest industry. As Minister of Forestry and Parks, I appreciate the opportunity to respond.

In February, Premier Smith, alongside all Canadian premiers met with key American political leaders to advocate for strong Canada-U.S. relations. These discussions focused on shared priorities, including jobs, the economy, energy, critical minerals, supply chains, border security, and immigration. Alberta representatives in the U.S. continue to emphasize the importance of forest product exports to the U.S. economy and consumers. I recently visited Texas with representatives from the Alberta Forest Products Association to further advocate for the sector and highlight these key priorities.

The Government of Alberta remains committed to supporting a predictable, secure market for our forest industry. I recognize the industry's vital role in forestry centres such as Grande Prairie. This is why I will ensure forest products are strongly represented in the government's tariff advocacy and response efforts.

My ministry is actively investigating the feasibility of response actions to support the sector and remain in close contact with the Alberta Forest Products Association. While the timing and extent of tariffs remain uncertain, the Government of Alberta continues to advance red tape reduction, market diversification, and transportation network enhancement to maintain the competitiveness of our industry.

Abroad, the joint government-industry forestry mission to Japan in November 2024 reflected my ministry's commitment to emphasizing market diversification, helping to build resilience during challenging times.

I value the city of Grande Prairie's engagement on this important issue.

Sincerely,

A handwritten signature in black ink, appearing to read 'Todd Loewen', with a long, sweeping underline.

Honourable Todd Loewen  
Minister  
Forestry and Parks